

Technical Advisory Working Group Meeting Agenda

Tuesday, February 10, 2011, 1:30 to 4 p.m.
1333 Broadway, Suite 300, Oakland, CA 94612

Meeting Outcomes:

- Receive an update on the Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) activities since last meeting
- Receive an overview of the relationship between the Sustainable Communities Strategy (SCS) and CWTP-TEP
- Receive an update from ABAG on the initial vision scenario
- Receive an outreach status update
- Finalize the Briefing Book
- Review and discuss draft performance measures
- Review the Draft Cost Estimating Guidelines
- Receive an update on the SCS/Regional Transportation Plan (RTP) process
- Review Metropolitan Transportation Commission's (MTC) draft policy on committed funding and projects and call for projects

OUTREACH TOOLKIT WORKSHOP

12:00 – 12:10 p.m. **1. Welcome and Introductions**

12:10 – 1:00 p.m. **2. Outreach Toolkit Training**

1:00 – 1:30 p.m. **3. Adjournment and 30 minute break**

REGULAR MEETING AGENDA

1:30 – 1:35 p.m. **1. Welcome and Introductions**

1:35 – 1:40 p.m. **2. Public Comment**

1:40 – 1:45 p.m. **3. Review January 4, 2011 Minutes**
[03 TAWG Meeting Minutes 010411.pdf](#) – Page 1

1:45 – 1:50 p.m. **4. Update on CWTP-TEP Activities Since Last Meeting**
[04 Memo CWTP-TEP Updates.pdf](#) – Page 9

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| 1:50 – 2:00 p.m. | 5. Overview of the Relationship Between SCS and CWTP-TEP | |
| | <u>05 Presentation on SCS and CWTP-TEP Relationship.pdf</u> –
(handout at meeting) | |
| 2:00 – 2:30 p.m. | 6. Discussion of Initial Vision Scenario | |
| | <u>06 ABAG Memo on Initial Vision Scenario.pdf</u> – Page 11
<u>06A Alameda County Planning Directors Memo.pdf</u> – Page 13
<u>06B Presentation by ABAG Initial Vision Scenario.pdf</u> (handout at
meeting) | |
| 2:30 – 2:45 p.m. | 7. Outreach Status Update | |
| | <u>07 Memo Outreach Approach.pdf</u> – Page 19
<u>07A Focus Group&Stakeholder Interview Summary.pdf</u> – Page 23
<u>07B Draft Stakeholder List.pdf</u> – Page 41
<u>07C Memo TitleVI Compliance Requirements.pdf</u> – Page 47 | |
| 2:45 – 3:00 p.m. | 8. Finalizing Briefing Book | |
| | <u>08 Briefing Book Comments.pdf</u> – Page 49
<u>08A Themes from December 2010 Board Retreat.pdf</u> – Page 57
<u>08B Themes from CAWG.pdf</u> – Page 79
<u>08C Presentation on Themes.pdf</u> – Page 85 | |
| 3:00 – 3:30 p.m. | 9. Overview of Performance Measures | |
| | <u>09 Draft Performance Measures.pdf</u> – Page 91
<u>09A Presentation Draft Performance Measures.pdf</u> – Page 105
<u>09B Summary of CAWG Comments.pdf</u> – (handout at meeting) | |
| 3:30 – 3:50 p.m. | 10. Review of Draft Cost Estimating Guidelines | |
| | <u>10 Draft CEG Outline and Executive Summary.pdf</u> – Page 113
<u>10A Cost Estimating Guidelines.pdf</u> – (handout at meeting) | |
| 3:50 – 3:55 p.m. | 11. SCS/RTP: Update on Countywide and Regional Processes | |
| | <u>11 Memo Regional SCS-RTP CWTP-TEP Process.pdf</u> – Page 117
<u>11A Summary CW Regional Planning Activities</u> – Page 121
<u>11B CWTP-TEP-SCS Development Impl Schedule.pdf</u> – (handout at
meeting)
<u>11C RTP-SCS Schedule.pdf</u> – Page 123 | |

- 3:55 – 4:15 p.m. **12. Review of MTC's Draft Policy on Committed Funding and Projects and Call for Projects** |
 12 MTC's Draft Policy on Committed Projects.pdf – Page 127
 12A MTC's Draft Guidance on Call for Projects.pdf – Page 135
- 4:15 -4:30 p.m. **13. Update: Steering Committee, CAWG, TAWG and Other Items/Next Steps** |
 13A TAWG Roster.pdf – Page 145
 13B Memo Response to Comments.pdf – Page 149
 13B1 CWTP-TEP Comments and Responses.pdf – Page 151
- 4:30 p.m. **14. Adjournment**

Key: A – Action Item; I – Information/Discussion Item; full packet available at www.alamedactc.org

Next Meeting:

Date: March 10, 2011

Time: 1:30 to 4 p.m.

