

Your Regional Transit Connection (RTC) Discount Card is also a Clipper<sup>SM</sup> card. You can use this card to pay fares on Bay Area transit systems that currently accept Clipper: Muni, BART, AC Transit, Caltrain, Golden Gate Transit and Ferry, and Dumbarton Express. VTA and SamTrans will begin accepting Clipper in late 2010.

The RTC Clipper card also serves as proof of eligibility to ride at reduced fares.

## **RTC Clipper<sup>SM</sup>:** How to Use the Clipper Features of Your Card



## Using the features of your RTC Clipper card

### Step 1:

#### Set up a My Clipper account.

Call Clipper Customer Service to register your card and set up your account (877.878.8883). It's free! You'll then be able to manage your account online, and it will be easier for us to assist you if your card is lost or stolen.

### Step 2:

#### Add value when you want, or set up Autoload to add value automatically.

You can add cash value, monthly passes, and ride books—all at the same time. For example, you can add a monthly pass to ride Muni and cash to ride BART.

#### Add value to your card in one of these ways:

- Visit a Clipper retailer, like a participating Walgreens or transit agency ticket office.  
Go to [clippercard.com](http://clippercard.com) or call

Clipper Customer Service for a list of locations.

- Use a self-serve Clipper Add Value Machine or a Clipper ticket machine.  
Locations and instructions are available at [clippercard.com](http://clippercard.com).
- Call Clipper Customer Service to load value over the phone.
- Go to [clippercard.com](http://clippercard.com) and click on "Get Clipper" to order online.
- Ask the administrator of your employee transit benefit program how to add value using your benefits.

**Note:** If you add value by phone or online, please allow 3-5 days for the value to be available. You'll need to register your card with the Clipper Customer Service Center by phone before adding value either by phone or online.

**Autoload:** Autoload is the fastest and easiest way to ensure you'll always have value on your RTC Clipper card and avoid waiting in

line for a new pass or sticker. Link your card to a credit card or bank account and, whenever your cash balance falls below \$10 or your pass expires, the pre-set value or pass will be automatically added to your card. Set up Autoload at [clippercard.com](http://clippercard.com). Your card must be registered before setting up Autoload.

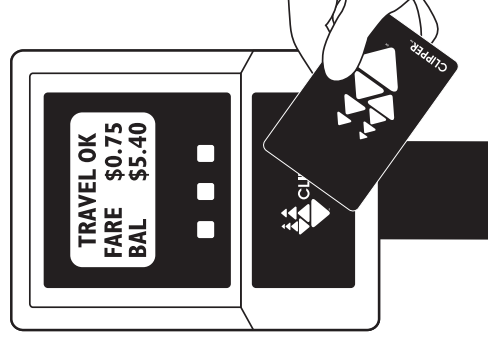
**Step 3:  
Use your card.**

Locate the Clipper card reader at the entrance of the transit vehicle, fare gate or station, and hold your card flat against the Clipper logo until you hear a beep or the gates open.

The card reader will show the cash balance remaining on your card, the expiration date of your pass, or the number of rides remaining.

Clipper automatically applies discounts for transfers and reduced senior and disabled fares.

If a ride costs more than the cash



*Clipper card reader displaying fare charged and remaining balance after patron has tagged*

balance on your card, you can complete that trip, but your card will have a negative balance. You'll have to add enough value to cover the negative balance before using your card—and any prepaid monthly passes or tickets on it—again.

**Accessibility features of the RTC Clipper card if you are blind or have low vision:**

- Self-serve Clipper Add Value Machines and Clipper ticket

machines have an “Audio” button on the left side which, when pressed, provides information audibly. There is also an earphone/headphone jack. The Clipper website, [clippercard.com](http://clippercard.com), is designed to work with screen-reader software programs.

- If you would like Clipper brochures in alternate formats such as large print, Braille or CD, contact Clipper Customer Service.

**If you are deaf or have a hearing impairment:**

Call the California Relay Service at 711 or 800-735-2929 using TTY/TDD machines and provide the number for the Clipper Customer Service Center.

**If your mobility is limited:**

Autoload is the most convenient way to add value. Staff at transit agency ticket offices and Clipper retailers also can help you add value if you need assistance.

**Important cardholder tips:**

- Do not punch a hole in your card.
- If you ride **Golden Gate Transit** bus, **BART** or **Caltrain**, you must “tag off”—tag a second time—when you get off the bus or train. This ensures that you will always be charged the correct amount for your trip; if you forget to tag off, you will be charged the maximum amount.
- If you take a local trip on an **AC Transit** transbay bus and are paying with cash, you must tell the driver you are taking a local trip. This ensures that you will not be charged a transbay fare.
- You can check your balance by inserting your card into a self-serve Clipper Add Value Machine or ticket machine, asking for your balance at a transit agency ticket office or retailer, or calling Clipper Customer Service. If you’ve registered your card, you can check your balance online at [clippercard.com](http://clippercard.com).

- Paratransit services do not accept the RTC Clipper card.
- An attendant traveling with an RTC cardholder qualified to ride with an attendant can receive a discount by paying the discount fare in cash or, in the case of Muni Metro, using a single-ride discount ticket purchased from a Clipper ticket machine.

**Replacement cards:**

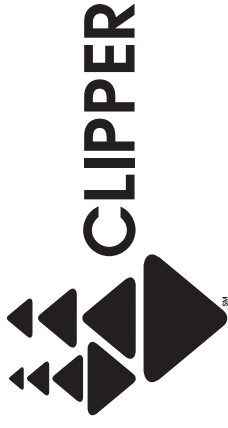
- If your RTC Clipper card is ever **lost or stolen:**  
**First**, put a hold on your card. Call Clipper (877.878.8883) if your card is registered with Clipper. If your card is not registered, call the Central Processor (510.208.0200).
- **Second**, apply for a replacement card. You can apply by mail with the Central Processor (fastest way) or at your local transit agency. The standard RTC replacement card fee (\$5) applies.  
 Allow 7–10 days for processing.

- If your RTC Clipper card is defective or damaged, take it to your local transit agency for a replacement. Defective cards are replaced free of charge, but replacing a damaged card requires the standard RTC replacement card fee of \$5. You may keep your defective or damaged card as proof of eligibility while your replacement card application is processed, but you will need to exchange it for the new card in person at your transit agency after the new card is issued. Allow 7–10 days for processing.

**Note:** For lost, stolen, damaged or defective cards, any value or unexpired pass or ride book as well as any Autoload set-up will be automatically transferred to your replacement card.

• If your RTC Clipper card **expires**, you should submit a RTC renewal application as usual. Try to use up the balance on your card before the last day of the month the card expires. Otherwise, you can call the Clipper Customer Service Center to ask for any remaining cash balance to be transferred to your new card. Partially used passes and ticket books cannot be transferred.

**Note:** Autoload functions will not automatically transfer to your new card when you reapply. Your renewal card is considered a new card by Clipper so you will need to set up that service again.



**For questions about the RTC Discount Card Program:**

Call 511, then say "transit," followed by the name of your local transit agency.

**For questions about Clipper:**

Call Clipper Customer Service at 877.878.8883 (TTY/TDD 711 or 800.735.2929).

Visit [clippercarter.com](http://clippercarter.com).

E-mail [custserv@clippercarter.com](mailto:custserv@clippercarter.com).



## MEMORANDUM

**Date:** April 18, 2011

**To:** Paratransit Advisory and Planning Committee and Technical Advisory Committee

**From:** Rochelle Wheeler, Countywide Bicycle and Pedestrian Coordinator  
Diane Stark, Senior Transportation Planner

**Subject:** **Updates to the Bicycle & Pedestrian Plans: Priority Projects Approach**

### Recommendations

It is recommended that the Paratransit Advisory and Planning Committee (PAPCO) and Technical Advisory Committee (TAC) provide input on the proposed Bicycle and Pedestrian Plans priority capital projects approach for the Alameda Countywide Bicycle and Pedestrian Plans updates at their meeting, and, if desired, in writing by Friday, April 29, 2011.

### Summary

Both the Countywide Pedestrian and Bicycle Plans are now being updated. Each plan includes a "vision" network of capital projects of countywide significance. An approach to prioritizing the capital projects included in the vision networks is described in this memo and the attached table. The prioritized projects will be eligible for future countywide bicycle/pedestrian funding. Input from the PAPCO and TAC will be incorporated into a revised prioritization approach, and ultimately into the Priority Projects and Programs chapters.

PAPCO and TAC members are welcome to submit any comments on the prioritization approach to Rochelle Wheeler by email ([rwheeler@alamedactc.org](mailto:rwheeler@alamedactc.org)) or by phone (510-208-7471) by Friday, April 29, 2011, at 5:00 p.m.

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**Background**

The Alameda County CTC approved the first Countywide Pedestrian Plan, and the first update to the Countywide Bicycle Plan, in 2006. PAPCO provided input on the development of the Pedestrian Plan. Since then, these plans have been used to guide bicycle and pedestrian grant fund programming and Alameda CTC bicycle/pedestrian efforts. The plans are now being updated, with the goal of having the plans adopted in early 2012, so that they can be coordinated with the updates of the Countywide and Regional Transportation Plans, which are anticipated to be adopted by 2012 and 2013, respectively.

During the plan development process, the Countywide BPAC and the Bicycle Pedestrian Plans Working Group (PWG) are the two primary groups that will review and give input on the development of each chapter of the plan. Naomi Armenta (Alameda CTC) and Sylvia Stadmire (PAPCO) are members of the PWG. Selected draft chapters and topics are also being brought to the full PAPCO for input.

To date, PAPCO has been invited to review and provide input on several of the draft plan chapters: the draft Existing Conditions chapters, and Vision, Goals & Objectives chapters.

The PAPCO is now being requested to provide input on the proposed prioritization of the capital projects in the vision networks for the Countywide Bicycle and Pedestrian Plans.

**Vision Networks/Systems**

Both the Countywide Bicycle and Pedestrian Plans have a “vision network” or “vision system” that includes all of the capital projects (or areas for capital improvements) that are considered to be a part of the countywide plans, without regard to available funding. These are all of the areas or projects that are important at the countywide (as opposed to local level) for bicycling and walking. Both of the 2006 plans mapped these areas/projects. At their February meetings, the BPAC and PWG provided input on re-defining the 2006 vision networks for the Bicycle and Pedestrian Plans. The attached tables summarize the definition of each plan’s 2006 vision network, plus the recommended new 2012 networks. In sum, the Countywide Pedestrian Plan system is proposed to mostly stay the same, and the Countywide Bicycle Plan network is proposed to be expanded to further improve access to transit and major activity centers.

**Prioritization Overview**

PAPCO and TAC are being requested, at their April meeting, to provide input on an approach to prioritizing the above vision network/system, which will ultimately form the basis of the “Priority Projects and Programs” Chapters in the Countywide Bicycle and Pedestrian Plans, and will guide future countywide bicycle and pedestrian investment priorities. The prioritization approach now being recommended addresses capital projects only. It is understood that outreach and educational programs that encourage safer and more convenient and inviting cycling and walking are equally important; however, the method to identify and prioritize these programs will be brought to a future PAPCO meeting for input.

The 2006 Countywide Pedestrian Plan did not prioritize projects; rather the cost to deliver the complete pedestrian system was estimated and compared to expected revenue over the life of the Plan. Alameda CTC calculated the difference between these amounts and used the Plan as an advocacy document to argue for the need for increased pedestrian funding.

The 2006 Countywide Bicycle Plan established priorities by identifying a “financially-constrained network” based on a cost estimated to be equal to the revenue expected to be available for bicycle projects throughout the life of the Plan. A subset of these projects – one per jurisdiction – comprised the Plan’s “high priority projects.”

**Proposed 2012 Prioritization Approach**

The recommended prioritization approach (shown in the attached tables) calls for the following priority categories to be used in both plans:

1. Priority project types:
  - a. Trails
  - b. Multi-agency routes/projects
2. Priority geographies:
  - a. Transit Priority Zones
  - b. Downtowns and Major Commercial Centers
  - c. Communities of Concern (using MTC’s criteria)

**Priority Geographies**

Transit Priority Zones (TPZs): While this term was not used in the 2006 Alameda Countywide Pedestrian Plan, here it is meant to include all “major transit” stops/stations and bus trunkline routes, as defined in the 2006 plan, and updated in this process. Defined in the 2006 Alameda Countywide Bicycle Plan, TPZs are meant to focus investment in bicycle access to BART, ACE and Amtrak stations, ferry terminals and major bus transfer stops.

Downtowns: The 2006 Countywide Pedestrian Plan defined these as the central business district of any city in Alameda County, as defined by the local general, specific or downtown plan.

Major Commercial Centers: A collection of mainly retail and service establishments in a multi-block area, according to the 2006 Countywide Pedestrian Plan.

Communities of Concern: Economically disadvantaged communities, as defined by MTC.

Multi-agency projects (defined as places where multiple agencies have land use or right-of-way authority) are recommended to be prioritized because, although they may be of countywide significance for bicycle and pedestrian travel, these projects may not be prioritized by local jurisdictions, which tend to focus on projects that are completely within their boundaries and do not require coordination among multiple agencies. Alameda CTC, as a multi-jurisdictional agency, is likely to have a greater impact in this area.

Transit hubs, downtowns and major commercial centers were identified in the 2006 Countywide Pedestrian Plan as areas of countywide significance, meaning they are places that serve pedestrians traveling to and from a variety of locations throughout Alameda County and beyond. In addition to recommending prioritizing pedestrian projects in these areas, it is recommended to also use the same locations to prioritize projects in the Countywide Bicycle Plan because it is thought that these areas are equally important destinations to the county’s cyclists.

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Finally, MTC's Communities of Concern capture areas of Alameda County with low auto ownership rates and, in many cases, limited employment, shopping and transit opportunities. MTC-funded and Alameda CTC-managed Community-Based Transportation Plans identify needed projects in these areas, where there is often higher-than-average reliance on walking and bicycling.

**Input requested**

Staff is requesting input on the prioritization approach, and specifically on these questions:

1. Should the three countywide trail systems be among the highest priority investments in the bicycle and pedestrian networks?
2. Should multi-agency projects/routes be among the highest priority investments in the bicycle and pedestrian networks?
3. Should countywide investments be focused on TPZs, downtowns, major commercial centers and communities of concern?
4. Should maintenance costs be prioritized, in addition to capital costs?
5. Should any other areas be prioritized? For instance, should other activity centers be added as priorities, in particular colleges and universities?

*Additional Input to the Plans*

Staff and the Plans Updates consultant are planning to attend local BPAC meetings in May or June to bring the proposed vision and prioritized networks approaches for public input. These meetings will be advertised to all nearby BPACs, advocacy groups and the public. A web page with information about the plan updates process is available at: <http://tinyurl.com/ACBikePedPlans>. Please share this web link with others who may be interested.

**Next Steps**

Once input is collected on the prioritization approach, the recommended approach will be finalized, and mapped, and brought to local agency staff and local BPACs for further input. The final approach will be incorporated into the Priority Projects and Programs chapters in the Plans. An approach for prioritizing countywide programs will be brought to a future PAPCO meeting.

**Attachments**

- 05A. Countywide Plans - Vision and Priorities Matrix

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**COUNTYWIDE BICYCLE PLAN: Summary of Vision Network and Capital Project Priorities**

Vision		Capital Project Priorities	
2006 Plan	2012 Plan Proposal, based on BPAC and PWG input	2006 Plan: Project Approach	03/11 proposed: Category Approach
<p><b>Countywide Network of Inter-connected Corridors</b>, linking major activity centers, transit, schools, parks, and employment and shopping centers, plus routes that serve major transportation corridors</p>	<p>Keep network, but make revisions to improve inter-jurisdictional connections and to reflect locally- preferred routes. Solicit input from local agency staff and local BPACs for these changes.</p>	<p>Financially- constrained Network: A subset of the vision network, limited by funds expected to be available during the lifespan of the plan</p> <p>AND</p>	<p>Priority Project Types: - three major regional trails - Multi-agency routes/gaps/barriers</p>
<p><b>Transit-Priority Zones</b> around major transit stations and major bus transfer stops</p>	<p>Keep TPZ approach, but expand to include bicycle access (actual biking distance) in the 4 cardinal directions from TPZs in the 2006 Plan (and update TPZs, as needed), by planning area, as follows: North: 1 mile</p>		<p>Priority Geography: Access 1/2-mile-to-one-mile out from TPZs (50% of vision network distances in each Planning Area)</p>

Vision		Capital Project Priorities	
2006 Plan	2012 Plan Proposal, based on BPAC and PWG input	2006 Plan: Project Approach	03/11 proposed: Category Approach
	<p>NEW: Add bicycle access routes to Downtowns and Major Commercial Centers. Specifically add routes 3 miles in the 4 cardinal directions from each activity center (as defined in the 2006 Ped Plan). Adjust the distances, as needed, with input from local agency staff and local BPACs, to eliminate redundancies and to create meaningful connections between activity centers. The goal would be to have the maximum distance stay at 3 miles, unless there is a compelling reason to increase it.</p>	<p>High-Priority Projects: 15 specific projects, which were a subset of the financially-constrained network, selected as the highest priority by each jurisdiction</p>	<p>Priority Geography: Access 1.5 miles (or less) out from Downtowns and Major Commercial Centers (50% of vision network distances)</p>
			<p>Priority Geography: Areas defined as "Communities of Concern" by MTC</p>

**COUNTYWIDE PEDESTRIAN PLAN: Summary of Vision Network and Capital Project Priorities**

Vision			Capital Project Priorities	
2006 Plan: Areas of Countywide Significance	2006 Plan: Specific definitions	2012 Plan Proposal, based on BPAC and PWG input	2006 Plan	03/11 proposed: Category Approach
Areas of countywide significance, defined as “places that serve pedestrians traveling to and from a variety of locations throughout Alameda County and beyond.” Includes the three areas below:	The specific definitions for what capital projects are considered part of the countywide “network” for each of these three areas is as follows:	Overall, keep same approach, with minor modifications	No Prioritization in Plans (priorities created via funding criteria and locally-submitted projects)	

Vision			Capital Project Priorities
<b>2006 Plan: Areas of Countywide Significance</b>	<b>2006 Plan: Specific definitions</b>	<b>2012 Plan Proposal, based on BPAC and PWG input</b>	<b>2006 Plan</b>
<b>Inter-jurisdictional trails, including the San Francisco Bay Trail, Iron Horse Trail and other inter-jurisdictional trails that link populated areas</b>	Trails considered to be of countywide significance are inter-jurisdictional paved, shared-use paths (Class I) that link populated areas. (On some segments of inter-jurisdictional trails, a Class I facility, while desirable, may not be feasible in the foreseeable future. These segments, which may be sidewalks or unpaved trails, still meet the definition of countywide significance.) Projects that improve the intersections of these trails with roadways	Add new trails, such as East Bay Greenway. Solicit input from agency staff and local BPACs on new trails.	<b>03/11 proposed: Category Approach</b> Priority Project Types: - three major regional trails - Multi-agency routes/gaps/barriers

Vision			Capital Project Priorities
<b>2006 Plan: Areas of Countywide Significance</b>	<b>2006 Plan: Specific definitions</b>	<b>2012 Plan Proposal, based on BPAC and PWG input</b>	<b>2006 Plan</b>
<b>Public transit</b> , including bus corridors, rail stations and ferry terminals of countywide significance	Pedestrian projects that improve access to transit within one half mile walking distance around all rail and ferry stops and bus trunk lines (as defined by each operator), plus additional bus service in areas of Alameda County where there are geographic gaps in	As needed, revise major transit routes/stops considered to be of countywide significance in the 2006 plan, such as the new West Dublin BART station and any AC Transit or Wheels trunk line route changes. Solicit input from agency staff on changes major transit stops or trunk lines.	<b>03/11 proposed: Category Approach</b> Priority Geography: Continuous access within 1/4 mile of TPZ's
<b>Activity centers</b> , including downtowns, major commercial districts, shopping centers, post-secondary educational institutions, hospitals and medical centers, major public venues, government buildings, and regional parks	Capital projects that directly improve pedestrian safety and access within downtowns or major commercial districts are considered to be of countywide significance.	Add new activity centers (or ones that were inadvertently missed in 2006, including those close to county borders in adjacent counties). Solicit input from agency staff on activity centers to be added.	Priority Geographies: Within Downtowns and within Major Commercial Centers

Vision			Capital Project Priorities
<b>2006 Plan: Areas of Countywide Significance</b>	<b>2006 Plan: Specific definitions</b>	<b>2012 Plan Proposal, based on BPAC and PWG input</b>	<b>2006 Plan</b>  <b>03/11 proposed: Category Approach</b>
	Capital projects that directly improve pedestrian safety and access between the entrance to the other six activity centers and the closest bus stop, rail station or ferry terminal to each,	Add new activity centers, as needed. Revise access to six other activity centers to be: projects that directly improve pedestrian safety and access to these activity centers, that are within a ¼ mile walk-shed of the activity center.	Priority Geography: Areas defined as “Communities of Concern” by MTC



## MEMORANDUM

**DATE:** March 29, 2011

**TO:** Technical Advisory Working Group

**FROM:** Beth Walukas, Manager of Planning  
Tess Lengyel, Manager of Programs and Public Affairs

**SUBJECT:** **Review of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/ Transportation Expenditure Plan Information**

### Recommendation

This item is for information only. No action is requested. Highlights include an update on the Association of Bay Area Governments (ABAG) process for seeking input on their recently released Initial Vision Scenario and on the implementation of the CWTP and RTP Call for Projects and Programs. Staff is developing a draft master list of projects and programs received to date, which will be distributed at the April meeting for information.

### Summary

This item provides information on regional and countywide transportation planning efforts related to the updates of the Countywide Transportation Plan and Sales Tax Transportation Expenditure Plan (CWTP-TEP) as well as the Regional Transportation Plan (RTP) and the development of the Sustainable Community Strategy (SCS).

### Discussion

ACTAC; the Planning, Policy and Legislation Committee (PPLC); the Alameda CTC Board; the Citizen's Watchdog Committee; the Paratransit Advisory and Planning Committee; the Citizen's Advisory Committee; and the Bicycle and Pedestrian Advisory Committee receive monthly updates on the CWTP-TEP and RTP/SCS. The purpose of this report is to keep various Committee and Working Groups updated on regional and countywide planning activities, alert Committee members about issues and opportunities requiring input in the near term, and provide an opportunity for Committee feedback in a timely manner. CWTP-TEP Committee agendas and related documents are available on the Alameda CTC website. RTP/SCS related documents are available at [www.onebayarea.org](http://www.onebayarea.org).

### April 2011 Update:

This report focuses on the month of April 2011. A summary of countywide and regional planning activities for the next three months is found in Attachment A and a three year schedule is found in

Attachment B. Highlights include MTC/Alameda CTC Call for Projects and Programs and the process for moving from the recently released Initial Vision Scenario to the Detailed Scenarios that are scheduled to be released in July.

*1) MTC/ Alameda CTC Call for Projects and Programs*

The concurrent Call for Projects and Programs was released on February 25, 2011. Project/program applications are due to Alameda CTC by **April 12, 2011**, so they can be screened and a preliminary list of CWTP projects and programs developed. A draft list of projects and programs recommended for inclusion in the RTP is due to MTC by **April 29, 2011**. The Draft list of projects and programs will be presented to Alameda CTC committees in May culminating in a public hearing at the **May 26, 2011** CWTP-TEP Steering Committee meeting with a recommendation for approval by the Commission on the same day. The final list is due to MTC on **May 27, 2011**. Staff has received input on transportation needs from the public in February and March at five public meetings held throughout the County and through the Alameda CTC administrative and advisory committee meetings. Staff is developing a master list of projects and programs received to date, which will be distributed at the April meeting.

*2) Release of Initial Vision Scenario and Development of Detailed Scenarios*

On March 11, 2011, ABAG released the Initial Vision Scenario representing the starting point for discussion for how to house the region's population and meet sustainability goals (Attachment 09C). The Initial Vision Scenario was presented to Alameda County elected officials at four meetings throughout the County between March 16 and March 24, 2011 and to the Technical Advisory Working Group, including the Alameda County Planning Directors, on March 18, 2011. ABAG and MTC are seeking input on the Initial Vision Scenario between now and June 2011 to use in the development of Detailed Scenarios, which are anticipated to be released in **July 2011**. In addition to providing input on the development of the Detailed Scenarios through the CWTP-TEP Committees, a public workshop, hosted by MTC and ABAG is being scheduled in **May**. Alameda CTC is working with Supervisorial Districts 1 and 2 to host a joint workshop on the SCS. The workshop is scheduled for **May 14, 2011**.

*3) RTP/SCS Work Element Proposals and*

MTC continues to refine their proposals and guidance for the following work elements of the RTP/SCS:

- 25-year financial forecast assumptions;
- Draft committed funds and projects policy scheduled to be adopted by MTC in April;
- Projects performance assessment approach; and
- Transit capital, local streets and roads maintenance needs, and transit operation needs approach.

4) *Upcoming Meetings Related to Countywide and Regional Planning Efforts:*

<b>Committee</b>	<b>Regular Meeting Date and Time</b>	<b>Next Meeting</b>
CWTP-TEP Steering Committee	4 <sup>th</sup> Thursday of the month, noon Location: Alameda CTC	April 28, 2011 May 26, 2011
CWTP-TEP Technical Advisory Working Group	2 <sup>nd</sup> Thursday of the month, 1:30 p.m. Location: Alameda CTC	April 14, 2011 May 12, 2011
CWTP-TEP Community Advisory Working Group	1 <sup>st</sup> Thursday of the month, 3:00 p.m. Location: Alameda CTC	April 7, 2011 May 5, 2011
SCS/RTP Regional Advisory Working Group	1 <sup>st</sup> Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	April 5, 2011 May 3, 2011
SCS/RTP Equity Working Group	Location: MetroCenter, Oakland	April 13, 2011 May 11, 2011
SCS/RTP Housing Methodology Committee	10 a.m. Location: BCDC, 50 California St., 26th Floor, San Francisco	April 28, 2011 May 26, 2011
CWTP-TEP Public Workshops and Initial Vision Scenario Outreach	Location and times vary District 1 and 2 SCS Workshop Initial Vision Scenario Public Meeting	May 14, 2011 TBD

**Fiscal Impact**

None.

**Attachments**

Attachment 06A: Summary of Next Quarter Countywide and Regional Planning Activities

Attachment 06B: CWTP-TEP-RTP-SCS Development Implementation Schedule

Attachment 06C: One Bay Area SCS Planning Process

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**Attachment A: Summary of Next Quarter Countywide and Regional Planning Activities  
(April through June)**

Countywide Planning Efforts

The three year CWTP-TEP schedule showing countywide and regional planning milestone schedules is found in Attachment 09B. Major milestone dates are presented at the end of this memo. In the April to June time period, the CWTP-TEP Committees will be focusing on:

- Coordinating with ABAG and local jurisdictions on defining the Detailed Land Use Scenarios for the Sustainable Communities Strategy and establishing how land use and the SCS will be addressed in the CWTP;
- Providing input on issues papers that discuss challenges and opportunities regarding transportation needs in Alameda County, including best practices and strategies for achieving Alameda County's vision beyond this CWTP update;
- Developing and implementing a Call for Projects and Committed Funding and Project Policy that is consistent and concurrent with MTC's call for projects and guidance;
- Developing countywide financial projections and opportunities that are consistent and concurrent with MTC's financial projections;
- Beginning the discussion on Transportation Expenditure Plan strategic parameters and funding scenarios;
- Identifying transportation investment packages for evaluation;
- Reviewing polling results for an initial read on voter perceptions;
- Continuing to conduct public outreach on transportation projects and programs and the Initial Vision Scenario and the Detailed Scenarios.

Regional Planning Efforts

Staff continues to coordinate the CWTP-TEP with planning efforts at the regional level including the Regional Transportation Plan (MTC), the Sustainable Communities Strategy (ABAG), Climate Change Bay Plan and amendments (San Francisco Bay Conservation and Development Commission (BCDC)) and CEQA Guidelines (Bay Area Air Quality Management District (BAAQMD)).

In the three month period for which this report covers, MTC and ABAG are focusing on

- Receiving input on the Initial SCS Vision Scenario released March 11, 2011;
- Developing the Detailed Scenarios based on that input;
- Developing draft financial projections;
- Adopting a committed transportation funding and project policy;
- Implementing a call for projects; and
- Assessing performance of the projects and beginning the performance assessment.

Staff will be coordinating with the regional agencies and providing feedback on these issues, through:

- Participating on the MTC/ABAG Regional Advisory Working Group (RAWG),
- Participating on regional Sub-committees (Equity sub-committee); and
- Assisting in public outreach.

### Key Dates and Opportunities for Input

The key dates shown below are indications of where input and comment are desired. The major activities and dates are highlighted below by activity:

#### *Sustainable Communities Strategy:*

Presentation of SCS information to local jurisdictions: Completed

Initial Vision Scenario Released: March 11, 2011: Completed

Detailed SCS Scenarios Released: July 2011

Preferred SCS Scenario Released/Approved: December 2011/January 2012

#### *RHNA*

RHNA Process Begins: January 2011

Draft RHNA Methodology Released: September 2011

Draft RHNA Plan released: February 2012

Final RHNA Plan released/Adopted: July 2012/October 2012

#### *RTP*

Develop Financial Forecasts and Committed Funding Policy: March/April 2011

Call for RTP Transportation Projects: March 1 through April 29, 2011

Conduct Performance Assessment: March 2011 - September 2011

Transportation Policy Investment Dialogue: October 2011 – February 2012

Prepare SCS/RTP Plan: April 2012 – October 2012

Draft RTP/SCS for Released: November 2012

Prepare EIR: December 2012 – March 2013

Adopt SCS/RTP: April 2013

#### *CWTP-TEP*

Develop Land Use Scenarios: May 2011

Call for Projects: Concurrent with MTC

Outreach: January 2011 - June 2011

Draft List of CWTP screened Projects and Programs: July 2011

First Draft CWTP: September 2011

TEP Program and Project Packages: September 2011

Draft CWTP and TEP Released: January 2012

Outreach: January 2012 – June 2012

Adopt CWTP and TEP: July 2012

TEP Submitted for Ballot: August 2012

Countywide Transportation Plan and Transportation Expenditure Plan  
Preliminary Development Implementation Schedule - Updated 12/22/10

Calendar Year 2010

Task	2010						Meeting FY2010-2011	2010				
	January	February	March	April	May	June	July	August	Sept	Oct	Nov	Dec
<b>Alameda CTC Committee/Public Process</b>												
Steering Committee			Establish Steering Committee	Working meeting to establish roles/responsibilities, community working group	RFP feedback, tech working group	Update on Transportation/ Finance Issues	Approval of Community working group and steering committee next steps	No Meetings		Feedback from Tech, comm working groups	No Meetings	Expand vision and goals for County ?
Technical Advisory Working Group								No Meetings		Roles, resp, schedule, vision discussion/ feedback	No Meetings	Education: Trans statistics, issues, financials overview
Community Advisory Working Group								No Meetings		Roles, resp, schedule, vision discussion/ feedback	No Meetings	Education: Transportation statistics, issues, financials overview
Public Participation								No Meetings			Stakeholder outreach	
Agency Public Education and Outreach	Information about upcoming CWTP Update and reauthorization											
<b>Alameda CTC Technical Work</b>												
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level						Board authorization for release of RFPs	Pre-Bid meetings	Proposals reviewed	ALF/ALC approves shortlist and interview; Board approves top ranked, auth. to negotiate or NTP	Technical Work		
Polling												
<b>Sustainable Communities Strategy/Regional Transportation Plan</b>												
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013			Local Land Use Update P2009 begins & PDA Assessment begins						Green House Gas Target approved by CARB.	Start Vision Scenario Discussions		
										Adopt methodology for Jobs/Housing Forecast (Statutory Target)	Projections 2011 Base Case Adopt Voluntary Performance Targets	

Countywide Transportation Plan and Transportation Expenditure Plan  
Preliminary Development Implementation Schedule - Updated 12/22/10

Calendar Year 2011

Task	2011						FY2011-2012	2011				
	January	February	March	April	May	June	July	August	Sept	Oct	Nov	Dec
<b>Alameda CTC Committee/Public Process</b>												
<b>Steering Committee</b>	Adopt vision and goals; begin discussion on performance measures, key needs	Performance measures, costs guidelines, call for projects and prioritization process, approve polling questions, initial vision scenario discussion	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update (draft list approval), project and program packaging, county land use, financials, committed projects	Outreach update, project and program screening outcomes, call for projects final list to MTC, TEP strategic parameters, land use rcmmnd	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Meeting moved to December due to holiday conflict	Review 2nd draft CWTP; 1st draft TEP
<b>Technical Advisory Working Group</b>	Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs guidelines, call for projects, briefing book, outreach	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update, project and program packaging, county land use, financials, committed projects	Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Review 2nd draft CWTP, 1st draft TEP, poll results update	No Meetings
<b>Community Advisory Working Group</b>	Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs guidelines, call for projects, briefing book, outreach	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update, project and program packaging, county land use, financials, committed projects	Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Review 2nd draft CWTP, 1st draft TEP, poll results update	No Meetings
<b>Public Participation</b>	Public Workshops in two areas of County: vision and needs; Central County Transportation Forum	Public Workshops in all areas of County: vision and needs		East County Transportation Forum			South County Transportation Forum	No Meetings		2nd round of public workshops in County: feedback on CWTP,TEP; North County Transportation Forum		No Meetings
<b>Agency Public Education and Outreach</b>	Ongoing Education and Outreach through November 2012						Ongoing Education and Outreach through November 2012					
<b>Alameda CTC Technical Work</b>												
<b>Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level</b>	Feedback on Technical Work, Modified Vision, Preliminary projects lists					Work with feedback on CWTP and financial scenarios	Technical work refinement and development of Expenditure plan, 2nd draft CWTP					
<b>Polling</b>	Conduct baseline poll									Polling on possible Expenditure Plan projects & programs		
<b>Sustainable Communities Strategy/Regional Tra</b>												
<b>Regional Sustainable Community Strategy Development Process - Final RTP in April 2013</b>			Release Initial Vision Scenario	Detailed SCS Scenario Development			Release Detailed SCS Scenarios	Technical Analysis of SCS Scenarios; Adoption of Regional Housing Needs Allocation Methodology		SCS Scenario Results/and funding discussions		Release Preferred SCS Scenario
	Discuss Call for Projects		Call for Transportation Projects and Project Performance Assessment		Project Evaluation		Draft Regional Housing Needs Allocation Methodology					
	Develop Draft 25-year Transportation Financial Forecasts and Committed Transportation Funding Policy											

Countywide Transportation Plan and Transportation Expenditure Plan  
Preliminary Development Implementation Schedule - Updated 12/22/10

Calendar Year 2012

Task	2012						FY2011-2012					
	January	February	March	April	May	June	July	August	Sept	Oct	November	
<b>Alameda CTC Committee/Public Process</b>												
Steering Committee	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed			Adopt Draft Plans	Adopt Final Plans	Expenditure Plan on Ballot				VOTE: November 6, 2012
Technical Advisory Working Group	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed									VOTE: November 6, 2012
Community Advisory Working Group	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed									VOTE: November 6, 2012
Public Participation			Expenditure Plan City Council/BOS Adoption									VOTE: November 6, 2012
Agency Public Education and Outreach	Ongoing Education and Outreach Through November 2012 on this process and final plans						Ongoing Education and Outreach through November 2012 on this process and final plans					
<b>Alameda CTC Technical Work</b>												
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level	Finalize Plans											
Polling					Potential Go/No Go Poll for Expenditure Plan							
<b>Sustainable Communities Strategy/Regional Tra</b>												
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013	Approval of Preferred SCS, Release of Regional Housing Needs Allocation Plan		Begin RTP Technical Analysis & Document Preparation	Prepare SCS/RTP Plan							Release Draft SCS/RTP for review	

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# BayArea Plan

To: MTC Planning Committee, ABAG Administrative  
Committee

Date: March 4, 2011

Fr: ABAG and MTC Executive Directors

Re: Initial Vision Scenario

The Initial Vision Scenario starts the conversation on the Sustainable Communities Strategy among local jurisdictions, regional agencies, and other interested stakeholders. This scenario proposes a future development pattern that depends upon a strong economy, sufficient funding for affordable housing and supportive public infrastructure and transportation investments. The proposed distribution of housing focuses on areas close to transit that have been identified by local jurisdictions. This focused growth pattern preserves open space and agricultural land in the Bay Area.

This important step in the Sustainable Communities Strategy process is designed to solicit comment primarily from local elected officials and their constituents. This input will inform the development of the detailed scenarios to be drafted by the summer of 2011.

Through integrated regional land use, housing, and transportation investments, the Initial Vision Scenario proposes a sustainable pattern of regional growth that maximizes the reduction of greenhouse gas emissions while accommodating the entire region's housing need through 2035. In this scenario, which is unconstrained in terms of financial and other resources to support housing growth, Priority Development Areas (PDAs), Infill Opportunity Areas (areas not designated as PDAs, but that share many of the same attributes), and transit corridors accommodate a major share of housing growth. The development of the transportation network in the region by 2035 is aligned with those areas. As such the transportation network for the Initial Vision Scenario is based on Transportation 2035, but also includes improved transit headways to serve increased growth in PDAs and Infill Opportunity Areas. The attached maps show the Priority Development and Infill Opportunity Areas for the region and for each county.

The Initial Vision Scenario relies on input from local jurisdictions and the characteristics of the places they identified for the distribution of growth. The Initial Vision Scenario differs from previous forecasts (Projections 2007, 2009, 2011) in identifying places to accommodate an additional demand for 267,000 households beyond Projections 2011 so that the current phenomenon of "in-commuting" from adjoining regions does not worsen in the future. These prior forecasts were derived from Census Tracts. This scenario was constructed utilizing a detailed place-based approach, meaning that growth was distributed in specific neighborhoods or geographic locations based on their characteristics. Between November 2010 and January 2011, MTC and ABAG received input from local planners on the capacity for sustainable growth in PDAs and new Infill Opportunity Areas to supplement the information gathered through the PDA Assessment. To the extent possible, MTC and ABAG staff used local estimates of

growth to meet the housing target. However, this scenario includes additional housing units in some PDAs or Infill Opportunity Areas beyond the number submitted by local jurisdictions.

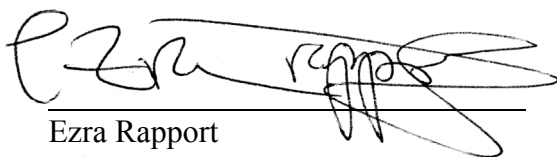
The Initial Vision Scenario assumes a growth of 903,000 households up to 3.6 million, and 1.2 million jobs up to 4.5 million by 2035 compared to today. About 95 percent of new households are accommodated within the urban footprint. PDAs and Infill Opportunity Areas include about two thirds of household growth in the region. At the county level, San Francisco, Santa Clara, Alameda and Contra Costa are projected to absorb a major share of the total increase in the number of households, at nearly 80%. They also absorb the majority of the region's job growth, also nearly 80%. It should be noted that the Initial Vision Scenario does not substantially reallocate jobs to PDAs and assumes continued job growth in employment campuses dispersed throughout the region.

Major cities take the lead in the projected growth of housing in the region. San Jose, San Francisco, and Oakland are projected to produce one third of the housing needed by 2035 by building upon their regional centers and intensifying transit corridor development. At the same time, medium-sized cities that range from city centers to transit towns (Fremont, Santa Rosa, Berkeley, Hayward, Richmond, Concord, and Santa Clara) would accommodate 17 percent of the regional total.

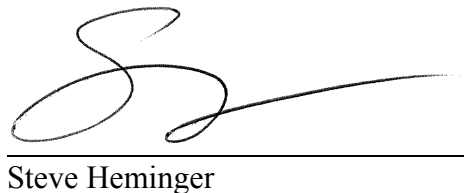
When assessed against the performance targets adopted by the regional agencies, the Initial Vision Scenario reflects significant progress towards the sustainability and equity targets of the region. The Initial Vision Scenario meets the regional housing target and achieves an incremental improvement over our current regional plans with the reduction of greenhouse gas emissions (GHG) per capita by 12 percent in 2035. Thus, it falls short of the 15% GHG per capita reduction target in 2035 established by California Air Resources Board. As expected, we will need to evaluate other infrastructure and transportation demand management strategies in order for the region to achieve the GHG target.

The performance of the Initial Vision Scenario on healthy and safe communities, equitable access, and transportation system effectiveness targets is mixed, indicating some improvements over previous trends and previous forecasts. These results point to the need for additional policies and strategies to meet the regional performance targets. In particular, strategies that will encourage more job growth in PDAs and near transit nodes would substantially improve the performance of the targets, especially the greenhouse gas emissions target. These strategies will be the subject of the upcoming detailed scenarios analysis.

The complete report on the Initial Vision Scenario with detailed analysis, data, and maps will be released for public review and presented at your March 11, 2011 joint meeting.



Ezra Rapport



Steve Heminger

# PLAN BayArea

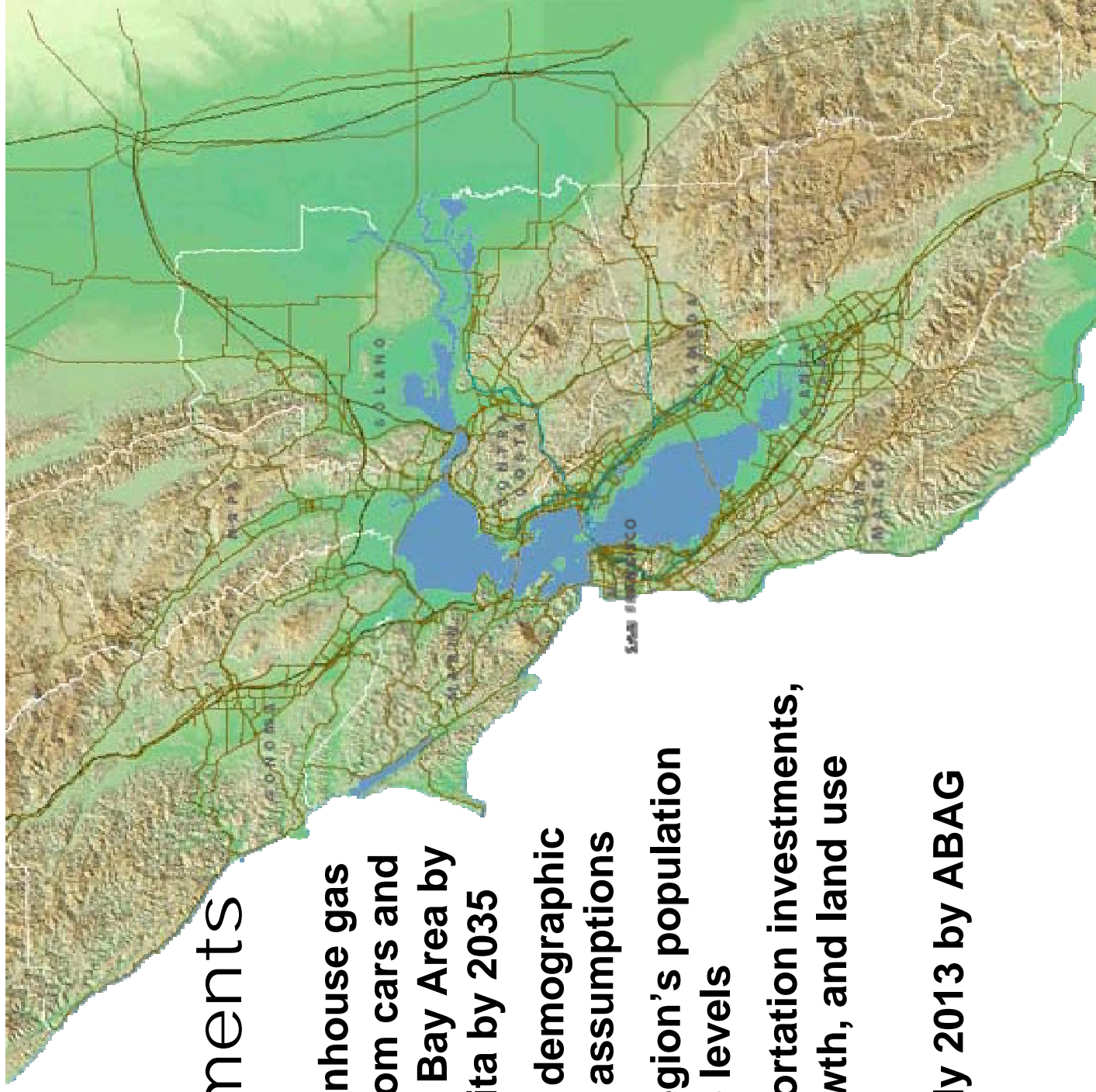
## Current Regional Plans & Initial Vision Scenario