Location: Alameda CTC Offices, 1333 Broadway, Suite 300, Oakland, CA 94612

Staff Liaisons:

Beth Walukas, Manager of Planning
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Saravana Suthanthira, Senior Transportation Planner
TAWG Coordinator
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Tess Lengyel, Manager of Programs and Public Affairs
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Diane Stark, Senior Transportation Planner
CAWG Coordinator
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Location Information: Alameda CTC is located in Downtown Oakland at the intersection of 14th Street and Broadway. The office is just a few steps away from the City Center/12th Street BART station. Bicycle parking is available inside the building, and in electronic lockers at 14th and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org). There is garage parking for autos and bicycles in the City Center Garage (enter on 14th Street between Broadway and Clay). Visit the Alameda CTC website for more information on how to get to the Alameda CTC: <http://www.alamedactc.com/directions.html>.

Public Comment: Members of the public may address the committee regarding any item, including an item not on the agenda. All items on the agenda are subject to action and/or change by the committee. The chair may change the order of items.

Accommodations/Accessibility: Meetings are wheelchair accessible. Please do not wear scented products so that individuals with environmental sensitivities may attend. Call (510) 893-3347 (Voice) or (510) 834-6754 (TTD) five days in advance to request a sign-language interpreter.

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**Alameda CTC Technical Advisory Working Group Meeting Minutes
Tuesday, January 4, 2011, 11 a.m., 1333 Broadway, Suite 300, Oakland**

Attendance Key (A = Absent, P = Present)

Members:

<u>A</u> Alex Amoroso	<u>P</u> Diana Keena	<u>A</u> Iris Starr
<u>P</u> Aleida Andrino-Chavez	<u>P</u> Paul Keener	<u>A</u> Mike Tassano
<u>A</u> Marisol Benard	<u>P</u> Obaid Khan	<u>P</u> Lee Taubeneck
<u>P</u> Jaimee Bourgeois	<u>A</u> Wilson Lee	<u>A</u> Andrew Thomas
<u>A</u> Ann Chaney	<u>A</u> Tom Liao	<u>A</u> Jim Townsend
<u>P</u> Mintze Cheng	<u>P</u> Joan Malloy	<u>P</u> Bob Vinn
<u>P</u> Keith Cooke,	<u>P</u> Gregg Marrama	<u>P</u> Marine Waffle
<u>P</u> Soren Fajeau	<u>P</u> Val Menotti	<u>P</u> Bruce Williams
<u>P</u> Jeff Flynn	<u>P</u> Matt Nichols	<u>A</u> Stephen Yokoi
<u>P</u> Don Frascinella	<u>P</u> Erik Pearson	<u>P</u> Karl Zabel
<u>P</u> Susan Frost	<u>P</u> James Pierson	<u>A</u> Farooq Azim (Alternate)
<u>A</u> Jim Gannon	<u>A</u> Brian Schmidt	<u>A</u> Carmela Campbell (Alternate)
<u>P</u> Robin Giffin	<u>P</u> Peter Schultze-Allen	<u>A</u> Cory LaVigne (Alternate)
<u>P</u> Mike Gougherty	<u>A</u> Jeff Schwob	<u>A</u> Larry Lepore (Alternate)
<u>P</u> Terrence Grindall	<u>A</u> Tina Spencer	<u>P</u> Kate Miller (Alternate)
<u>P</u> Cindy Horvath		

Staff:

<u>P</u> Tess Lengyel, Programs and Public Affairs Manager	<u>P</u> Ryan Greene-Roesel, Cambridge Systematics
<u>P</u> Beth Walukas, Manager of Planning	<u>P</u> Diane Stark, Senior Transportation Planner
<u>P</u> Joan Chaplick, MIG	<u>P</u> Saravana Suthanthira, Senior Transportation Planner
<u>P</u> Stephen Decker, Cambridge Systematics	<u>P</u> Cathleen Sullivan, Nelson\Nygaard
<u>P</u> Bonnie Nelson, Nelson\Nygaard	<u>P</u> Angie Ayers, Acumen Building Enterprise, Inc.