Partnership Technical Advisory Committee

March 21, 2011

# SB 375 Requirements

- Reduce greenhouse gas emissions from cars and trucks in the Bay Area by 15% per capita by 2035
- Use realistic demographic and revenue assumptions
- House the region's population at all income levels
- Align transportation investments, housing growth, and land use planning
- Adopt in early 2013 by ABAG and MTC



## Current Regional Plans

- **Updates Projections 2009 forecast**
- **Starting point for analysis; basis for creation of the Initial Vision Scenario**
- **Reflects current planning and assumptions**
- **Not designed to meet the targets**
- **Won't become the Sustainable Communities Strategy**

## Initial Vision Scenario

- **Starting point to develop the Sustainable Communities Strategy (SCS)**
- **Identifies places for sustainable growth**
- **Accommodates regional housing need**
- **Strengthens existing communities**
- **Utilizes existing transit infrastructure**
- **Assumes unconstrained resources**
  - Affordable housing
  - Neighborhood infrastructure
  - Transit and other investments

# Initial Vision Scenario: How was it developed?

- **Housing Growth Distribution Criteria**
  - Locally identified growth in Priority Development Areas or new Growth Opportunity Areas
  - Additional housing units based upon a jurisdiction's selected Place Type for a PDA or Growth Area
  - Greater housing density proximate to significant transit investments (Existing Transit or Resolution 3434 Transit Expansions)
  - Major mixed-use corridors with high potential for transit-served, infill development

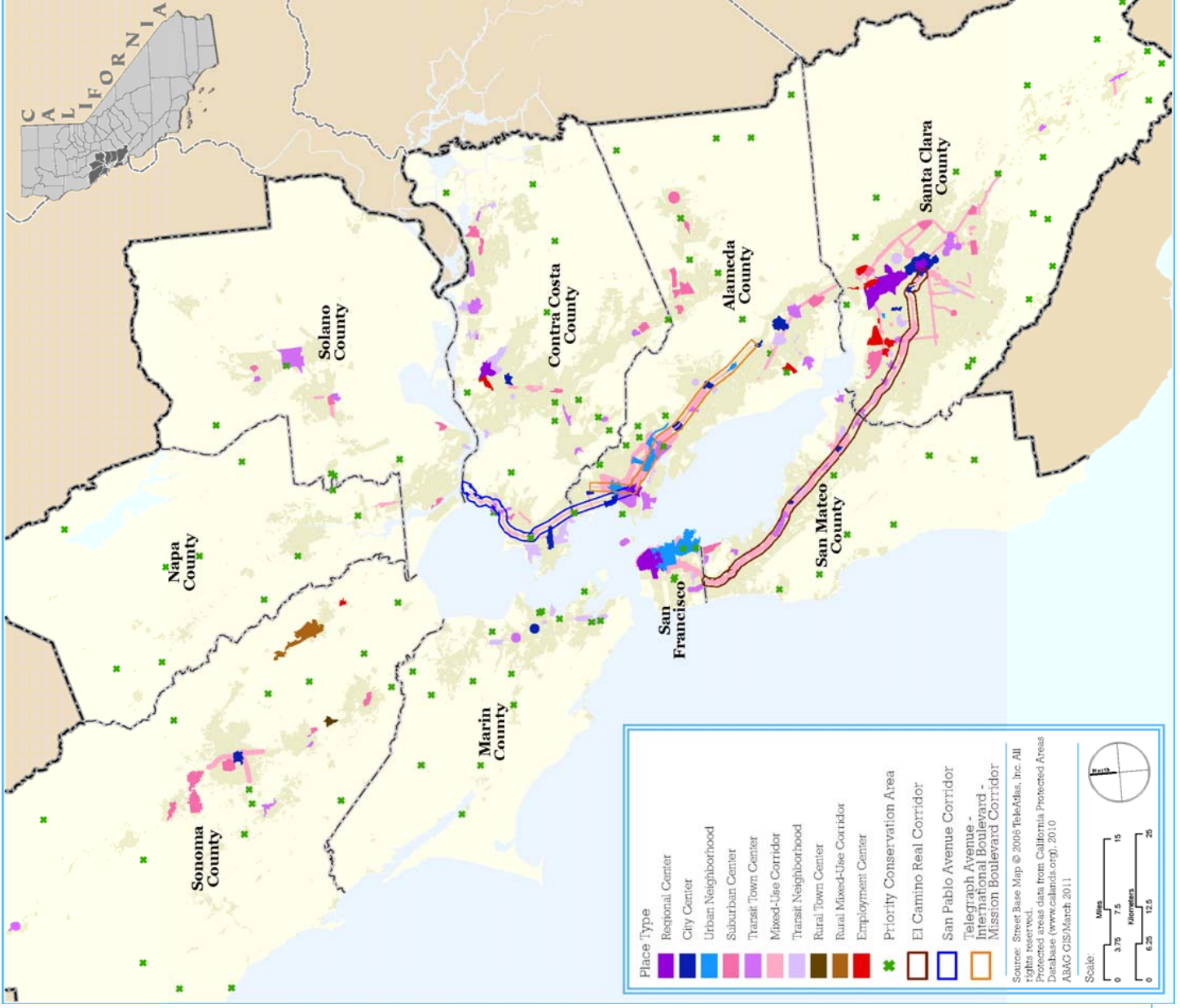
# Regional Growth Overview

Scenario	Households	Population	Employed Residents	Jobs
2010	2,669,800	7,348,300	3,152,400	3,271,300
2035 Current Regional Plans	+633,500	+1,717,900	+881,600	+1,129,100
2035 Growth Increment	+269,000	+363,700	+165,000	+92,900
2035 Initial Vision Scenario	+902,500	+2,081,600	+1,046,600	+1,222,000
Total 2035 Initial Vision Scenario	3,572,300	9,429,900	4,199,000	4,493,300

# Housing Distribution

70% of growth in Priority Development Areas and Growth Opportunity Areas

97% of growth within the existing urban footprint



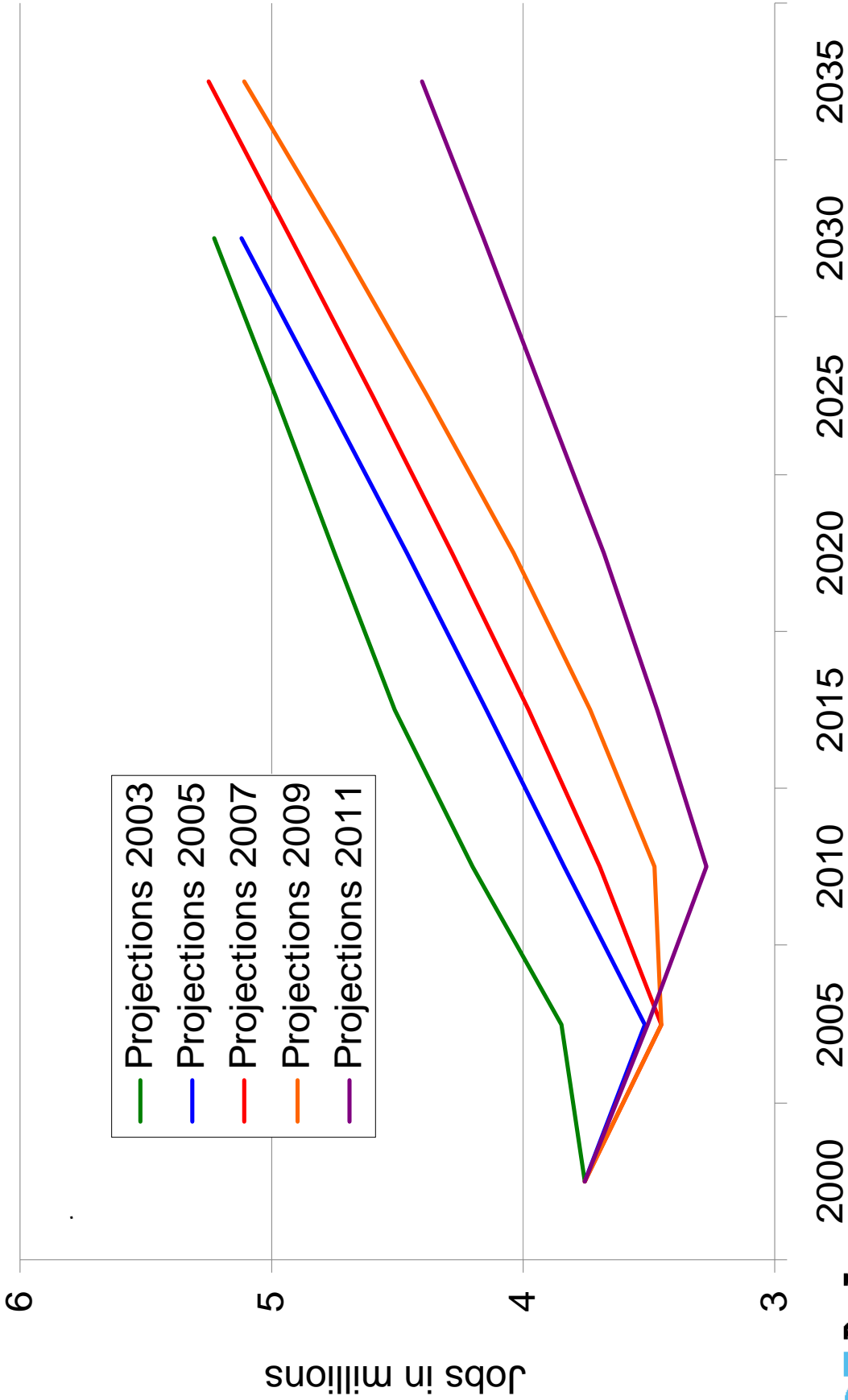
# Initial Vision Scenario: Housing Distribution

COUNTY	2010 Households	2035 Households	2010-2035 Growth	2010-2035 Growth Rate
Alameda	557,700	770,400	212,700	38%
Contra Costa	392,700	546,700	154,000	39%
Marin	106,400	117,100	10,700	10%
Napa	51,300	56,100	4,800	9%
San Francisco	346,700	436,800	90,100	26%
San Mateo	264,500	358,300	93,800	36%
Santa Clara	613,900	867,800	253,900	41%
Solano	148,200	187,800	39,600	27%
Sonoma	188,400	231,400	42,900	23%
<b>TOTAL</b>	<b>2,669,800</b>	<b>3,572,300</b>	<b>902,600</b>	<b>34%</b>

# Initial Vision Scenario: Growth Pattern

- Concentrates 70% of growth in PDAs, Growth Opportunity Areas; about 3% of region's land area
- Limits greenfield development – 97% of growth in existing developed areas
- Reduces development pressure on Priority Conservation Areas
- Preserves character of existing residential neighborhoods
- Utilizes existing transit; strengthens planned transit
- Provides for rapid growth in senior population
- Leverages /improves existing water, sewer infrastructure
- Lower per capita water use to growth location, development type

# Current Regional Plans: Regional Job Projections



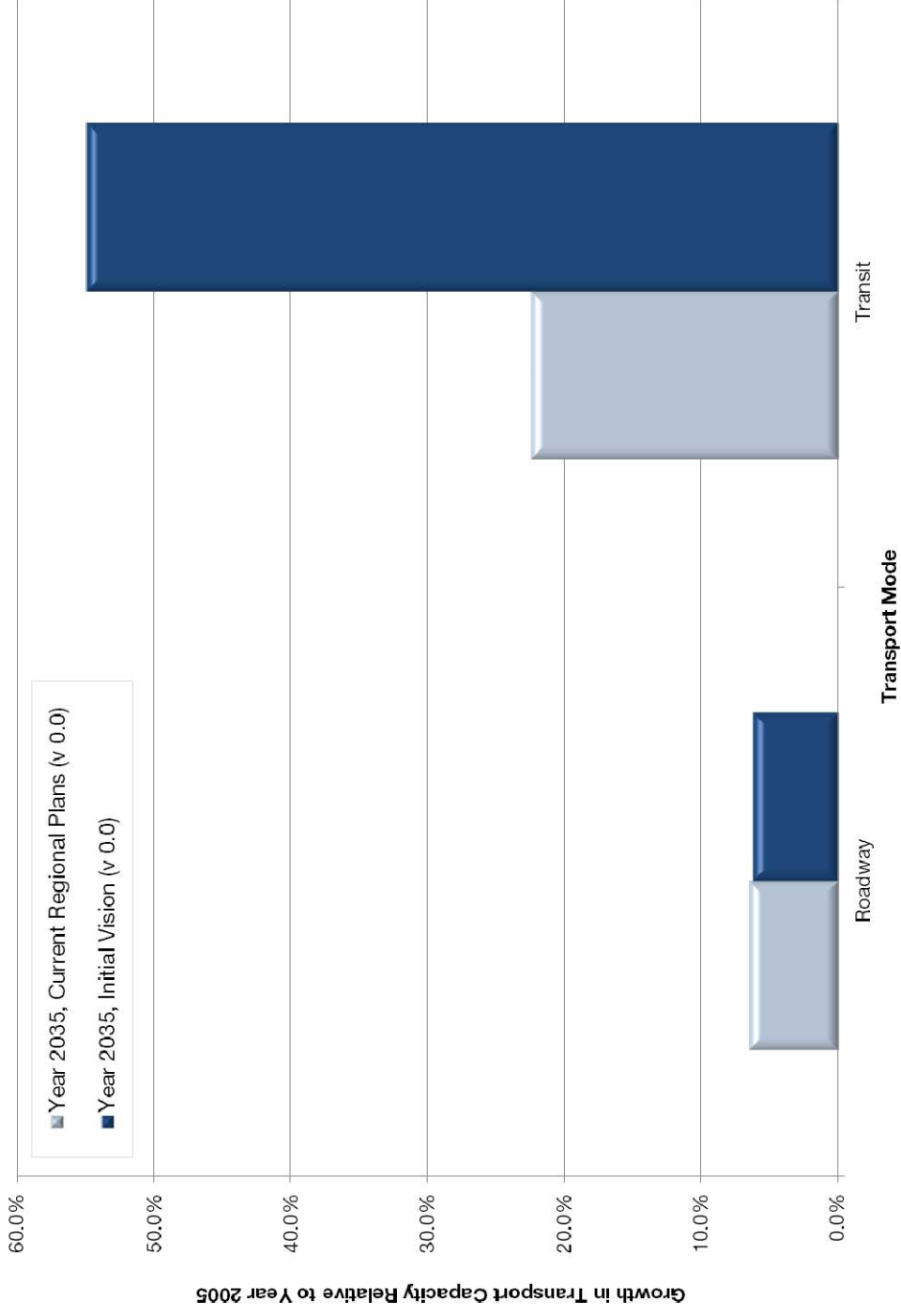
# Employment Distribution

COUNTY	2010 Jobs	2035 Jobs	2010-2035 Growth	2010-2035 Growth Rate
Alameda	675,600	925,400	249,900	37%
Contra Costa	345,900	479,400	133,400	39%
Marin	129,700	151,100	21,400	17%
Napa	70,100	88,800	18,700	27%
San Francisco	544,800	713,700	168,900	31%
San Mateo	330,100	452,200	122,100	37%
Santa Clara	858,400	1,238,400	380,000	44%
Solano	126,300	176,700	50,400	40%
Sonoma	190,400	267,600	77,200	41%
<b>TOTAL</b>	<b>3,271,300</b>	<b>4,493,300</b>	<b>1,222,000</b>	<b>37%</b>

# Initial Vision Scenario: Transportation Network

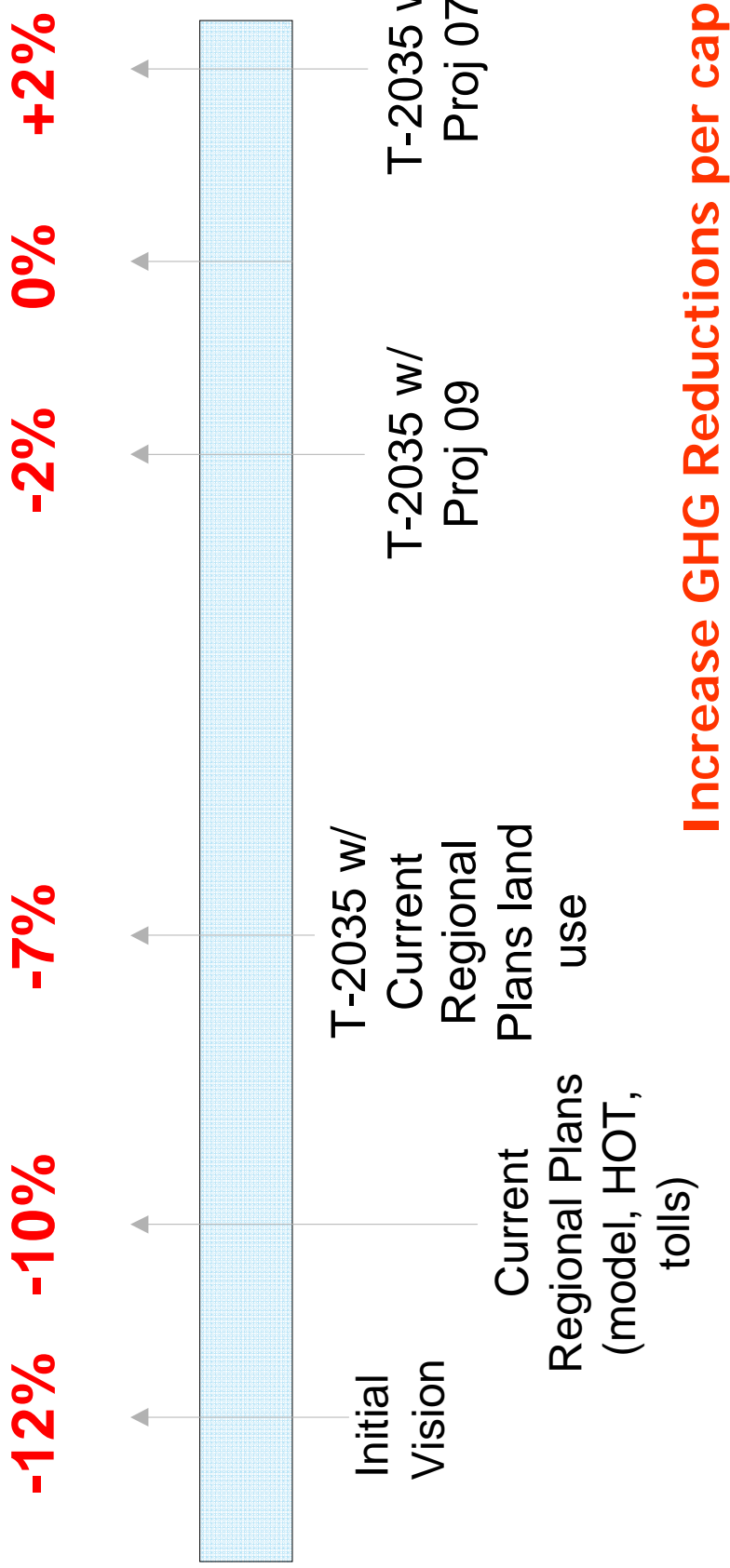
- **Transportation 2035 is base network with Express Lane Backbone system**
- **Increased frequencies of existing transit services adjacent to Initial Vision growth areas**
- **Highlights include ...**
  - Improved headways on over 70 local bus routes and several express bus routes
  - Improved headways on BART, eBART, Caltrain, Muni Metro, VTA Light Rail, and ACE
  - 60 miles of dedicated bus lanes in San Francisco and Santa Clara counties
- **Increase in passenger seat miles of**
  - 55 percent relative to 2005
  - 25 percent relative to Current Regional Plans in 2035

# Growth in Transportation Capacity From Year 2005



# GHG Emission Reduction Estimates

(% per capita - 2005 vs. 2035)



# GHG Targets

(% per capita reduction compared to 2005)

Horizon Year	ARB Target	Current Regional Plans	Initial Vision Scenario
2020	-7%	-9%	-11%
2035	-15%	-10%	-12%

# Target Results Preview

## Initial Vision Scenario does two things:

### 1. Creates more housing and more affordable housing

This is all “good” news for the targets:

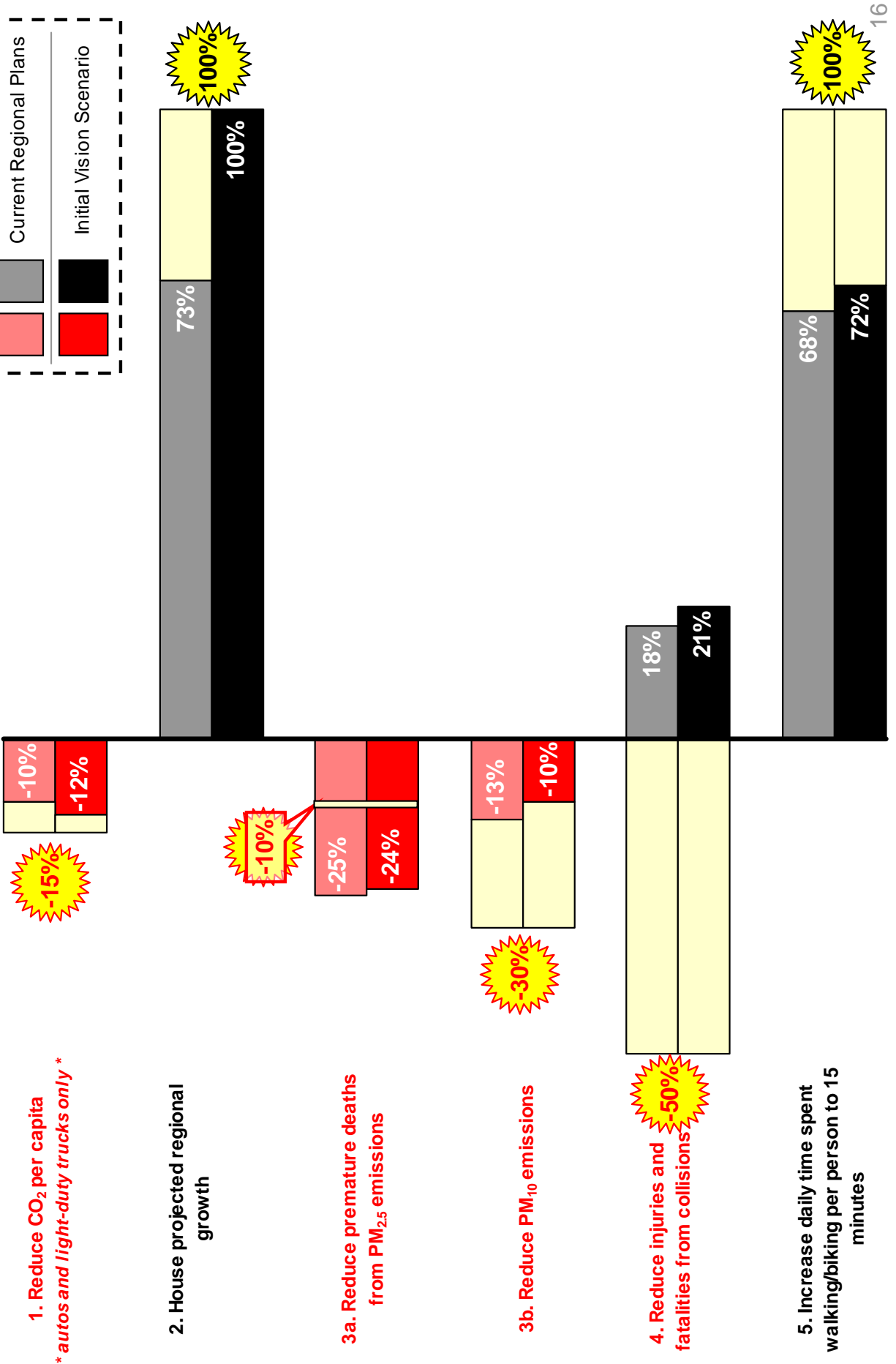
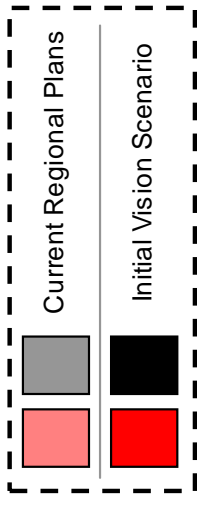
- Meets the housing target
- Improves jobs-housing-transit alignment
- Reduces housing costs for low-income households

### 2. Brings more people into the region

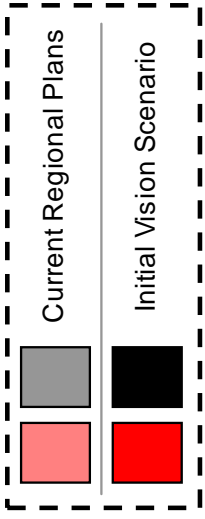
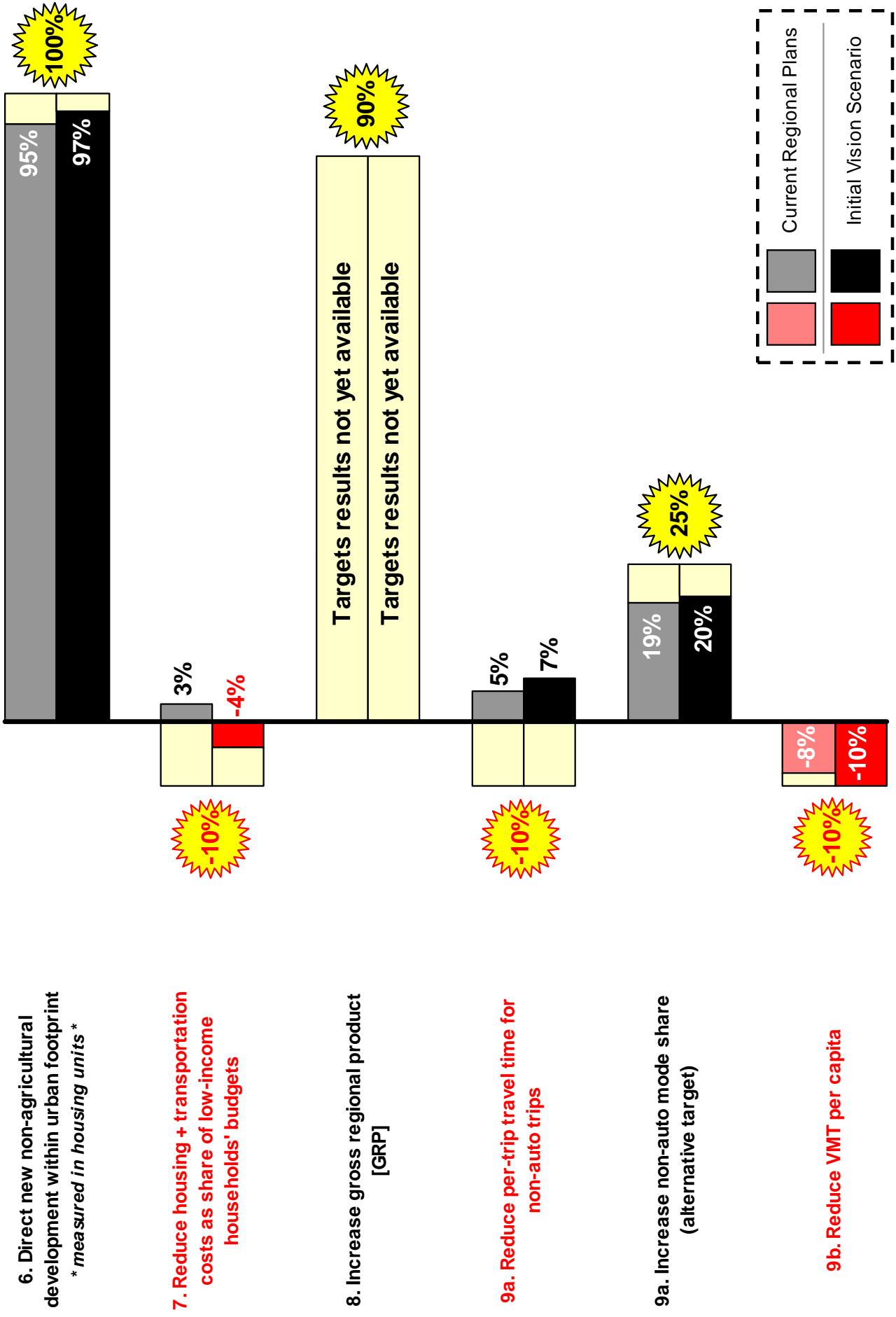
This is both “good” and “bad” for the targets:

- New residents ride transit, walk and bike more than existing residents and GHG/capita and VMT/capita go down
- But they still drive. As a result, total VMT goes up, which increases collisions and particulate emissions from autos

# Target Results (1)

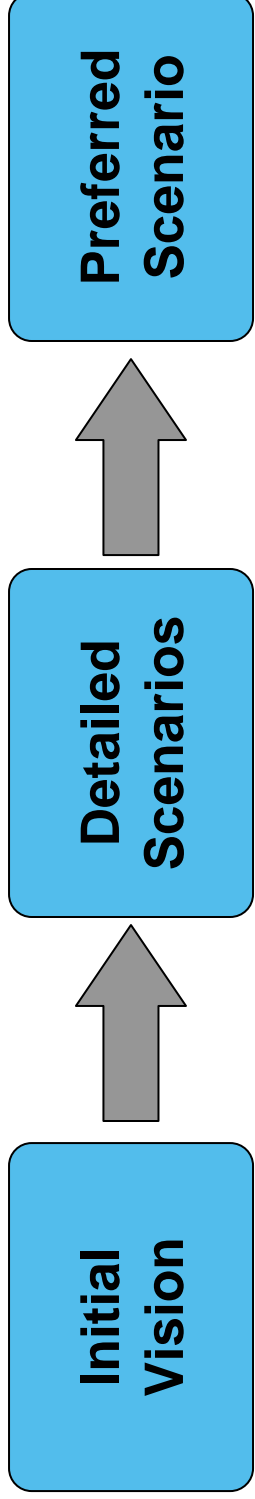


# Target Results (2)



# Initial Vision Equity Analysis: Approach

- **Three-phase Equity Analysis approach outlined in Public Participation Plan**



- **Initial Vision Scenario Approach**
  - Break out targets by income level as preliminary equity indicators
- **Reviewed approach and results with RTP/SCS Equity Working Group**
  - Interested members of Regional Advisory Working Group and MTC's Policy Advisory Council Equity & Access Subcommittee

# Do Low-Income Households Have Similar or Better Results Than Higher-Income Households for the Initial Vision Scenario?

	Current Conditions	2035 Initial Vision Scenario
Climate Protection		
Adequate Housing		
Healthy and Safe Communities		
Equitable Access		
Economic Vitality	Travel time to work/school	
	Travel cost	
Transportation System Effectiveness		

**KEY**

- = Worse results
- = Result mixed, or by assumption
- = Similar or better results

# Conclusions

- **The Initial Vision Scenario reflects additional progress towards the sustainability of the region**
- **The prolonged Great Recession is having profound impacts on projected job growth**
- **Bay Area communities can accommodate housing in sustainable locations given adequate resources and transit**
- **While we meet the 2020 GHG target, we still don't meet the 2035 GHG target and some other targets**
- **Achieving the targets still requires additional land-use, transportation and non-infrastructure strategies**
- **Employment location, and its relationship to housing and transit, is a key issue requiring further analysis**

# Next Steps

## **Public Involvement (mid-March – July 2011)**

- Elected Officials Briefings
- Planner-to-Planner Discussions
- Countywide Workshops
- Community-based Engagement in Communities of Concern
- Telephone Poll & Focus Groups
- Web-based Survey & Interactive Visualization Tools

## **Detailed SCS Scenarios Definitions (April – December 2011)**

- Seek input on a range of detailed alternatives to be tested
- Define draft alternatives that represent varying land-use/transportation strategies that will help us achieve greenhouse gas and other targets
- Finalize alternative definitions in July 2011
- Evaluate alternatives and produce results by December 2011
- Identify preferred scenario by January 2012

# Next Steps (continued)

## **Additional Analysis (starting in April 2011)**

- Employment distribution across region
- Housing distribution by economic segments
- Equity analysis

## **Transportation Investment Strategy (starting in October 2011)**

- Discuss transportation policies and investment strategies

## **Regional Housing Needs Allocation (RHNA) (underway)**

- Release Draft RHNA Methodology in July 2011
- Adopt Final RHNA Methodology in September 2011
- State issues Bay Area housing needs determination in October 2011
- Release Draft RHNA Plan in January 2012
- Adopt Final RHNA Plan in September 2012

<b>Working Draft: 2012 CWTP - Initial List of Projects (based on Call for Projects Initial List, Outreach Activities so far and 2008 CWTP)</b>			
<b>#</b>	<b>Sponsor</b>	<b>Project Title</b>	<b>Planning Area</b>
<b>List of Projects from the Call for Projects including 2011 Outreach and 2008 CWTP with sponsors</b>			
1	AC Transit	66th Avenue Upgrade to Operational Facility	
2	AC Transit	College/ Broadway Corridor Improvements - Transit Priority Measures	
3	AC Transit	Contra Flow Lane on Bay Bridge - Transit Priority Measures	
4	AC Transit	East Bay BRT - Transit Priority Measures	
5	AC Transit	Foothill TSP - Transit Priority Measures	
6	AC Transit	Grand/MacArthur Corridor Improvements - Transit Priority Measures	
7	AC Transit	New Transfer Facility Central and Northern Alameda County	
8	AC Transit	San Pablo Avenue Rapid to Hilltop Implementation - Transit Priority Measures	
9	AC Transit	San Pablo Dam Transit Priority - - Transit Priority Measures	
10	AC Transit	Speed Protection in Urban Core - Transit Priority Measures	
11	AC Transit	Dedicated contra flow lane on the SFOBB connecting to Transbay Terminal (AC Transit study)	
12	ACTC	I-80 Integrated Corridor Mobility project	1
13	ACTC	I 580 Strohbridge interchange	4
14	ACTC	I-580 auxiliary lanes btw Santa Rita/Tassajara Rd and Airway Blvd	4
15	ACTC	I-580 HOT Lanes from Greenville Rd west to I-680	4
16	ACTC	I-580 ROW preservation for transit in I-580 corridor	4
17	ACTC	I-580 WB auxiliary lane from First to Isabel	4
18	ACTC	I-580 widening for EB and WB HOV and auxiliary lanes from Tassajara Rd to Greenville Rd	4
19	ACTC	I-680 widening for SB HOV/HOT lane from SR 237 to SR 84 (includes ramp metering and auxiliary lane)	3
20	ACTC	I-880 / I-238 connector	2
21	ACTC	I-880 extend NB HOV lanes between I-238 and Hegenberger	1, 2
22	ACTC	I-880 extend NB HOV lanes north from Hacienda Ave	2
23	ACTC	I-880 Washington interchange	2
24	ACTC	I-880 West Winton interchange	2
25	ACTC	I-880 Whipple interchange	2
26	ACTC	SR 262 Mission Blvd Improvements	3
27	ACTC	SR 84 Expressway widening btw Jack London and Vallecitos	4
28	ACTC	SR 92 Industrial interchange	2
29	ACTC /City of Berkeley	I-80 Gilman Street Interchange Improvements	1
30	ACTC /Samtrans/City of Newark	Dumbarton Rail Corridor Project	3
31	ACTC/Alameda County	East Bay Greenway Project / UPRR Corridor Improvements Project	
32	ACTC/MTC	I-680/Sunol Express Lanes	3, 4
33	ACTC/MTC	I-580 Express Lanes	2, 4
34	Alameda County	SR 84 Improvements (I-680 to ...)	
35	BART	BART Hayward Maintenance Complex	Multi

#	Sponsor	Project Title	Planning Area
36	BART	BART to San Jose	3
37	BART	BART-Oakland International Airport Connector	
38	BART/City of Fremont	Warm Springs BART Station	
39	BART/City of Fremont	Irvington BART Station	3
40	BART/City of Livermore	BART to Livermore extension	4
41	Caltrans	I-580 Eastbound Truck Climbing Lane	4
42	Caltrans	I-80 : SFOBB HOV Bypass at left side of toll plaza	1
43	Caltrans	I-880 NB HOV lane extension from existing HOV terminus at Bay Bridge approach to Maritime on-ramp	1
44	Caltrans	I-880 North Improvements: I-880 SB and 66th/Hegenberger auxiliary lanes	1
45	Caltrans	I-880 widening for SB HOV lane from Hegenberger Rd to Marina Blvd (reconstruct bridge at Davis St. and Marina Blvd.)	2
46	Caltrans	I-880 /23rd/29th interchange	1
47	Caltrans	I-880 / SR 92 Interchange Improvements	2
48	City of Alameda	Miller Sweeney (Fruitvale Avenue) Bridge	1
49	City of Alameda	Rapid Bus Service from Alameda Point to Fruitvale BART station	1
50	City of Alameda	Shoreline Drive Conversion from 4 lanes to 2 lanes	1
51	City of Alameda/City of Oakland	I-880 Broadway/Jackson interchange	1
52	City of Albany	Buchanan Overcrossing	1
53	City of Albany	Cleveland Avenue Improvements	1
54	City of Albany	Key Route Boulevard	1
55	City of Albany	Pierce Street Bicycle Bikeway	1
56	City of Albany	San Pablo Avenue medians, rain gardens and streetscape improvements	1
57	City of Albany	Solano Avenue pavement resurfacing and beautification	1
58	City of Albany	Washington Avenue @ San Pablo	1
59	City of Berkeley	I-80 Berkeley: Improve Ashby Ave. / I-80 IC/Aquatic Park Access streetscape, bicycle and pedestrian facilities.	1
60	City of Berkeley	Ashby/State Route 13 Corridor Improvements	1
61	City of Berkeley	Bay Trail Extension	1
62	City of Berkeley	I-80 Ashby Shellmound Interchange Improvements	1
63	City of Berkeley	I-80 University Avenue Interchange Improvements	1
64	City of Berkeley	Railroad Crossing Improvements	1
65	City of Berkeley	Downtown Berkeley Transit Center	1
66	City of Berkeley /ACTC (Smart Corridor)	I-80 Corridor Improvements: Complete Streets, Smart Corridor, TOD Infrastructure, Priority Development Area	1
67	City of Dublin	Alamo Canal Trail under I-580	4
68	City of Dublin	Dougherty Road Widening from Sierra Lane to North city Limit	4
69	City of Dublin	Dublin Boulevard Widening from Sierra Court to Dublin Court	4
70	City of Dublin	Dublin Interchange Improvements at Hacienda Drive and Fallon Road – Phase II	4

#	Sponsor	Project Title	Planning Area
71	City of Dublin	I-580/I-680 Connector - Project Development	4
72	City of Dublin	Iron Horse Trail Overcrossing at Dougherty Road	4
73	City of Dublin	Iron Horse Trail Overcrossing at Dublin Boulevard near Dublin Transit Center	4
74	City of Dublin	Scarlett Drive Extension from Dougherty Road to Dublin Boulevard	4
75	City of Emeryville	Powell St Bridge Widening - West bound with bus bay	1
76	City of Emeryville	I-80 Bike Ped Bridge (65th Street)	1
77	City of Emeryville	I-80 EB Powell Street Offramp	1
78	City of Emeryville	I-80 Ashby Interchange	1
79	City of Fremont	"Rails to Trails"	3
80	City of Fremont	Auto Mall Parkway	3
81	City of Fremont	Extend Capitol Avenue from State Street to Fremont Blvd.	3
82	City of Fremont	Capitol Corridor & ACE	3
83	City of Fremont	City Center/Downtown Bus/Shuttle Circulator	3
84	City of Fremont	Fremont Blvd. extension to connect with Dixon Landing Road	3
85	City of Fremont	Fremont Blvd. widening	3
86	City of Fremont	Greenbelt Gateway Project	3
87	City of Fremont	Include bike/pedestrian grade separation on Blacow at UPRR/BART tracks	3
88	City of Fremont	Mission Boulevard Widening	3
89	City of Fremont	Mission/Warren/Truck Rail	3
90	City of Fremont	SR 84 Relinquished Route Upgrade	3
91	City of Fremont	Kato Road widening from Warren Ave. to Milmont	3
92	City of Hayward	Clawiter-Whitesell Interchange	2
93	City of Hayward	I-880 Industrial Parkway Interchange Phase 1	2
94	City of Hayward	I-880 Industrial parkway Interchange Phase 2	2
95	City of Hayward	I-880 West A Street Interchange	2
96	City of Hayward	I-880 Whipple Road Interchange	2
97	City of Hayward	I-880 Winton Avenue interchange improvements	2
98	City of Hayward	SR-92 / Industrial Boulevard interchange	2
99	City of Hayward	Tennyson Road Grade Separation	2
100	City of Livermore	Jack London Phase II	4
101	City of Livermore	Altamont Rail	4
102	City of Livermore	Dublin Blvd-North Canyons Connector	4
103	City of Livermore	Greenville Widening	4
104	City of Livermore	I-580 First St. interchange	4
105	City of Livermore	I-580 Greenville interchange	4
106	City of Livermore	I-580 Isabel Phase II interchange	4
107	City of Livermore	I-580 Vasco interchange	4
108	City of Livermore	Stanley-Isabel to Valley	4
109	City of Livermore	Vasco Widening	4
110	City of Livermore	El Charro Rd. to Stanley roadway expansion	4
111	City of Newark	Thornton Avenue and State Route 84 Interchange Improvements (new)	
112	City of Newark	Central Avenue Railroad Overpass	3
113	City of Newark	Mowry Avenue Railroad Overpass	3
114	City of Newark	Thornton Avenue Widening	3
115	City of Oakland	I-880: 42nd/High Street Access Improvements	1
116	City of Oakland	Lake Merritt Channel/Estuary Area/Bay Trail Connections Improvements	1

#	Sponsor	Project Title	Planning Area
117	City of Oakland	Oakland Army Base Transportation Infrastructure Improvements	1
118	City of Oakland	Oakland Coliseum Transportation Infrastructure Access Improvements	1
119	City of Oakland	SR-24 / Caldecott Tunnel enhancements	1
120	City of Pleasanton	Arroyo Mocho Trail Paving along Zone 7 channel	4
121	City of Pleasanton	I-680 Bernal Interchange improvements	4
122	City of Pleasanton	Complete Streets for Hacienda Business Park	4
123	City of Pleasanton	El Charro Road Construction	4
124	City of Pleasanton	I-580 /Foothill/San Ramon Interchange improvements	4
125	City of Pleasanton	Iron Horse Trail Bridge	4
126	City of Pleasanton	Park and Ride construction on Bernal Avenue	4
127	City of Pleasanton	Pedestrian Bridge over Arroyo Mocho for access to Hart Middle School	4
128	City of Pleasanton	I-580 Santa Rita Interchange improvements	4
129	City of Pleasanton	SR 84 widening from Pigeon Pass to 680.	4
130	City of Pleasanton	I-680 Stoneridge Drive overcrossing widening	4
131	City of Pleasanton	I-680 Sunol Boulevard Interchange	4
132	City of San Leandro	Bay Fair BART Transit Village	2
133	City of San Leandro	E. 14th St at the Hesperian Blvd/150th Avenue	2
134	City of San Leandro	East Bay Greenway – San Leandro portion	2
135	City of San Leandro	I-880 Davis Street Interchange	2
136	City of San Leandro	I-880 Marina Boulevard Interchange	2
137	City of San Leandro	Traffic Signal System Upgrade	2
138	City of Union City	Dumbarton Rail/Capitol Corridor ROW	3
139	City of Union City	East West Connector Roadway	3
140	City of Union City	I-880 Whipple -full interchange improvements, including N/B off-ramp, surface street improvements and realignment (Union City and Hayward city limits)	3
141	City of Union City	Grade Separation on Decoto Road at Oakland Subdivision	3
142	City of Union City	Pedestrian overpasses to connect jobs/housing to Intermodal Station	3
143	City of Union City	Union City BART Phase 2 /Passenger Rail Station	3
144	City of Union City	Union City Boulevard (widen to 3 lanes from Whipple Road in Union City to Industrial Parkway in Hayward)	3
145	City of Union City	Whipple Road at I-880 to Mission Boulevard (widen to 2 lanes in both directions with full street improvements, including new bridge over BART tracks	3
146	City of Union City	Union City Intermodal, Phase 1	3
147	LAVTA	Satellite Operations and Maintenance Facility	4
148	LAVTA	Springtown to Livermore Rapid	4
149	LAVTA	Stanley/Murdell Park and Ride	4
150	MTC	Integrated Corridor Mobility I-880 project (580/80/880 to SR-237) – and South County LATIPs)	Multi
151	WETA	Construct new Operations and Maintenance Facility in Alameda	1
152			
153		SR-84 / I-680 HOV Direct Connectors	4
154		Altamont Rail Corridor Safety and Speed Improvements	3,4
155		Cross-platform transfer BART/ACE at Livermore Station	4
156		Double track UP/ACE rail line Tracy to Livermore	4
157		Extend BART to ACE/Livermore and I-580 Greenville Station	4

#	Sponsor	Project Title	Planning Area
158		I-80 San Pablo Ave. (SR 123): Extend SMART Corridor throughout entire study area	1
159		I-580 Add 4th Lane WB from Mission/East 14th off to I-880 SB off	2
160		I-580 Extend single HOV/HOT lanes EB btw Greenville and I-205/Mountain House	4
161		I-580 Extend single HOV/HOT lanes EB btw Redwood Rd. and Hacienda	2,4
162		I-580 Extend single HOV/HOT lanes WB btw I-205/Mountain House and Greenville	4
163		I-580 Extend single HOV/HOT lanes WB btw I-680 and Redwood Rd.	2,4
164		I-580 Improve I-580 HOT operations EB btw First Street and Vasco Road	4
165		I-580 Improve I-580 HOT operations WB btw Santa Rita and I-680	4
166		I-580 First Street Interchange - reconstruct	4
167		I-580 Greenville Rd. Interchange reconstruct	4
168		I-580 Hacienda Drive Interchange reconstruct	4
169		I-580 Spot intersection capacity improvements (East Lewelling & Hesperian / Castro Valley Blvd. & Foothill Blvd. / Foothill Blvd. & Grove Way / Castro Valley Blvd. & Stanton Ave. / Redwood Rd. & I-580 WB off / Castro Valley Blvd. & Grove Way/Crow Canyon Rd. / Hopyard Rd. & Owens Drive / Airway Blvd. & North Canyon Parkway)	2, 4
170		I-80 Construct EB aux lane from Ashby Ave. on-ramp to University Ave. off-ramp	1
171		I-80 Gilman Ave.: Signalize I-80 ramp intersections	1
172		I-80 Powell St.: Allow WB left turn and SB through for the WB off-ramp	1
173		I-80 Powell St.: widen eastbound off-ramp	1
174		I-80 WB Gilman Ave. off-ramp: add 3rd lane	1
175		SR 24 : EB HOV lane from the Broadway Ave. on-ramp to the Caldecott Tunnel	1
176		SR-84/Sunol Corners Intersection Operational Improvements (County-sponsored PID priority)	4
177		Transit Service Restoration and Enhancement	1
<b>List of Projects from 2011 Outreach Efforts for which sponsors are yet to be identified</b>			
178		I-880 Hesperian interchange improvements	
179		I-880 Industrial interchange improvements	
180		I-880 Hesperian/Lewelling Interchange	
181		Additional BART parking Capacity at upstream (SR24?) stations. Increase bus transit access to the BART Stations within the SR 24 corridor and BART system-wide operational improvements.	1
182		Union City - Capitol Corridor stop (Intermodal station.)	3
183		BART Transbay Tube (Second)	
184		BayFair Capacity Improvements ("Wye" project)	Multi
185		Ardenwood widening near Paseo Padre	3

#	Sponsor	Project Title	Planning Area
186		Decoto Rd (congestion relief, safety)	3
187		Express Bus service in Express Lane corridors	Multi
188		Fremont @ Peralta grade separation	3
189		Grade Separation of rail crossings at major roadways	
190		High Speed Rail/Altamont Corridor Rail	4
191		I-680 / Mission Blvd South interchange	3
192		I-680 Automall (congestion relief/safety)	3
193		I-680 NB HOT lanes	3, 4
194		I-680 pavement resurfacing south of Mission	3
195		I-80 grade separations	1
196		I-80 improvements for freeway efficiency	1
197		I-880 / Dumbarton (SR 84) interchange (congestion relief/safety)	3
198		I-680 / I-880 connector/flyover	3
199		SR 84 / I-880 interchange	3
200		I-880 grade separations	Multi
201		I-880 HOT lanes	Multi
202		I-880 Industrial NB off-ramp	2
203		Intergrated Corridor Mobility	
204		Oakland Subdivision rail ROW preservation	Multi
205		Short Haul Rail improvements to reduce truck volumes on freeways	
206		SR 84 / I-680 interchange	3
207		SR 84 connector btw I-580 and I-680 (potential toll corridor)	3
208		Thornton Ave, Peralta (congestion relief, safety)	
209		Truck bypass in Central County to facilitate goods movement	2
210		Whipple Rd widening/improvements btw I-880 and Central	2
211		Bike/Ped path along I-580 to Livermore	
212		EBRPD Tassajara Creek trail	
213		Extend BART to ring the bay	
214		I-238 : Add 4th lane on I-238/Altamont for trucks	
215		I-238 to go south & traffic to go SSB to I-880 (?)	
216		I-580 Fallon/El Charro interchange improvements	4
217		I-580 Hacienda interchange improvemets	4
218		I-680 NB HOT lane	4
219		I-880 NB from Whipple in Union City – congestion management in corridor	3
220		Additional direct roads for through traffic to connect SJ Valley to Silicon Valley	3,4
221		Capacity Improvments for Goods Movements and Rail	multi
222		Cheaper BART Alternative	Multi
223		Increased Regional Rail Service	Multi
224		Improvements at Davis St (San Leandro)	
225		Downtown San Leandro Bypass	2
<b>(partial) List of projects from 2008 CWTP for which sponsors are yet to submit applications or projects are completed and will be dropped</b>			
226		SR 238 Corridor Improvements between Foothill Boulevard/I-580 and Industrial	
227		7th Street Grade Separation	
228		Martinez Subdivision	
229		North Airport Air Cargo Access Road Improvements, Phase 1	

#	Sponsor	Project Title	Planning Area
230		Outer Harbor Intermodal Terminal (OHIT)	
231		I-880 auxiliary lane from Whipple Road to Industrial Parkway	
232		I-880/Oak Street On Ramp Re-construction	
233		SR 84 WB HOV on ramp from Newark Blvd	
234		I-880 auxiliary lane West A to Winton	
235	ACTC	I-580 on- and off-ramp improvements in Castro Valley	
236	BART	New West Dublin Station	4
237	Caltrans	SR 84 WB HOV lane extension from Newark to I-880	3
238	City of San Leandro	Washington Avenue/Beatrice Street Interchange Improvements	
239	City of Livermore	I-580 Isabel interchange improvements, Phase 1	4
240	City of Livermore	Las Positas Road Connection, Phase 2	
241	City of Hayward	Construct street extension in Hayward near Clawiter and Whitesell Streets	
242	City of Fremont	Washington/Paseo Padre Parkway Grade Separation	3
243	City of Berkeley	Ed Roberts Campus at Ashby BART Station	
244	Caltrans	I-880 / SR 262 reconstruct interchange and widen I-880 from SR 262- (Mission Blvd.) to the Santa Clara county line from 8 lanes to 10 lanes (8 mixed fow and 2 HOV lanes)	3
245	City of Alameda	Stargell to 5th Ave Improvements	1
246	Caltrans	I-238 widening between I-580 and I-880 from 4 lanes to 5 lanes, auxiliary lanes on I-880 between I-238 and "A" St	2

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**Working Draft: 2012 CWTP - Initial List of Programs (based on Call for Projects Initial List, Outreach Activities and 2008 CWTP)**

#	Sponsor	Name of the Program	Planning Area	CWTP Program Category #	MTC Program Category #
1	AC Transit	Additional Fleet Vehicles To Support Improved Transit Service		2	5,6,7,9,10,11,12
2	AC Transit	Bus Enhancements (includes Farebox upgrade with CAD/AVL and Clipper, Automatic Passenger Counters, Internal Text Messaging) - IT systems		2	5,6,7,9,10,11,12
3	AC Transit	CAD/AVL Upgrade (includes radio/communications for mobile and fixed end) - IT systems		2	5,6,7,9,10,11,12
4	AC Transit	Facilities Greening (effluence and emmissions) - environmental program		2	5,6,7,9,10,11,12
5	AC Transit	Frequent Transit Network-to support SCS density		2	5,6,7,9,10,11,12
6	AC Transit	Greening of Vehicles - environmental program		2	5,6,7,9,10,11,12
7	AC Transit	Night Owl Network to support SCS density		2	5,6,7,9,10,11,12
8	AC Transit	neighborhoods		2	5,6,7,9,10,11,12
9	AC Transit	Supplemental School Bus Service to support SCS density		2	5,6,7,9,10,11,12
10	AC Transit	Telegraph/International/E.14th ped improvments (non pavement)		2	5,6,7,9,10,11,12
11	AC Transit	Weekend Network to support SCS density		2	5,6,7,9,10,11,12
12	AC Transit	Ecopass programs for targeted developments		2	
13	AC Transit	Upgrades)		2	
14	AC Transit	Site hardening (card key access, etc.) - Safety and security		3	
15	AC Transit	Complementary Paratransit Service		9	5
16	AC Transit	Livable Communities/Complete Streets Treatments/ADA		9	5
17	AC Transit	Neighborhood Circulator to Targeted Developments		9	
18	AC Transit	Alternative Fueling Facilities (D3, D6, CMF) - environmental program		13	
19	AC Transit	HOT lane express service		2,3,7	14,16,19
20	ACTC	Bicycle and pedestrian projects and programs	multi	1	1,2,3,
21	ACTC	Iron Horse Trail Completion		1	1
22	ACTC	Transit enhancements funded by transit center development funds	multi	2	5,6,7,9,10,11,12
23	ACTC	Arterial Performance Initiative Program	multi	5	13,15,20
24	ACTC	Soundwalls	multi	7	14,16,19
25	ACTC	TOD Improvement program	multi	9	5, 2
26	Alameda County	San Lorenzo Creek Trail	2	1	
27	Alameda County	Sidewalk improvements (Stanton Ave, Somerset Ave, etc.)		1	
28	Alameda County	Crow Canyon Road Safety Improvements Project	2	5	
29	Alameda County	Vasco Road Safety Improvements Project Phase II	4	5	
30	Alameda County	Lake Chabot Road Safety Improvement Project (Castro Valley to San Leandro)	2	5	
31	Alameda County	Lewelling Blvd. / Hesperian Blvd Intersection	2	5	
32	Alameda County	Patterson Pass Road Safety Improvements Project		5	
33	Alameda County	Oakland)	2	5	

#	Sponsor	Name of the Program	Planning Area	CWTP Program Category #	MTC Program Category #
34	Alameda County	Redwood Road/A Street Improvements (I-580 to HCL)	2	5	
35	Alameda County	East Lewelling Boulevard Phase II	2	5	
36	Alameda County	Hesperian Blvd Streetscape Improvements Project	2	5	
37	Alameda County	I-580 Fairmont Blvd Ramps	2	5	
38	Alameda County	Tesla Road Safety Improvements Project	4	5	
39	Alameda County	Pavement Rehab		6	
40	Alameda County	High Street Bridge Replacement Project	1	8	
41	Alameda County	Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project	2	8	
42	Alameda County	Estuary Bridge Operations		8	
43	Alameda County	Park Street Bridge Replacement Project	1	8	
44	Alameda County	Castro Valley BART TOD		2, 9	5,6,7,9,10,11,12
45	Alameda County	Altamont Pass Safety Improvements Project	4	5,7	
46	Alameda County	I-238 E. 14th/Mission Blvd Exit Ramps	2	5,7	
47	Alameda County	Castro Valley Streetscape Improvements Project Phase II	2	5,9	
48	Alameda County	E. 14th / Mission Blvd. Streetscape Improvements Project Phase II & III	2	5,9	
49	BART	Alameda County Station Capacity Expansion (vertical circulation, emergency vertical circulation, platform expansion to meet future capacity needs.)	Multi	2	
50	BART	Alameda County Station Modernization (renovation/replacement of vertical circulation, fare collection, station site/architecture, etc.)	Multi	2	
51	BART	Alameda County Station Reliability (train Control and traction power)	Multi	2	
52	BART	Alameda County System Capacity Expansion (train control, traction power and central control improvements to meet future capacity needs)	Multi	2	
53	BART	Rail Vehicle Capacity Expansion (vehicle purchase)	Multi	2	
54	BART	Alameda County access/ TOD related improvements	Multi	2,9	
55	BART	Station Access projects		9,11	
56	Caltrans	I-880 Oak St on-ramp reconstruction	1	5	
57	Caltrans	SR-84 WB HOV on-ramp from Newark Blvd,	3	5	
58	Caltrans	Truck Parking Facilities in North County	1	12	
59	City of Alameda	Bike and Ped Infrastructure	1	1	1,2,3,
60	City of Alameda	West End Transit Hub		4	4
61	City of Alameda	O&M/ITS	1	3,5	
62	City of Alameda / Alameda County	Estuary Bridges Seismic Retrofit and Repair		8	21
63	City of Alameda / Alameda County	Fruitvale Avenue Rail Bridge Seismic Retrofit		8	21
64	City of Alameda / Alameda County	Fruitvale Avenue Roadway Bridge Seismic Retrofit		8	21
65	City of Berkeley	Bicycle Plan Implementation	1	1	1,2,3,

#	Sponsor	Name of the Program	Planning Area	CWTP Program Category #	MTC Program Category #
66	City of Berkeley	Berkeley Ferry Terminal Access Improvements	1	2	
67	City of Berkeley	I-80 Corridor Transit Service	1	2	
68	City of Berkeley	Complete Streets: Roadway Network Improvements	1	5	4
69	City of Berkeley	Complete Streets: Streetscape Improvements & Pedestrian Plan Implementation	1	5	4
70	City of Berkeley	I-80 Aquatic Park Soundwall	1	7	
71	City of Berkeley	Transit-Oriented Development Access Infrastructure	1	9	
72	City of Berkeley	Parking Value-Pricing Parking/TDM Program	1	11	26,27,29,30
73	City of Dublin	Bike and Pedestrian Program	4	1	1,2,3,
74	City of Dublin	Iron Horse Bicycle, Pedestrian and Transit Route Project	4	1	1,2,3,
75	City of Dublin	Local Streets and Roads Maintenance Program	4	6	24
76	City of Dublin	Dublin TOD : West Dublin and downtown Dublin Program	4	9	
77	City of Dublin	Transit Oriented Development: Downtown Dublin Roadway and Pedestrian Enhancement Improvement Program	4	5,9,11	26,27,29,30
78	City of Emeryville	Bike/ped Expansion	1	1	1,2,3,
79	City of Emeryville	Bike/ped Enhancements	1	1	
80	City of Emeryville	Transit Enhancements	1	2	5,6,7,9,10,11,12
81	City of Emeryville	Community based transportation plan (CBTP)	1	4	1,2,3,
82	City of Emeryville	Lifeline Transportation	1	4	4
83	City of Emeryville	Parking program	1	11	4
84	City of Emeryville	Rail Safety (new program or local street safety)	1	5,12	26, 27
85	City of Fremont	Bay Trail Gap Closures in Fremont	3	1	1,2,3,
86	City of Fremont	Sullivan Road Undercrossing Ped/Bike Safety & Improvements	3	1	1,2,3,
87	City of Fremont	Expansion of Bicycle and Pedestrian Facilities and Programs	3	1	1,2,3,
88	City of Fremont	Fremont Blvd. Streetscape -bike/ped improvements	3	1	
89	City of Fremont	Pedestrian and Bicycle Access Way from Downtown to Fremont BART	3	1	

#	Sponsor	Name of the Program	Planning Area	CWTP Program Category #	MTC Program Category #
90	City of Fremont	Improved Bus Service on Fremont Blvd.	3	2	
91	City of Fremont	Vargas Road Safety Improvement Project	3	5	13
92	City of Fremont	Safety improvements at UPRR	3	5	
93	City of Fremont	Local Street and Road Maintenance and minor improvement funding	3	6	24
94	City of Fremont	Continuing funding for Paratransit Services Run by the City of Fremont	3	9	5
95	City of Fremont	Sidewalk and Intersection ADA Ramp Improvements city-wide	3	9	5
96	City of Fremont	Downtown Pedestrian Streetscape	3	1,5	
97	City of Hayward	Bike-Pedestrian Enhancements	2	1	1,2,3,
98	City of Hayward	Tennyson Road Pedestrian/bike bridge	2	1	1,2,3,
99	City of Hayward	C Street – Grand to Filbert	2	5	13,15,20
100	City of Hayward	C Street – Watkins to Mission	2	5	13,15,20
101	City of Hayward	Cannery Pedestrian Bridge	2	5	13,15,20
102	City of Hayward	Dixon Street – Valle Vista to Industrial	2	5	13,15,20
103	City of Hayward	Main Street – D Street to McKeever	2	5	13,15,20
104	City of Hayward	South Hayward BART Transit Village		9	4
105	City of Livermore	Bike/Ped Master Plan Improvements	4	1	1,2,3,
106	City of Livermore	Road Maintenance	4	6	24
107	City of Livermore	Traffic Signal Op	4	6	24
108	City of Livermore	PDA Enhancement	4	9	
109	City of Livermore	Downtown Parking	4	11	26,27,29,30
110	City of Newark	Bay Trail Gap Closures (4)	3	1	1,2,3,
111	City of Newark	Bike Education Training Program (69)	3	1	1,2,3,
112	City of Newark	Bike Lanes (10)	3	1	1,2,3,
113	City of Newark	Bike/Ped Enhancements	3	1	1,2,3,
114	City of Newark	Bike/Ped Expansion	3	1	1,2,3,
115	City of Newark	Cedar Boulevard Pedestrian and Bicycle Railroad Crossing	3	1	1,2,3,
116	City of Newark	Health living, walking, bike promotion (29)	3	1	1,2,3,
117	City of Newark	Ped/Bike Local Network Gap Closures(8)	3	1	1,2,3,
118	City of Newark	Walk to school promotion (33)	3	1	1,2,3,
119	City of Newark	SR-84 /Thornton Avenue interchange Improvements	3	5	13,15,20
120	City of Newark	Traffic Calming near schools (43)	3	5	13,15,20
121	City of Newark	Local Streets and Roads O&M	3	6	24
122	City of Newark	Maintenance Programs (25)	3	6	24
123	City of Newark	Non-Capacity Increasing Local Road Rehabilitation	3	6	24
124	City of Newark	Dumbarton TOD Transportation Infrastructure Improvements	3	9	5
125	City of Newark	Dumbarton TOD/Bay Trail Connectivity Pedestrian and Bicycle Railroad Crossing	3	9	5
126	City of Newark	Safe Routes to School expansion (42)	3	11	26,27,29

#	Sponsor	Name of the Program	Planning Area	CWTP Program Category #	MTC Program Category #
127	City of Newark	Safe Routes to School (65)	3	11	26,27,29
128	City of Newark	Truck impacts on local streets (41)	3	5,12	26,27
129	City of Newark	Other Programs identified in CWTP-TEP process	3	varies	
130	City of Oakland	Bicycle and Pedestrian Safety and Enhancements: Streetscapes	1	1	1,2,3,
131	City of Oakland	Transit: Streetcar on Broadway	1	2	5,6,7,9,10,11,12
132	City of Oakland	Local Streets and Roads Rehabilitation: Paving, Emergency Repair	1	5	5,6,7,9,10,11,12
133	City of Oakland	Local Road Safety Program: Railroad Crossings, Street Realignments	1	5	13,15,20
134	City of Oakland	Local Streets and Road Operations: Citywide Intelligent Traffic System (ITS), Signal Operations	1	5	13,15,20
135	City of Oakland	Transit Enhancements: Transit Villages (PDAs)	1	9	
136	City of Oakland	Parking Management: Parking Meter Enhancements	1	11	26,27,29,30
137	City of Oakland	SMART Growth/TOD: Transit Villages at BART Stations including but not limited to: Coliseum (replacement parking and station area improvements); MacArthur (replacement parking and station area improvements); and West Oakland (replacement parking, station area improvements and bike/pedestrian access)		4,9	4
138	City of Oakland	Goods Movement: Truck Facilities, Truck Route Rehabilitation*	1	5,12	26,27
139	City of Pleasanton	Pedestrian Gap Closure Projects over 580 and 680 - program	4	1	1,2,3,
140	City of Pleasanton	Local Bridge Repair and expansion - Bernal Bridge - program	4	8	21
141	City of San Leandro	Bay Fair BART Transit Village		9	2
142	City of San Leandro	Downtown San Leandro TOD	2	9	5
143	City of San Leandro	Downtown San Leandro TOD		9	5
144	City of Union City	Union City Blvd bikes lanes	3	1	26,27
145	LAVTA	Bus Stop Improvements	4	2	
146	LAVTA	Fixed-route expansion	4	2	
147	LAVTA	Fleet Rehab	4	2	
148	LAVTA	Wine shuttle	4	2	
149	LAVTA	Paratransit expansion	4	3	
150	LAVTA	Livermore Transit Center improvements	4	2,9	
151	Port of Oakland	Port operation - manage a queuing system for trucks		12	26,27
152	WETA	Implement ferry service between South San Francisco and Alameda/Oakland	1	2	
153	WETA	Provide ferry service between Alameda/Oakland and San Francisco, and between Harbor Bay and San Francisco	1	2	
154	WETA	Provide ferry service between Berkeley/Albany and San Francisco	1	2	
155		Pleasanton to Dublin bicycle connection		1	
156		SR-92 /Hesperian - Bike Connection		1	
157		Stoneridge Drive to Livermore Trail		1	
158		Bicycle/Pedestrian Improvements on Stanley Blvd		1	1,2,3,
159		Pedestrian and Streetscape Improvements in Cherryland/Ashland		1	1,2,3,