1. Welcome and Introductions

Beth Walukas called the meeting to order at 11:05 a.m. Due to the number of items on the agenda, no introductions were made.

Guests Present: John Gilbert, Greenbelt Alliance; Andrea Glerum, Jacobs; Dan Marks, City of Berkeley; and Matt Vander Sluis, Greenbelt Alliance.

In the last meeting, Don Frascinella requested that staff share contact information for all Technical Advisory Working Group (TAWG) members with other members. Beth requested that the members review the contact information on the sign-in sheet at this meeting, and Alameda CTC will e-mail the TAWG Roster to the group.

Regarding providing comments related to the CWTP-TEP process and documents, Beth informed TAWG that Alameda CTC received written comments from the group, which are in the agenda packet. She stated that staff is preparing responses to the comments that will

be distributed at a later meeting. She also said that Alameda CTC is developing a system for keeping track of the comments in an organized way. Beth informed the group that the best way for members to get comments to the Steering Committee is to do it in writing. All comments received at the meeting will be documented and circulated in the minutes from the TAWG meeting. Alameda CTC is setting up an approach on the website to receive comments.

2. Public Comments

There were no public comments.

3. Approval of December 7 and 16, 2010 Minutes

TAWG members reviewed the meeting minutes from the December 7 and 16, 2010 meetings and approved them as written.

4. Review and Adoption of the Final Working Vision and Goals

Bonnie Nelson stated that the vision and goals are generated based on feedback received from the Steering Committee, TAWG, and the Community Advisory Working Group (CAWG). Bonnie requested additional comments from the group before presenting the vision and goals statement to the Steering Committee at its next meeting. She said that CAWG will have the same opportunity at their January 6, 2011 meeting.

Feedback from the members:

- Members requested Alameda CTC to consider including comments/details about the lifeline projects for safety or acknowledge the seismic part, and add safety in that respect. But another member countered this stating that this is Vision and it should not be overly detailed. Staff stated that the details were left out on purpose as this is Vision, and Alameda CTC will take this as a comment.
- A member suggested adding “clean” to the safe and healthy goal.

Don Frascinella moved that TAWG endorse the draft vision and goal statement. Matt Nichols seconded the motion. TAWG members endorsed the draft vision and goals.

5. Presentation/Discussion: Introduction to the Briefing Book and Key Transportation Needs

Bonnie gave a presentation on the briefing book and highlighted transportation needs in Alameda County. Beth stated that the briefing book is posted on the website. She advised TAWG members to submit comments to staff liaisons by January 28 and that updates to the briefing book will be made based on the comments received from the Steering Committee, TAWG, and CAWG.

Questions/feedback from the members:

- Bike and Pedestrian slide
 - It would be helpful if the briefing book emphasized the efforts at local levels with the bicycle and pedestrian plans and how they will interact with the Countywide Transportation Plan, in terms of need for connectivity.

- This slide shows a list of potential “signature” projects. Need to consider the overall countywide bike plan that includes many “non-signature” projects.
 - Show funding need for operations and maintenance for bicycle and pedestrian projects/network in the county.
- Potential Projects
 - Make sure that funding is available for operating and maintenance for projects determined during the Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) development process. It’s easier to get capital funding for projects such as the East Bay Greenway; the challenge is finding funding for operations and maintenance.
- General Issues
 - A question was raised about the time period for developing the shortfall estimates. Staff responded that it is 25 years.
 - Members are concerned that the lifeline structures for safety are not included in the briefing book. A mechanism is needed to address the lifeline issues for the county and cities.
 - The current lifeline routes in Alameda County are interstates 80 and 680. What are the connections for the cities and the county for operations during lifeline emergency situations? Planning is needed for a number of lifeline risks, such as earthquakes, sea-level rising, etc. Also, in terms of lifeline, how does ferry fit in?
 - Members expressed concerns regarding the overall needs approach. It was stated that needs appear segregated. Usually, when research is done for local streets and roads, all modes are looked at for impact. How will the multi-modal approach be handled and not segregated?
 - Members are concerned with the difficulty in complying with increased regulations; in particular, water quality. Increasing regulations impact maintenance dollars and drive up the cost of capital projects.
 - It was stated that re-surfacing the local streets and roads cover all modes, so in view of this, a complete (street) approach is important. Also needs in secondary and tertiary arterials need to be acknowledged.
- Highway and Roads
 - It would be helpful to break out costs and needs for the maintenance not only for streets and roads but also for highways and freeways; and the primary, secondary, and tertiary arterials. State and federal funds do not go toward secondary and tertiary arterials and the needs are greater in this area. How will Alameda County get funding for the maintenance need?
- Travel Demand Management (TDM)
 - On the TDM slide working with the private sector, a need exists to focus on all sizes of employers; private sectors typically lean toward major employers.