#	Sponsor	Name of the Program	Planning Area	CWTP Program Category #	MTC Program Category #
160		Bike and Pedestrian Improvements		1	1,2,3,
161		Bike access impvmt Fremont Blvd and I-680 @ Automall	3	1	1,2,3,
162		Sidewalk/bike path gap closer to Cal State Hayward		1	1,2,3,
163		W. Winton/Southland corridor for bikes and cars - congestion relief		1	1,2,3,
164		Addition of Bike Lanes and Congestion Relief in Highland and Magnolia Ave. areas		1	1,2,3,
165		San Leandro Bike/Ped plan - implementation		1	1,2,3,
166		San Leandro Blvd. Bike/Ped improvements		1	1,2,3,
167		Alameda Creeek Trail improvements	3	1	1,2,3,
168		Alameda Creek (trail?) ped/bike bridge UC - Coyote Hills	3	1	1,2,3,
169		Bay Trail Completion		1	1,2,3,
170		Bike - Better connectivity on bike trails.		1	1,2,3,
171		Bike - Nurture/encourage a bicycle culture		1	1,2,3,
172		Bike - Safe bicycle storage away from home		1	1,2,3,
173		Bike access on transit		1	1,2,3,
174		Bike access on transit - improvements		1	1,2,3,
175		Bike and pedestrian railroad crossings and overcrossings for pedestrians.		1	1,2,3,
176		Bike Education Training Program		1	1,2,3,
177		Bike facilities overall improvements		1	1,2,3,
178		Bike lane to San Francisco	1	1	1,2,3,
179		Bike lanes		1	1,2,3,
180		Bike lanes - make safer		1	1,2,3,
181		Bike lanes and trails gap closure		1	1,2,3,
182		Bike sharing facilities		1	1,2,3,
183		Bike trails		1	1,2,3,
184		Bike/walk to transit		1	1,2,3,
185		Bike: Roads designed and maintained for bike with bike lanes		1	1,2,3,
186		Bikes - Parking certainty for bicyclists - many retail areas lack bike parking		1	1,2,3,
187		Bikeshare program		1	1,2,3,
188		Developed bike connection to the Bay Trail		1	1,2,3,
189		Grade separation and safe crossings for bike/pedestrians		1	2
190		I-880 Bike/ped overcrossings in south county	3	1	1
191		Improve pedestrian/walking infrastructure		1	2
192		Lighted crosswalks		1	2, 13
193		Ped/bike local network gap closures		1	1
194		Sidewalk improvements citywide		1	2
195		UP line – leverage for greenway - bike ped		1	1
196		Pedestrian access on transit - improvements		1	5
197		New bus to BART (W/Dublin)	4	2	

#	Sponsor	Name of the Program	Planning Area	CWTP Program Category #	MTC Program Category #
198		Increase transfer time for AC transit (?)		2	5,6,7,9,10,11,12
199		Maintenance Facilities Improvements		2	5,6,7,9,10,11,12
200		Restore AC Transit services to pre-2010 levels, especially for East Oakland		2	5,6,7,9,10,11,12
201		Transit Priority Measures/Speed Protection (includes Bay Bridge Related Improvements)		2	5,6,7,9,10,11,12
202		BART - 24 hr service		2	5,6,7,9,10,11,12
203		BART - Eliminate time of day restrictions for Bikes on BART		2	5,6,7,9,10,11,12
204		BART station enhancement - amenities/cleanliness		2	5,6,7,9,10,11,12
205		Bathrooms on BART		2	5,6,7,9,10,11,12
206		AC Transit GPS		2	5,6,7,9,10,11,12
207		Accessible Transportation		2	5,6,7,9,10,11,12
208		Audible announcements at transit stops		2	5,6,7,9,10,11,12
209		Bus stop amenities: Benches and shelters		2	5,6,7,9,10,11,12
210		Connectivity of transit – seamless transfers		2	5,6,7,9,10,11,12
211		Considering Key System as model (historical transit network) (editorial)		2	5,6,7,9,10,11,12
212		Consistent information about transit Service changes: how to be informed of these ahead of time		2	5,6,7,9,10,11,12
213		Coordinated transit pass across all transit providers.		2	5,6,7,9,10,11,12
214		Create a free Eastmont Mall connection to Walmart and BART.		2	5,6,7,9,10,11,12
215		Create a joint rail transit district that includes ACE, Caltrain and BART in the five counties that ring the Bay.		2	5,6,7,9,10,11,12
216		Deviated route shuttles		2	5,6,7,9,10,11,12
217		Electric trolley buses		2	5,6,7,9,10,11,12
218		Escalators - enhanced transit station infrastructure		2	5,6,7,9,10,11,12
219		Improve access to bus stops		2	5
220		Info for transit transfers		2	5
221		Lighting - enhanced transit station infrastructure		2	9
222		Local connections to BART - improve		2	5, 2
223		Next bus information at more bus stops.		2	5
224		NextBus real time info		2	5
225		Regional rail - increase		2	5, 6, 7, 10, 11
226		Restoration of cancelled bus routes		2	11
227		Restoring transit frequency and reach to previous service levels		2	11
228		School buses		2	10
229		Secure funding for transit operations		2	10
230		Transit - Better information and advertising on transit and transportation availability		2	5
231		Transit - Improving PM and (night) Owl transit service		2	11
232		Transit - Provide better bus arrival information		2	5
233		Transit - Safety on bus and at bus stops and all transit		2	7
234		Transit system education to make system more user-friendly		2	5
235		Travel Training		2	28 ?
236		Travel training, information		2	28 ?

#	Sponsor	Name of the Program	Planning Area	CWTP Program Category #	MTC Program Category #
237		Free bus passes for school-aged children (better transit)		2	
238		Transit service - make it more targeted		2	?
239		Restrooms - enhanced transit station infrastructure		2	X
240		Paratransit - tie funding to efficiency		3	5
241		Paratransit with GPS that locates person – locator software on cell phone.		3	6
242		Bus driver training - customer service skills		3	
243		Bus driver training (wheelchair securing)		3	
244		Bus enhancements: wifi and cupholders		3	
245		Express bus service - extended hrs of service for later work schedules		3	5,6,7,9,10,11,12
246		Funding for accessible transportation programming		3	
247		Funding of transit in the Tri-Valley (continuation)		3	
248		Group trips - Accessible Transportation		3	29
249		Increase bus service frequency in South County (1/2 hr)		3	11
250		Restructure transit service including good feeder service, extended transfer time		3	11
251		Transit - Operation and maintenance for		3	11
252		Transit connectivity - transfers btw systems		3	11
253		Transit ops - reliable/on-time buses		3	11
254		Transit Real time info		3	6
255		Transit: need cross-town service to rely on local/interior service.		3	11
256		Transit agency mergers for efficiency		3	X
257		CBTP Projects		4	4
258		Comprehensive City Street Upgrades		5	5,6,7,9,10,11,12
259		Citywide ITS	1	5	13
260		San Leandro streets, especially along San Leandro Blvd/David and Nelson		5	13,15,20
261		Traffic Signal System Upgrade		5	13,15,20
262		Wayfinding signage to destinations (San Leandro Marina) and transit - program		5	2
263		Arterials and local circulation - improve		5	13,15,20
264		Better coordination between freeway and local streets		5	13,15,20
265		Better signal timing/synchronization, especially at night and mid-day - roads		5	13,15,20
266		Intelligent/Adaptive intersections.		5	18
267		Local street maintenance - funding for		5	24
268		Railroad track crossings made safer/easier for bikes and peds.		5	13
269		Rehab of Major Arterials, Complete Streets, access to transit, signal synchronization, spot improvements		5	13, 15, 20, 2
270		Road crossings for pedestrians and drivers - make safer		5	13
271		Rural roads safety improvements		5	13
272		Rural roadway improvements to accommodate bike and pedestrians		5	13, 2
273		Signal interconnect		5	13

#	Sponsor	Name of the Program	Planning Area	CWTP Program Category #	MTC Program Category #
274		Signal timing (TSP)		5	13
275		Speed reduction (road)		5	13
276		Traffic calming near schools		5	13
277		E. 14th corridor - Enhance safety		5	5,6,7,9,10,11,12
278		Maintenance of local streets and roads.		6	24
279		Downtown San Leandro bypass.		7	14,16,19
280		Freeway Service Patrol		7	14,16,19
281		I-80 south interchange signage	1	7	16
282		I-880 Operations Improvements		7	14
283		Maintenance of regional serving roadways		7	14
284		Ramp metering - improve		7	18
285		Each tow truck should have a wheelchair lift on it – include in expanded “Freeway Service Patrol” - accessible transportation		7	19
286		Paratransit for AC Transit, BART, non-mandated city programs, service gap coordination	multi	9	5
287		Supporting existing compact development and infrastructure - sustainability		9	X
288		Education on transit use for parents and youth, including disabled youth.		10	28
289		Healthy living, walking, bike promotion		10	28
290		Multi-lingual access/education		10	28
291		511 (improve user-friendliness)		11	29, 28
292		Clipper Cards - expand to include payment for taxi service		11	29
293		Crossing guard program		11	29
294		Employer- alternative work shifts		11	29
295		GHG reduction programs		11	29
296		GHG reduction projects	multi	11	29
297		Guaranteed Ride Home Program		11	29
298		Incentives for alternatives to driving		11	29
299		Parking and Transportation Demand Management		11	29, 30
300		Parking programs (demand mgmt, pricing, unbundling)		11	30
301		Parking system management - improvements		11	30
302		Pricing - programs to induce behavior change		11	30
303		Safe Routes to School		11	29
304		Shuttle stops closer to home e.g. FLEX San Leandro		11	29
305		Shuttles - employer, TOD, local		11	29
306		Shuttles developed in coordination w/ private institutions		11	29
307		Streetcar EBOT		11	29
308		TDM		11	29
309		Pre-paid transit supporting TOD/employers		11	?
310		Transit civility education program		11	7 ?
311		Port - Demand responsive truck loading and unloading at the Port		12	26,27
312		Port of Oak - change to 24 hr facility	1	12	26,27
313		Address truck impacts on local streets		12	26,27

#	Sponsor	Name of the Program	Planning Area	CWTP Program Category #	MTC Program Category #
314		Goods movement/ truck technology	multi	12	26,27
315		Truck congestion relief in neighborhoods		12	13, 26, 27
316		Alternative Fuel stations - comprehensive network of		13	
317		UP property development at proposed (where- San Leandro?) multi-modal station - addressing the potential impacts		13	?
318		Jobs closer to home		13	X
319		Support urban growth boundaries		13	X
320		Alternative and sustainable fuel sources - use of		13	
321		Share the road driver education re: bikes and peds		1, 10	28
322		Signage - improve		1, 2, 5, 7	2, 5, 16
323		Maintenance programs		1, 2, 6, 7	3, 11, 20, 24
324		Improve connections between neighborhoods and transit stations.		1,2,3	5
325		Flexible transportation system for an aging/changing population		1,2,9	
326		Walk to school promotion		10, 1	28
327		Public awareness about public transit - increase		10, 11	5, 28, 29
328		Shuttles: to get folks to/from transit:		11, 2	29
329		Shuttles for seniors - Accessible Transportation		11, 2, 5	4, 5, 28
330		Transit system connectivity - improve		2 E305	?
331		Transit - Better PR/Marketing about the overall system		2, 10	5, 28
332		Transit education and marketing		2, 10	28
333		Transit Education and outreach		2, 10	28
334		Transit riding incentives - Increase		2, 10	28
335		Combo of Fixed Route Service and Flexible service (Like King County, WA, Dial-a-ride) - post case study on ACTC website?		2, 11	29
336		Smaller buses during non-commute hours and less traveled routes		2, 11	29
337		Transit - Improving the safety and frequency of "last mile" transit connections		2, 11	11, 29
338		Transit - More customized transit service for each area – tailored to user needs		2, 11	11, 29
339		Transit connectivity -first and last mile		2, 11	11, 29
340		Maintaining buses and operations as priority over expansion (editorial)		2, 3	11
341		Transit funding - increase		2, 3	11
342		Seniors Transportation (edu/access)		2, 5	5, 28, 4
343		I-80 Re-stripe WB 80 to SB 880 connector from 3 to 4 lanes	1	2,3,11	
344		Bus stop enhancements (esp low income areas)		2,4	5,6,7,9,10,11,12
345		Bus stop safety/security improvements		2,4	5,6,7,9,10,11,12
346		Beyond ADA transportation - Accessible Transportation		2,4,9	5,6,7,9,10,11,12
347		Dial-a-ride: Tehachapi - post case study on ACTC website?		3, 11	29
348		Improved transportation options for seniors and people w/ disabilities - Accessible Transportation		3, 4	11, 4
349		Paratransit needs to be coordinated between agencies and seniors		3,10	28

#	Sponsor	Name of the Program	Planning Area	CWTP Program Category #	MTC Program Category #
350		Door to door program - Accessible Transportation		3,11	29
351		San Leandro Arterials/AC transit		3,5	11
352		Complete Streets		5, 1	13, 2
353		Complete streets with bike lanes developed		5, 1	13, 2
354		New roads include bike lanes, "complete streets"		5, 1	13, 2
355		Truck routing - improve		5, 12	13
356		ITS		5,7	18
357		Quiet zones near heavy and commuter rail (UP, ACE, BART)		5,7,12	16
358		Regional gas tax - development of		NA	X
359		Equitable distribution of transit funding \$\$ (editorial)		NA	
360		SR 262 (Mission Blvd. ) Bicycle/Pedestrian Access Improvements	3		
361		SR 84 (?) - Niles Canyon Rd (safety improvements)	3		

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<b>Working Draft: Proposed CWTP 2012 Program Categories</b>	
<b>Proposed New Program Categories</b>	
1	Bicycle and Pedestrian Program – Expansion, Enhancements and Facilities Rehabilitation
2	Transit and Enhancements & Expansion
3	Transit and Paratransit Operations
4	CBTP Implementation
5	Local Road Improvements
6	Local Streets and Roads O&M
7	Highway, Freeway Safety and Non-Capacity Improvements
8	Bridge Improvements
9	Transportation and land Use Program (or PDA Program)
10	Planning and Outreach
11	Transportation Demand & Parking Management
<b>Potential Program Categories</b>	
12	Goods movement
13	PDA Non-Transportation

## Notes

- 1 For the purpose of Call for Projects for the CWTP, if a project or a program meets both of the following criteria, it is considered a project under a programmatic category rather than a capital project if :
  - The project or program has no anticipated air quality impact and therefore modeling the project or program is not necessary (example project – interchange improvement without capacity enhancement)
  - The scope of the project or program is not significantly large (example – on street bicycle and pedestrian improvements)
- 2 All proposed new categories need to be coordinated with regional programs to determine if funding sources are available to develop and fund these types of improvements.

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**Working Draft Proposed CWTP 2012 Program Categories**  
**Revised 04/05/11**

	<b>Proposed Program Categories &amp; Descriptions for CWTP 2012<sup>1</sup></b>		<b>Current MTC Program Category &amp; Description</b>
	<ul style="list-style-type: none"> <li>• Bike access to transit</li> <li>• Bike Parking</li> </ul>		
<b>2</b>	<p><b>Transit Enhancements &amp; Expansion</b></p> <p>Transit capital rehabilitation</p> <p>Rehabilitation program</p> <p>Vehicle expansion</p> <p>Safety and security,</p> <p>System capacity</p> <p>Station and stops</p>	<p><b>5</b></p> <p><b>11</b></p> <p><b>6</b></p> <p><b>7</b></p>	<p><b>Transit Enhancements</b> (ADA compliance, mobility and access improvements, passenger shelters, informational kiosks) &amp;</p> <p><b>Transit O&amp;M</b> (ongoing non-capital costs, preventive maintenance)</p> <p><b>Transit Management Systems</b> (Translink, Transit GPS tracking systems, i.e., NextBus (NextBus uses Global Positioning System (GPS) receiver on AC Transit Buses to transmit speed and location data – converts data to wait time for riders)), <b>Transit Safety and Security Improvements</b> (security cameras), <b>Transit Station Rehabilitation, Transit Vehicle Rehabilitation/Replacement/Retrofit, Transit Operations Support</b> (purchase of operating equipments such as fareboxes, lifts, radios, office and shop equipment, support vehicles)</p>
<b>3</b>	<p><b>Transit and Paratransit Operations</b></p> <p>Operations expansion – existing and planned</p>		
<b>4</b>	<p><b>CBTP Implementation</b></p> <ul style="list-style-type: none"> <li>• Alameda Community Based Transportation Plan – June 2009</li> <li>• Central Alameda County CBTP– Cherryland, Ashland and South Hayward – June 2004</li> <li>• West Oakland Community Based Transportation Plan – May 2006</li> </ul>	<b>4</b>	<p><b>Lifeline Transportation</b></p> <p>Community Based Transportation Plans projects and programs such as information/outreach projects, dial-a-ride, guaranteed ride home, paratransit, non-operational transit capital enhancements (i.e., bus shelters). Does not include fixed route transit projects</p>



**Working Draft Proposed CWTP 2012 Program Categories**  
**Revised 04/05/11**

	<b>Proposed Program Categories &amp; Descriptions for CWTP 2012<sup>1</sup></b>		<b>Current MTC Program Category &amp; Description</b>
		<b>19</b>	directional and information signs),  <b>Freeway/Expressway Performance Management</b> (Non-ITS elements, performance monitoring, corridor studies)
<b>8</b>	<b>Bridge Improvements</b>	<b>21</b>	<b>Non-Capacity Increasing Local Bridge Rehabilitation/Replacement/Retrofit</b>
<b>9</b>	<b>Transportation and Land Use Program</b> (or PDA Program), Transportation Improvements at transit hubs (PDAs), including multi-modal access (bus, pedestrian and bike)	<b>5</b>	<b>Transit enhancements</b> ADA compliance, mobility and access improvements, passenger shelters, informational kiosks
<b>10</b>	<b>Planning and Outreach</b> Planning, marketing and outreach	<b>28</b>	<b>Regional Planning and Outreach</b> Regionwide planning, marketing and outreach
<b>11</b>	<b>Transportation Demand &amp; Parking Management</b> Range of TDM programs including Guaranteed Ride Home, Safe Routes to School, Safe Routes to Transit, Travel Choice, Walk/Bike Promotions and Parking Management including parking cash out, variable pricing	<b>29</b>  <b>30</b>  <b>26</b>	<b>Transportation Demand Management</b>  <b>Parking Management</b> Parking cash out, variable pricing, etc.  <b>Regional Air Quality and Climate Protection Strategies</b> (outreach programs and non-capacity projects specifically targeting regional air quality and climate protection strategies)

**Working Draft Proposed CWTP 2012 Program Categories**  
**Revised 04/05/11**

<b>Proposed Program Categories &amp; Descriptions for CWTP 2012<sup>1</sup></b>		<b>Current MTC Program Category &amp; Description</b>	
		<b>27</b>	<b>Local Air Quality and Climate Protection Strategies</b> (outreach programs and non-capacity projects specifically targeting regional air quality and climate protection strategies)
<b>Potential New Program Categories<sup>2</sup></b>		<b>Current MTC Program Categories for MTC</b>	
<b>12</b>	<b>Goods Movement (Non-Capital)</b> Improvements for goods movement by truck and coordinated with rail (and air)	<b>26</b>	<b>Regional Air Quality and Climate Protection Strategies</b> (outreach programs and non-capacity projects specifically targeting regional air quality and climate protection strategies)
		<b>27</b>	<b>Local Air Quality and Climate Protection Strategies</b> (outreach programs and non-capacity projects specifically targeting regional air quality and climate protection strategies)
<b>13</b>	<b>PDA-Non-Transportation</b> Improvements at PDAs that are not transportation, such as sewer and stormwater upgrades		?

<sup>2</sup> All proposed new categories need to be coordinated with regional programs to determine if funding sources are available to develop and fund these types of improvements.

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## **Attachment A.2 Programmatic Categories**

Programmatic categories are groups of similar projects, programs, and strategies that are included under a single group for ease of listing in the RTP/SCS. Projects within programmatic categories must be exempt from regional transportation conformity. Many projects which address the concerns of communities, such as pedestrian bulbouts, bicycle lanes, transit passenger shelters, ridesharing, etc. are often taken into account in a programmatic category. Therefore individual projects of this nature do not need to be specified. Projects grouped in a programmatic category are viewed as a program of multiple projects. Projects that add capacity or expand the network are not included in a programmatic category. Projects that do not fit within the identified programmatic categories are listed separately in the RTP/SCS. Programmatic categories to be used include, but are not limited to the following:

1. **Bicycle/Pedestrian Expansion** (new facilities, expansion of existing bike/pedestrian network)
2. **Bicycle/Pedestrian Enhancements** (enhancements, streetscapes, TODs, ADA compliance, mobility and access improvements)
3. **Bicycle/Pedestrian Facilities Rehabilitation**
4. **Lifeline Transportation** (Community Based Transportation Plans projects such as information/outreach projects, dial-a-ride, guaranteed ride home, paratransit, non-operational transit capital enhancements (i.e. bus shelters). Does not include fixed route transit projects.)
5. **Transit Enhancements** (ADA compliance, mobility and access improvements, passenger shelters, informational kiosks)
6. **Transit Management Systems** (TransLink<sup>®</sup>, Transit GPS tracking systems (i.e. Next Bus))
7. **Transit Safety and Security Improvements** (Installation of security cameras)
8. **Transit Guideway Rehabilitation**
9. **Transit Station Rehabilitation**
10. **Transit Vehicle Rehabilitation/Replacement/Retrofit**
11. **Transit O&M** (Ongoing non-capital costs, preventive maintenance)
12. **Transit Operations Support** (purchase of operating equipment such as fareboxes, lifts, radios, office and shop equipment, support vehicles)
13. **Local Road Safety** (shoulder widening, realignment, non-coordinated signals)
14. **Highway Safety** (implementation of Highway Safety Improvement Program, Strategic Highway Safety Program, shoulder improvements, guardrails, medians, barriers, crash cushions, lighting improvements, fencing, increasing sight distance, emergency truck pullovers)
15. **Non-Capacity Increasing Local Road Intersection Modifications and Channelization**
16. **Non-Capacity Increasing State Highway Enhancements** (noise attenuation, landscaping, roadside rest areas, sign removal, directional and informational signs)
17. **Freeway/Expressway Incident Management** (freeway service patrol, call boxes)
18. **Non-Capacity Increasing Freeway/Expressway Interchange Modifications** (signal coordination, signal retiming, synchronization)
19. **Freeway/Expressway Performance Management** (Non-ITS Elements, performance monitoring, corridor studies)
20. **Non-Capacity Increasing Local Road Rehabilitation** (Pavement resurfacing, skid treatments)
21. **Non-Capacity Increasing Local Bridge Rehabilitation/Replacement/Retrofit**
22. **State Highway Preservation** (Caltrans SHOPP, excluding system management)
23. **Toll Bridge Rehabilitation/Replacement/Retrofit**
24. **Local Streets and Roads O&M** (Ongoing non-capital costs, routine maintenance)
25. **State Highway O&M** (Caltrans non-SHOPP maintenance, minor 'A' and 'B' programs)
26. **Regional Air Quality and Climate Protection Strategies** (outreach programs and non-capacity projects specifically targeting regional air quality and climate protection strategies)
27. **Local Air Quality and Climate Protection Strategies** (outreach programs and non-capacity projects specifically targeting local air quality and climate protection strategies)
28. **Regional Planning and Outreach** (regionwide planning, marketing, and outreach)
29. **Transportation Demand Management** (continuation of ridesharing, shuttle, or vanpooling at current levels)
30. **Parking Management** (Parking cash out, variable pricing, etc.)

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## MEMORANDUM

**DATE:** March 29, 2011

**TO:** Technical Advisory Working Group

**FROM:** Tess Lengyel, Manager of Programs and Public Affairs  
Beth Walukas, Manager of Planning

**SUBJECT:** Update on Outreach Activities

### Recommendations

This item is for information only.

### Summary

This memo provides an update to outreach activities in relation to the update of the Countywide Transportation Plan (CWTP) and development of the Transportation Expenditure Plan (TEP). This update reflects the changes to the outreach approach as approved by the Steering Committee on January 27, 2011.

The overall approach to the first phase of outreach for the CWTP-TEP development includes identification of project and program needs and education and involvement of the public, elected officials and stakeholders through the following efforts:

- Five evening community workshops throughout the County
- A toolkit for broad engagement of groups that may not be able to attend the workshops
- On-line questionnaire
- Poll
- On-going agency public outreach

### Community Workshops

The fifth and final community workshop was held in Dublin on March 24th. Workshops have been conducted throughout the County aimed at educating Alameda County residents, business members and elected officials about the transportation plans development and to receive input on projects and programs that could be included in the plan. These meetings have been advertised in newspapers throughout the County, broadly distributed through email and are on the Alameda CTC website.

A follow-up round of workshops will be held in the fall of 2011 to provide an opportunity for review and comment on the draft plans.

## Workshops Outcomes to Date

### Supervisorial District 4 workshop (Oakland): February 24<sup>th</sup>

attendees (signed in)	53
comment forms received	24
evaluations received	23

### Supervisorial District 1 Workshop (Fremont): February 28<sup>th</sup>

attendees (signed in)	35
comment forms received	4
evaluations received	13

### Supervisorial District 2 Workshop (Hayward): March 9<sup>th</sup>

attendees (signed in)	36
comment forms received	11
evaluations received	7

### Supervisorial District 3 Workshop (San Leandro): March 16<sup>th</sup>

attendees (signed in)	38
comment forms received	9
evaluations received	8

### Supervisorial District 5 Workshop (Dublin): March 24<sup>th</sup>

attendees (signed in)	26
comment forms received	2
evaluations received	5

**Total Workshop Attendees: 188**

Workshop results, including key themes and evaluation findings will be included in a separate, forthcoming summary.

## Outreach Toolkit Trainings Presentations

The Outreach Toolkit allowed broad engagement throughout the county on project and program needs that could be included in the plans, beyond that which can be reached with the public workshops.

Members of Alameda CTC's Community Advisory Committees, the Community Advisory Working Group, Technical Advisory Working Group, staff and Commission members used the toolkit to gather input. Outreach Toolkit trainings and general presentations have been made to the following advisory groups:

Date	Advisory Group
January 20th	CAC
January 20th	PAPCO
February 3rd	CAWG
February 8th	TAC
February 10th	TAWG
February 10th	BPAC
February 24th	Steering Committee

**95 toolkits** were distributed at the CAWG, TAC, TAWG, BPAC and Steering Committee presentation toolkit trainings. Additional toolkits have been downloaded from the website by advisory group members.

Additional training for the use of the toolkit was held on Friday, February 18th, and a short instructional video about the Outreach Toolkit and how to use it was posted to the project website on Friday, February 18th for those members unable to attend previous trainings.

### Completed Outreach Activities

To date, MIG, Alameda CTC's Outreach Consultant, has received completed Outreach Toolkit materials including session reporting forms and questionnaires from the following groups.

<b>Group</b>	<b>Participants</b>
Extending Connection (United Methodist Church)	35
Fremont Freewheelers Bicycle Club	11
Union City Planning Commission	8
United Seniors of Oakland (Transportation Committee)	6
Hope Collaborative, Built Environment Group	22
Oakland BPAC	15
West Berkeley Senior Advisory Council	9
City of Newark Senior Advisory Committee	13
Pleasanton Senior Ctr./Paratransit Lead Staff	8
City of Newark Senior Advisory Committee	13
Eden Area Local Organizing Committee	7
Sierra Club - Southern Alameda County Group	9
Union City City Council Audience	10
West Oakland Senior Center	20
Pleasanton Bicycle, Pedestrian and Trails Committee	10
San Leandro Youth Advisory Committee	17
Dumbarton Bus Riders	7
San Leandro Engineering and Transportation Department	16
Friends of Emeryville Senior Center	11
Pleasanton Senior VIP Club	72
AFSCME, Local 3916	50
Friends of Albany Services	11
San Leandro Senior Commission	11
City of San Leandro	6
San Leandro Human Services Commission	9
Cty of San leandro	5
Service Review Advisory Committee (East Bay Paratransit)	20
Pleasanton Chamber or Commerce- Vision2015 Forum	10
Saint Mary's Center	26
AC Transit Accessibility Advisory Committee	6
City of Emeryville's Commission on Aging	13
Oakland City Commission on Aging	8
Sierra Club - TriValley Group Exec. Cmte.	5

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Oakland Yellowjackets	10
Wheels Accessible Advisory Committee	8
Newark Rotary Club	20
East Bay Bicycle Coalition	25
Alameda County Public Health Nurses	19
North Oakland Senior Center	12
Residents of Allen Temple Arms	35
Service Learning for Leaders	19
<b>TOTAL Participants</b>	<b>646</b>

In addition to these materials, MIG collected completed questionnaires at the CAC and PAPCO meetings. Overall MIG has received **532 completed paper questionnaires**.

### **Planned Outreach Activities**

Advisory group members have identified and committed to make presentations during March at the meetings of the following organizations:

#### **Group**

Genesis  
 Corpus Christi Church  
 Alameda County on Aging  
 Oakland Metropolitan Chamber  
 Albany Strollers and Rollers  
 Maxwell Park NCPC  
 City of Berkeley  
 ACCE (Alliance for Californians and Community Empowerment  
 APEN (Asian Pacific Environmental Network)  
 BOSS (Building Opportunities for Self Sufficiency)  
 EBAYC (East Bay Asian Youth Center)  
 LIFETIME  
 Pueblo  
 City of Alameda Transportation Commission

### **Online Questionnaires**

The online questionnaire is now closed. There were **698 responses**.

### **Poll**

Three polls will be conducted from March 2011 through spring 2012. Polling questions were identified through the CAWG, TAWG and Steering Committee. The Steering Committee reviewed, commented on and approved the survey questions for the first survey on February 24, 2011. A presentation of the survey findings was presented to the Steering Committee at its March 24th meeting.

The three surveys that are being conducted for the development of the TEP are described below as well as their implementation timeline.

*Survey 1: Baseline Study*

The first survey will serve as a baseline study and was completed in early March 2011 and is being presented to committees in March and April. It will be designed to capture information about what transportation projects and programs voters are interested in, as well as measuring potential support for a transportation sales tax measure. This baseline survey will provide a “starting point” that shows where the voting public currently stands on these issues.

*Survey 2: Tracking and Measure Refinement Study*

The second survey will serve as a tracking study, measuring any changes in attitudes and opinions from the baseline research, as well as capturing additional feedback and opinions on specific projects and programs to further refine the design of the Transportation Expenditure Plan. Building on the information gathered in the baseline study, this tracking study will provide additional input and details as we develop an efficient and effective sales tax measure. This survey will be conducted in fall 2011.

*Survey 3: Final Check-In*

The third survey will serve as a final check-in with voters prior to placing a measure on the ballot. This survey will be conducted shortly before the deadline for placing the measure on the ballot, with the aim of helping to make a “go, no go” decision on the measure. This survey will be conducted in spring 2012.

**On-going Agency Outreach**

Alameda CTC conducts regular outreach throughout the County in the form of business, local organizations, agency outreach and coordination, electronic newsletter distributions, executive director reports, web page updates, transportation forums and other public information fairs and events, as well as regular updates at Alameda CTC meetings and in meeting packets. At each of these, information is presented on the updates and development of the plans.

**Presentations of Poll and Outreach Findings**

Presentations of the poll and preliminary outreach findings are being made at the committee meetings in April and feedback is requested to help support expanded outreach efforts that are scheduled to be implemented in fall 2011 that will seek feedback on the draft plans.

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**Alameda County Transportation Commission**

**Alameda Countywide Transportation Plan  
& Transportation Expenditure Plan**

Public Participation: Initial Findings

Presentation to TAWG

April 2011



**Public Involvement Overview**

- ▣ Purpose
- ▣ Summary by Outreach Method
  - Workshops
  - Outreach Toolkit
  - Online Questionnaire
- ▣ Key Themes by Method
- ▣ Findings Across Methods
- ▣ Projects and Programs
- ▣ Evaluation
- ▣ Next Steps

## Public Involvement Purpose

- ▣ Perform outreach for the CWTP and TEP development (More outreach in the fall)
- ▣ Perform outreach as required by MTC for the Call for Projects and Programs – and to address Title VI
- ▣ Provide information and opportunities beyond workshops – outreach toolkit
- ▣ Collect information from the public on needs, priorities and specific projects and programs
- ▣ Share this information with project sponsors who are responding to the call for projects

## Participation Summary

Method	Number of Participants
Workshops	188
Outreach Toolkit	646 <i>Completed Surveys 532</i>
Online Questionnaire	693
TOTAL	1,527*

\* Some individuals may have participated in more than one method.

## Workshop Attendance

Workshop District/Location/Date	Number of Attendees	Comment Forms Received	Evaluations Received
District 4, Oakland February 24 <sup>th</sup>	53	24	23
District 1, Fremont February 28 <sup>th</sup>	35	4	13
District 2, Hayward March 9 <sup>th</sup>	36	11	7
District 3, San Leandro March 16 <sup>th</sup>	38	9	8
District 5, Dublin March 24 <sup>th</sup>	26	2	5
<b>TOTAL</b>	<b>188</b>	<b>50</b>	<b>56</b>

## Workshop Key Themes - Overall

- ▣ Maintenance
- ▣ Access
- ▣ Equity
- ▣ Safety
- ▣ Connectivity
- ▣ Coordination



## Workshop Themes

Workshop	Maintenance	Access	Equity	Safety	Connectivity	Coordination
Oakland	X	X	X	X		
Fremont	X	X			X	X
Hayward	X		X	X	X	X
San Leandro	X	X	X	X	X	X
Dublin	X			X	X	



## Workshop Evaluation

	Excellent	Good	Fair	Poor	No Opinion	No Answer
Workshop Notification	21.0%	32.0%	27.0%	16.0%	2.0%	2.0%
Open House and Handout Materials	27.0%	55.0%	7.0%	4.0%	2.0%	5.0%
Presentation	30.0%	55.0%	7.0%	0.0%	4.0%	4.0%
Meeting Location/Facility	48.0%	45.0%	4.0%	2.0%	0.0%	2.0%
Small Group Discussion	45.0%	50.0%	2.0%	0.0%	0.0%	4.0%
Workshop Overall	32.0%	61.0%	2.0%	0.0%	0.0%	5.0%

## Workshop Evaluation

Method	Participants learned about workshop by*
E-Mail	43%
Friend	30%
Newspaper	25%
Website	13%
Other	13%
N/A	2%
<i>*Based on 56 submitted evaluation forms</i>	

## Public Involvement Overview

Method	Number of Participants
Workshops	188
Outreach Toolkit	646 <i>Completed Questionnaire 532</i>
Online Questionnaire	698
TOTAL	1,532

## Outreach Toolkit

County Planning Area	Share of Countywide Population*	Total Participants
North	42%	49%
Central	23%	11%
South	22%	12%
East	13%	18%
Countywide (Countywide organizations)	n/a	11%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>
*2009 ABAG Projections		

## Outreach Toolkit

- ▣ Group Types:
  - Seniors
  - Bicyclists
  - Faith-based groups
  - Environmental groups
  - Transit riders
  - Rotary
  - Chamber
  - Community-based organizations

## **Findings: Needs**

- ▣ Relieve street and highway congestion
- ▣ Maintain existing transit
- ▣ Expand transit
- ▣ Support commute and accessibility programs

## **Findings: Trade-Offs**

- ▣ **Maintain streets, roads and highways**  
(vs. expanding transit service and reliability)
- ▣ Provide more alternatives to driving  
(vs. expanding highway capacity and efficiency)
- ▣ Maintain existing transit service  
(vs. improving goods movement and freight)
- ▣ **Improve transportation services for senior and people with disabilities**  
(vs. expanding bicycle and pedestrian improvements)

## Findings: VMT Reduction

- ▣ Build walking and biking friendly cities
- ▣ Programs that encourage people to walk and bike



## Public Involvement Overview

Method	Number of Participants
Workshops	188
Outreach Toolkit	646 <i>Completed Questionnaire 532</i>
Online Questionnaire	698
<b>TOTAL</b>	<b>1,532</b>

## Online Questionnaire

Planning Area	Share of Countywide Population*	Percentage of Respondents
North	42%	62%
Central	23%	15%
South	22%	14%
East	13%	9%
Other	n/a	6.5%**
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>

\*2009 ABAG Projections  
 \*\* Unclear or not Alameda County Resident

## Findings: Needs

- ☐ Maintain existing transit
- ☐ Repair potholes and smooth the existing roadway
- ☐ Bike improvements

## **Findings: Trade-Offs**

- ▣ **Expand transit services and reliability**  
(vs. maintaining streets, roads and highways )
- ▣ Provide more alternatives to driving  
(vs. expanding highway capacity and efficiency)
- ▣ Maintain existing transit services  
(vs. improving goods movement and freight)
- ▣ **Expand bike and pedestrian improvements**  
(vs. improving transportation services for senior and people with disabilities)

## **Findings: VMT Reduction**

- ▣ Build walking and biking friendly cities
- ▣ Add service to existing transit routes
- ▣ Increase transit service in areas that don't currently have high capacity transit

# Findings across Methods

## Transportation Needs

### Overall Findings: Highways and Roads

- ▣ Maintain existing infrastructure
- ▣ Increase safety
- ▣ Increase connectivity
- ▣ Develop Complete Streets



## Transportation System Management

- ▣ Expand signal timing/synchronization
- ▣ Increase ramp metering
- ▣ Develop additional signage
- ▣ Develop intelligent/adaptive intersections



## Parking and Transportation Demand Management

- ▣ Expand employer based incentives for alternatives to driving
- ▣ Expand congestion pricing
- ▣ Promote car sharing

## Public Transit

- ▣ Restore Service
- ▣ Provide a transit system that is safe accessible, maintained, clean, reliable, affordable and equitable
- ▣ Coordinate service
- ▣ Target routes



## Accessible Transportation

- ▣ Maintain existing paratransit programs
- ▣ Increase local shuttles and connections to community facilities



## **Bike and Pedestrian**

- ▣ Increase safety and signage
- ▣ Enhance connectivity on bike trails
- ▣ Improve existing infrastructure
- ▣ Provide bicycle storage/parking
- ▣ Improve crossing at major roads, including grade separations



## **Goods Movement**

- ▣ Provide for the quick and efficient movement of trucks
- ▣ Address human health impacts of truck traffic and truck idling in neighborhoods



## Other

- ▣ Develop education programs on:
  - How to use transit
  - Transit civility
  - Bike/pedestrian safety (sharing the road)
- ▣ Improved marketing about the overall transit system and how to use it
- ▣ Consistent information about transit service changes
- ▣ Case studies of other transportation/transit agency transportation demand management programs

## Projects

- ▣ Transit
  - Build BART to Livermore
  - Build Dumbarton Rail
- ▣ Highways and Roads
  - Improve 680/580 Interchange
  - Widen SR-84

## Projects

- ▣ Bike/Pedestrian
  - Complete Bay Trail
  - Complete East Bay Greenway (Oakland to San Leandro)

## Programs

- ▣ Transit
  - ECO Youth Bus Pass
  - Expanded, coordinated service
  - Station and stop amenities/improvements
  - Transit information signage
  - Shuttles
- ▣ Highways and Roads
  - Local street improvements
- ▣ Transportation System Management
  - Employer incentives for driving alternatives
  - Destination Information Signage

## Programs

- ▣ Accessible Transportation
- ▣ Bike and Pedestrian
  - Safe Routes to School
  - Bike lanes
  - Intersection safety
  - Signage



## Participant Characteristics by Method

Planning Area	Countywide*	Outreach Toolkit	Online Questionnaire
North	42%	45%	62%
Central	23%	13%	15%
South	22%	14%	8%
East	13%	18%	9%
Other**	n/a	10%	7%

\*2009 ABAG Projections  
 \*\*Unclear or not Alameda County Resident

### Participant Characteristics by Method

Ethnicity	Countywide*	Outreach Toolkit	Online Questionnaire
American Indian or Alaska Native	0.4%	0.4%	2%
Asian or Pacific Islander	33%	18%	8%
Black/African American	12%	24%	9%
White/Caucasian	36%	53%	71%
Spanish, Hispanic or Latino	22%	4%	6%
Other	3%	0.4%	4%

\* 2009 American Community Survey

### Participant Characteristics by Method

Household Income Level	Countywide*	Outreach Toolkit	Online Questionnaire
\$0-\$25,000	21%	25%	8%
\$25,000-\$50,000	23%	24%	17%
\$50,000-\$75,000	20%	13%	19%
\$75,000-\$100,000	14%	13%	21%
Over \$100,000	22%	26%	35%

\* 2000 Census

## Next Steps

- ▣ Refine and compile findings
- ▣ Develop project and program list
- ▣ Prepare final report for presentation at May Steering Committee Meeting



## Key Questions

- ▣ How should Alameda CTC best use the results from this phase moving forward?

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**Telephone Survey of Alameda County Voters**  
Presentation of survey findings

Prepared for  
Alameda County Transportation Commission (ACTC)



**EMC Research, Inc.**  
436 14th Street, Suite 820  
Oakland, CA 94612  
(510) 844-0680  
EMC #11-4391

Community Advisory Working Group 4/7/11

Technical Advisory Working Group 4/14/11

## Methodology

2

- ▶ Telephone Survey of Alameda County Voters
- ▶ 813 completed interviews
- ▶ Overall Margin of error  $\pm$  3.4%
- ▶ Conducted March 6 - March 14, 2011
- ▶ Interviews conducted by trained, professional interviewers in English, Spanish & Cantonese
- ▶ Results weighted to reflect likely voter population distribution in November, 2012

*As with any opinion research, the release of selected figures from this report without the analysis that explains their meaning would be damaging to EMC. Therefore, EMC reserves the right to correct any misleading release of this data in any medium through the release of correct data or analysis.*

*Please note that due to rounding, percentages may not add up to exactly 100%*

Region	# of interviews	Margin of Error ( $\pm$ )	Weighted % of Population
Central Alameda Co.	170	7.5%	21%
East Alameda Co.	121	8.9%	15%
North Alameda Co.	376	5.1%	46%
South Alameda Co.	146	8.0%	18%



Alameda CTC Transportation Expenditure Plan Update  
Survey #1  
EMC 11-4407

## Key Findings

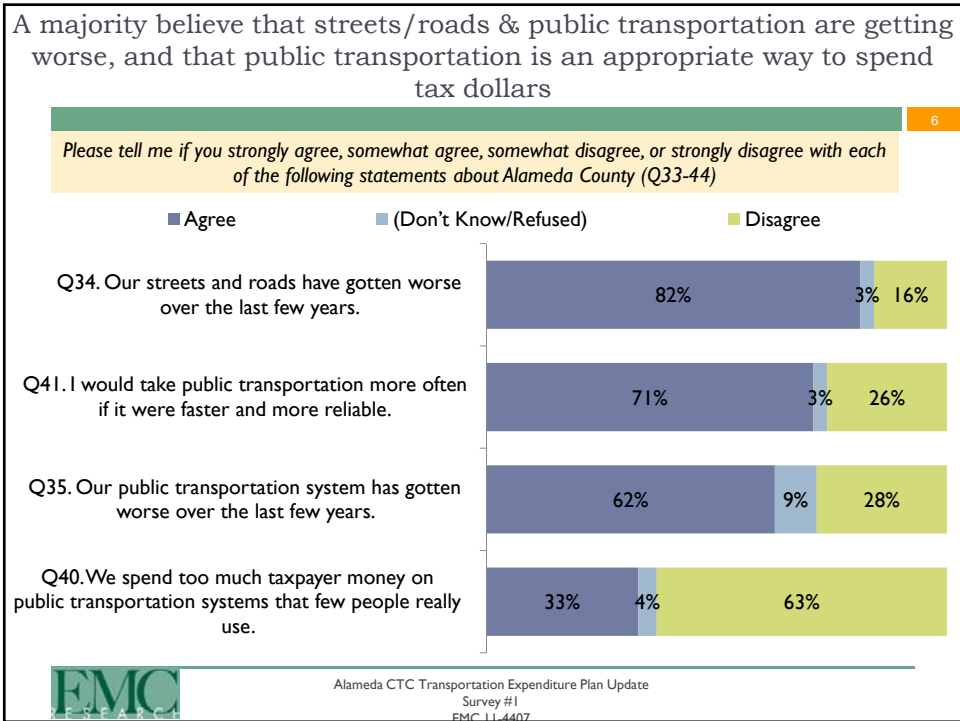
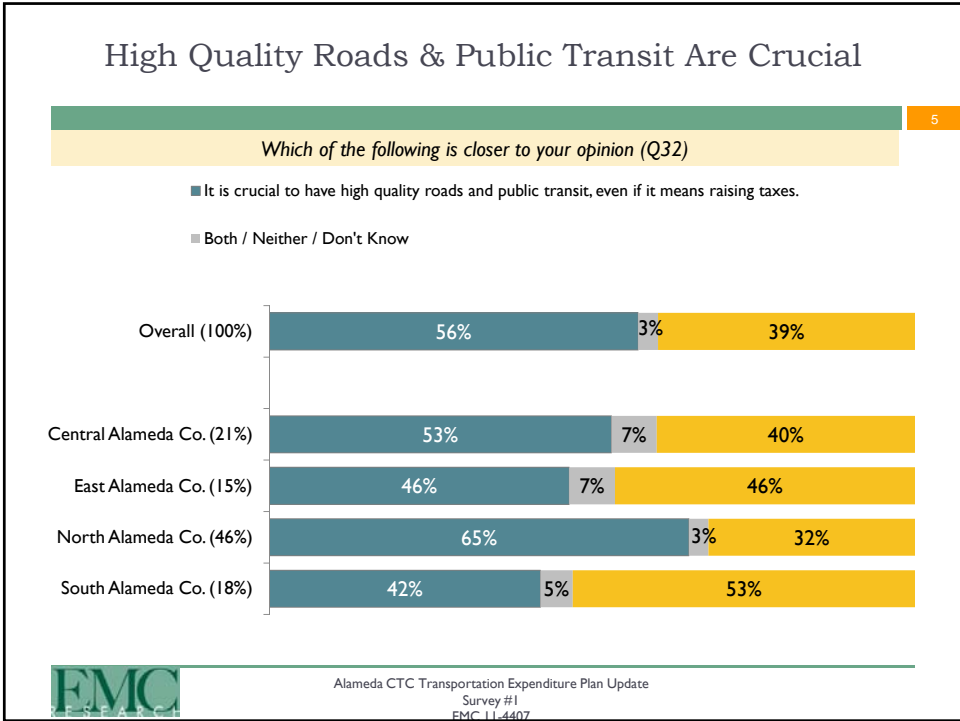
3

- ▶ Alameda County voters believe the quality of roads and transit is deteriorating, and are generally supportive of continuing to fund them with tax dollars.
- ▶ There is support for a renewal of the transportation sales tax, with support strongest in the North.
- ▶ Congestion reduction and air quality improvements are both key targets for transit and transportation funding.
- ▶ People are more attracted to programs than specific projects; keeping transit affordable and maintaining existing roads and transit systems top the list.
- ▶ Of the projects tested, both improvements to I-880 and extension of BART to Livermore have countywide appeal.



Alameda CTC Transportation Expenditure Plan Update  
Survey #1  
EMC LL 4407

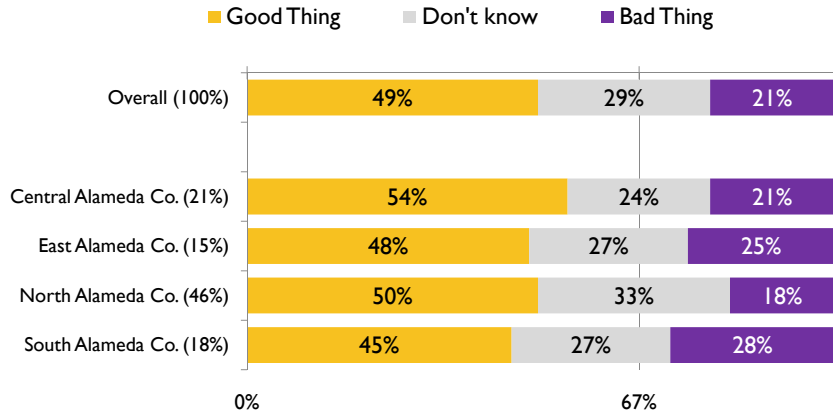
## Issue Environment



# Measure B Renewal

## A Plurality Believe Measure B Has Been a Good Thing

As you may know, voters in Alameda County approved Measure B in 2000, a half cent sales tax that funds road and transit projects and programs all across Alameda County. In general, would you say Measure B has been a good thing for Alameda County, or a bad thing for Alameda County? (Q6)



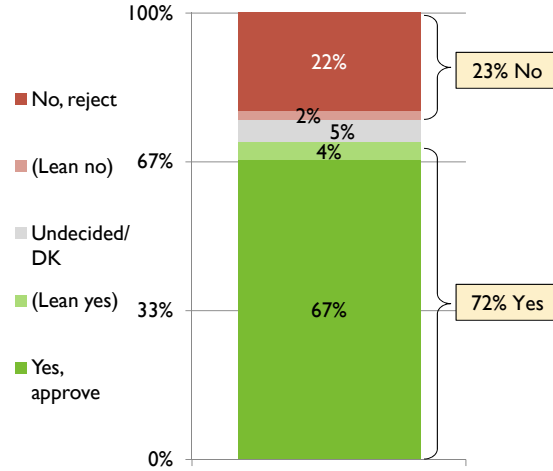
### A Renewal Wins More Than Two-Thirds (72%)

There may be a measure on the ballot next year in Alameda County that would

- extend the existing half cent transportation sales tax to
- address an updated plan for the county's current and future transportation needs.

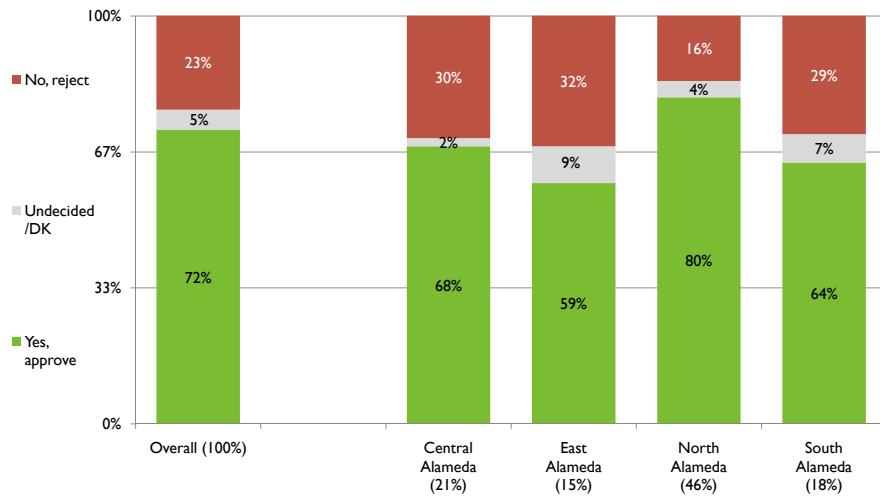
The money from this measure:

- could only be spent on the voter-approved expenditure plan
- all money from this measure would stay in Alameda County and could not be taken by the state.

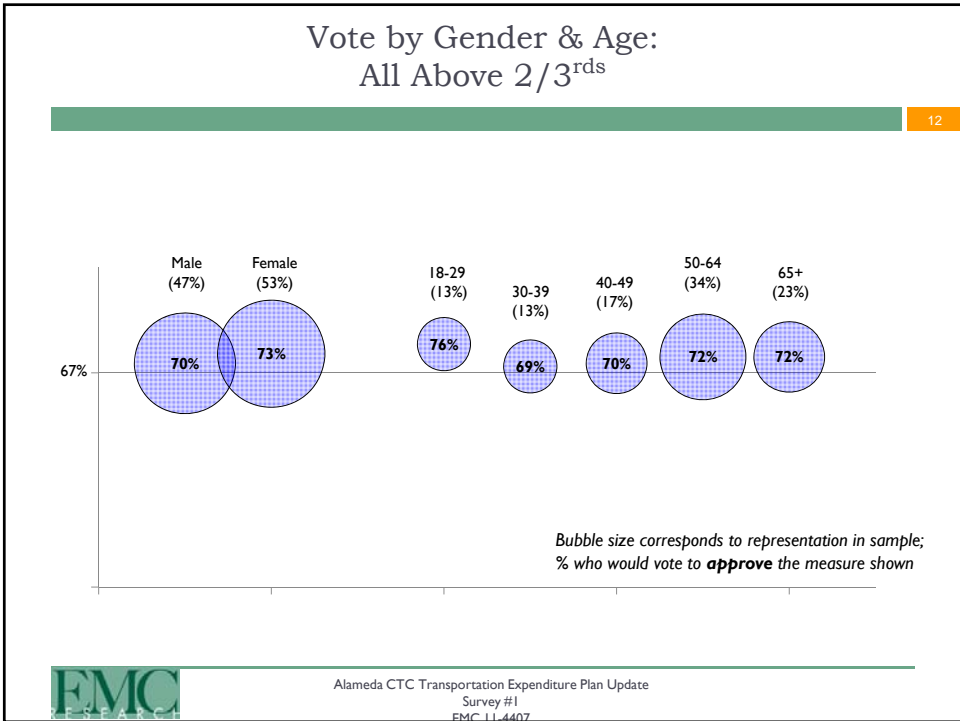
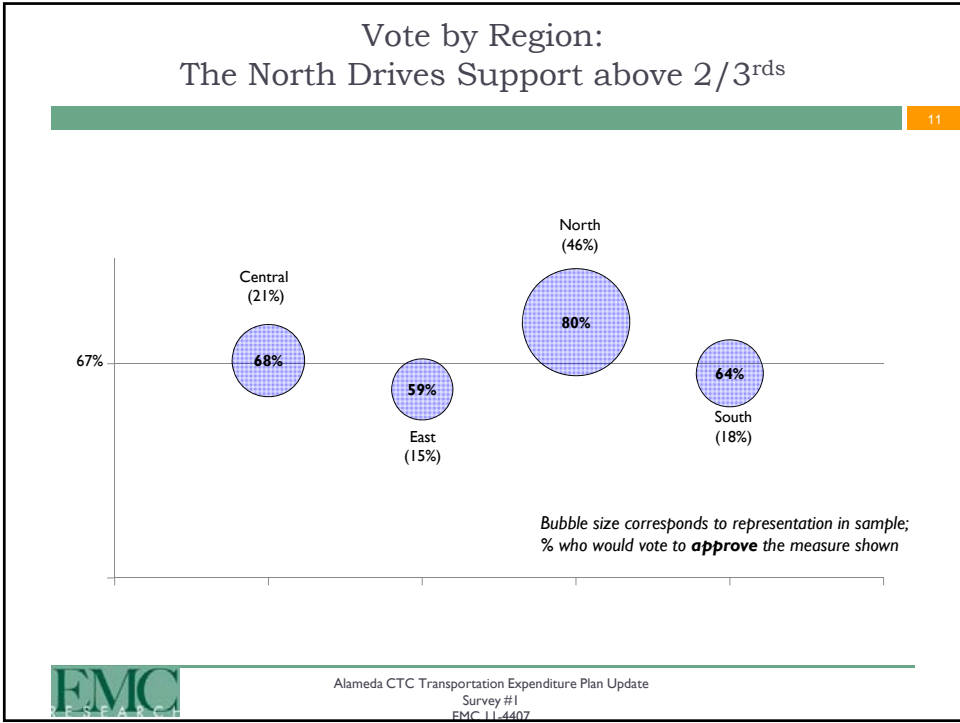


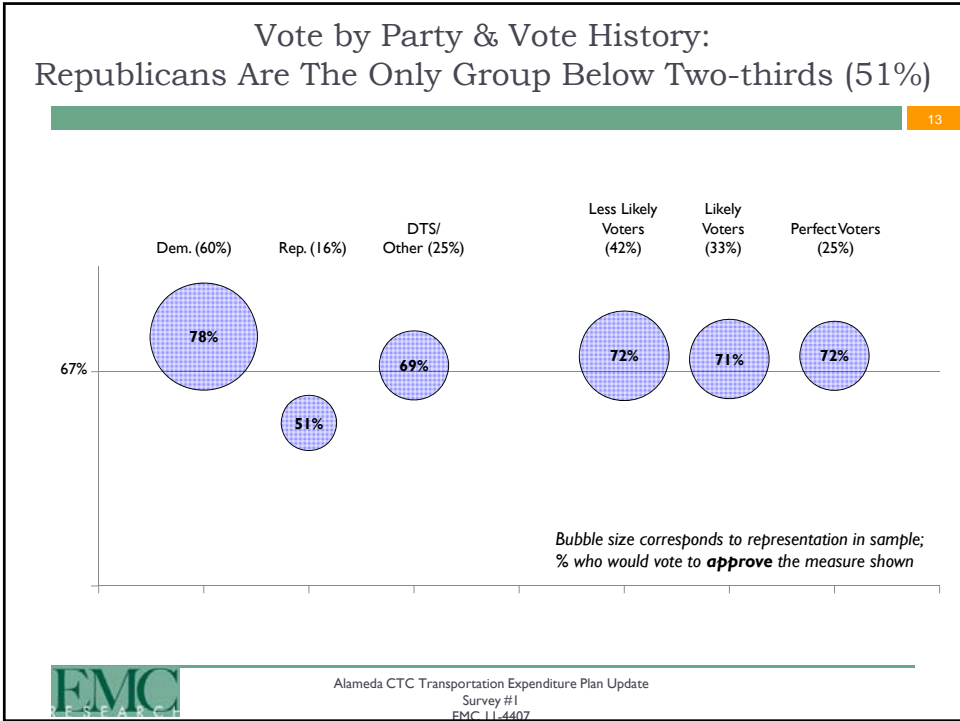
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### There is No Opposition Above 1/3 in Any Region

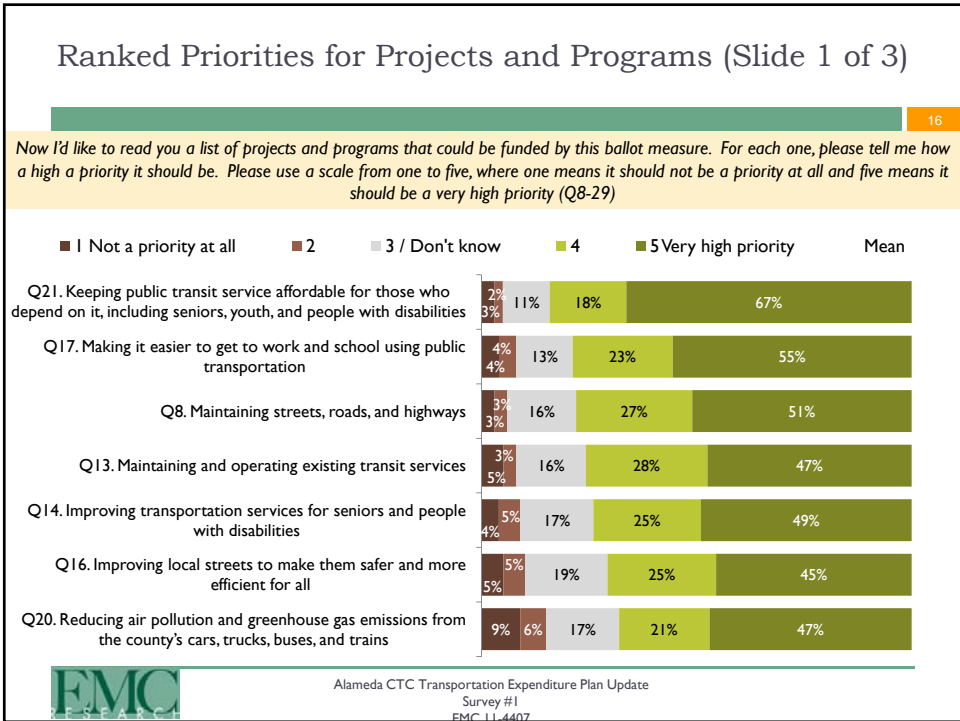
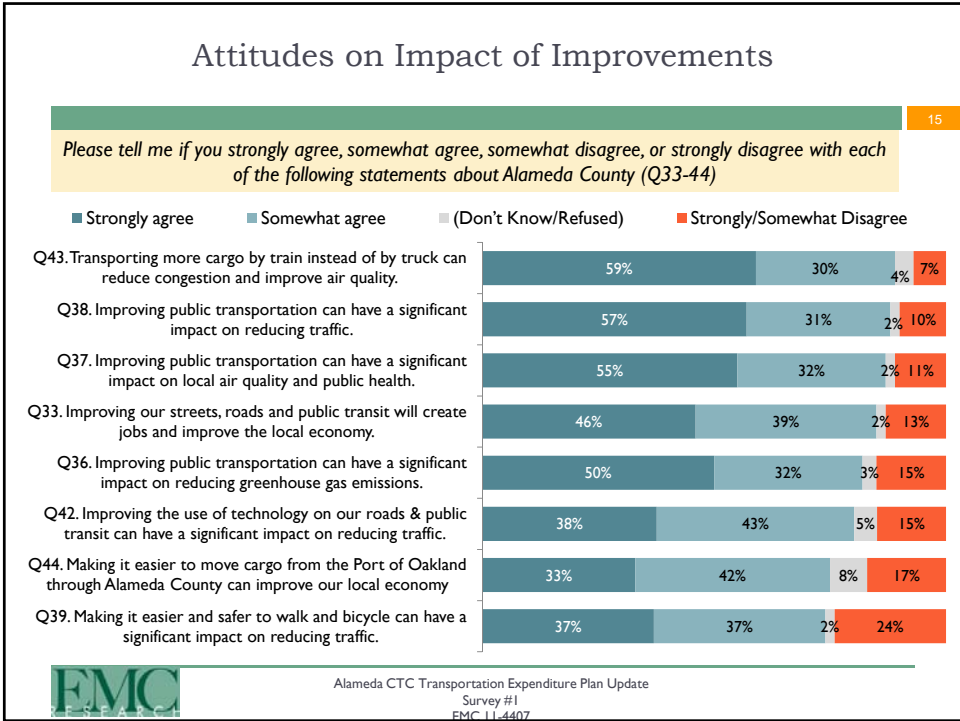


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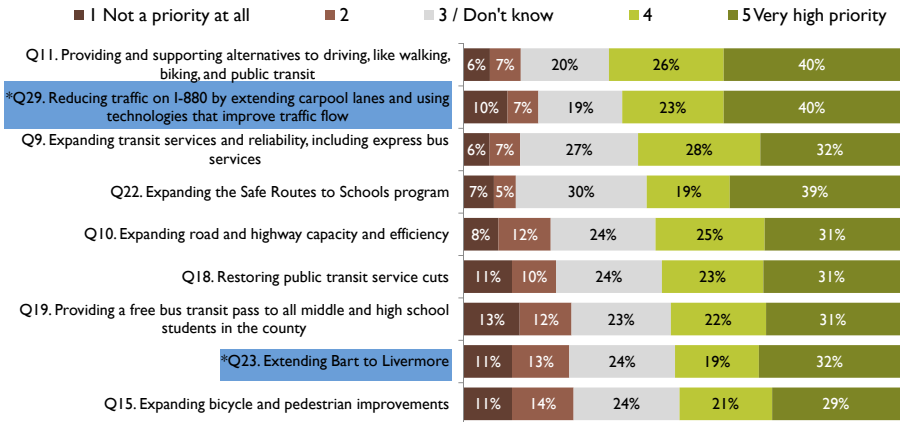
## Potential Programs & Projects



### Ranked Priorities for Projects and Programs (Slide 2 of 3)

17

Now I'd like to read you a list of projects and programs that could be funded by this ballot measure. For each one, please tell me how a high a priority it should be. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority (Q8-29)



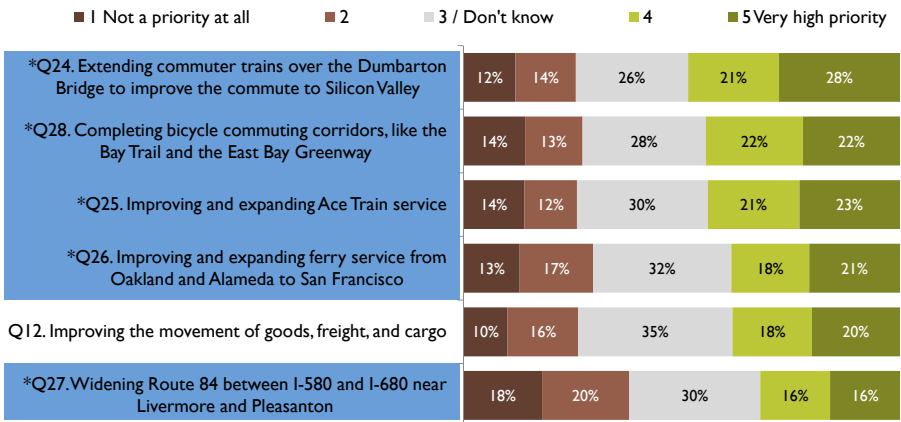
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\*Project

### Ranked Priorities for Projects and Programs (Slide 3 of 3)

18

Now I'd like to read you a list of projects and programs that could be funded by this ballot measure. For each one, please tell me how a high a priority it should be. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority (Q8-29)



Alameda CTC Transportation Expenditure Plan Update  
Survey #1  
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\*Project

## Projects Across Regions

19

**Means Shown**  
**SCALE (1 to 5):** 1-Not be a priority at all ----- 5-Very high priority

Program / Project	Overall (100%)	Central Alameda Co. (21%)	East Alameda Co. (15%)	North Alameda Co. (46%)	South Alameda Co. (18%)
Q29. Reducing traffic on I-880 by extending carpool lanes and using technologies that improve traffic flow	3.75 *	3.88 *	3.33 *	3.85 *	3.71 *
Q23. Extending Bart to Livermore	3.48 *	3.66 *	3.63 *	3.32 *	3.58 *
Q24. Extending commuter trains over the Dumbarton Bridge to improve the commute to Silicon Valley	3.38 *	3.42 *	3.21	3.32 *	3.65 *
Q25. Improving and expanding Ace Train service	3.26	3.32	3.32 *	3.16	3.44
Q28. Completing bicycle commuting corridors, like the Bay Trail and the East Bay Greenway	3.23	3.12	2.87	3.53 *	3.01
Q26. Improving and expanding ferry service from Oakland and Alameda to San Francisco	3.17	3.26	2.79	3.29	3.06
Q27. Widening Route 84 between I-580 and I-680 near Livermore and Pleasanton	2.92	3.15	3.26	2.64	3.11



Alameda CTC Transportation Expenditure Plan Update  
 Survey #1  
 EMC 11-4407

\* Indicates Top 3