- Accessible Transportation
 - “Affordability” needs to be a larger highlight. Affordability is generally associated with disability access. Alameda County needs to recognize the crisis of unemployment and affordability of owning a car or paying for transit.
 - In terms of accessibility, City of Alameda member stated that Estuary access between Oakland and Alameda should be considered. Both cities are expanding and there will be a need for transit connection.
- Transit Funding slide
 - BART’s capital deficit is \$7 billion instead of \$5.8 billion. BART will forward Alameda CTC the latest Metropolitan Transportation Commission (MTC) reconciliation for its capital deficit.

6. Presentation/Discussion: Performance and the Prioritization Process

Stephen Decker and Ryan Greene-Roesel gave a presentation on the draft concepts of the performance and prioritization process for the CWTP-TEP. Ryan informed the group that this is an initial concept and the details will be formulated and presented at the next meeting.

The presentation covered the following:

- Purpose and approach: Ryan said that a prioritization process will determine which projects and programs to select for CWTP-TEP. She stated that the performance and prioritization approach will be based on the MTC process, which will be modified for Alameda CTC.
- Major steps: Ryan covered how Alameda CTC’s work fits into the regional process.
- Goals and performance measures: the goals will be based on the ones identified in the final vision and goals statement. The performance measures must be defined.
- Example measures based on CWTP goals and MTC’s Regional Transportation Plan and Alameda CTC’s Congestion Management Program (CMP).
- An overview of project/program screening process, with both qualitative and quantitative screening: the flow chart showed sample ideas of existing programs, call for projects, and public outreach feeding into the two-fold screening process.
- An example of MTC RTP process for qualitative project/program screening.
- Results creating a tiered list of projects/programs.
- Scenario testing for the projects/programs.

Questions/feedback from members:

- A value needs to be assigned to the goals identified. What is the process/approach that will be used? Staff responded stating that the team is working with MTC on different options.
- The MTC process for goals includes a lot of discussion in gross regional product. How does it fit into goals adopted and performance measures? Staff stated that Alameda CTC needs to look at goals again to make sure that we’ve addressed the economic concerns.
- Regarding a results-based tiered list of projects/programs, members suggested that subjectivity is needed for this process. For example, we have many freeway

- interchange projects that may not score well because they do not fit into the performance measures described in the slide. Alameda CTC staff will look into this.
- Members said that the presentation did not cover items such as geographic equity, which needs to get passed in the TEP by the voters. The political process was not covered. The presentation covered the technical process.
 - In the funding and land use slide, would other modes of transportation should be placed in this scenario? Staff said that better analysis is needed.
 - A member suggested that land use is the dog, and transportation is the tail; a dramatic shift in land use will be required. Staff said that Alameda CTC will bring back the land use discussion from MTC.
 - Members wanted to know when TAWG will see MTC's methodology. MTC will present the methodology to the Regional Advisory Working Group (RAWG) in February. Alameda CTC will bring the information to TAWG when it is available.
 - Val Menotti from BART wants to work with Alameda CTC on transit performance methodology. Also, he commented that the current transportation model does not measure transit capacity.
 - There was a comment that we need to keep in mind the influence of political and public opinion on the TEP passing. Staff responded stating that the CWTP process is trying to have it as a technical document as much as possible while informing the political/public process.

Beth encouraged TAWG members to send any additional comments in writing to the staff liaisons.

7. Discussion and input on polling questions

Tess informed the group that a consultant team qualified in performing market research and administering public opinion surveys will conduct a minimum of two surveys. Alameda CTC will receive responses to its Request for Proposals on Thursday, January 6, 2011.

Questions/feedback from members:

- Will the surveys and questions list specific projects for a specific area of the county or countywide? A member recommended developing a poll question to take into account whether a project in South County will not be supported by the entire county. Staff said that the poll will take place in all areas of the county and will include multiple languages.
- We need to give people multiple choices to test whether a project in one area of the county would be supported in another area. Need to overcome the perception of some areas of the county as getting more.
- Need to ask questions on additional funds for operating and maintenance; the public may not understand the infrastructure projects.
- Need to get a broad idea of what the public is interested in (e.g., how important climate change is to people versus congestion relief).
- Need to test how the public feels about the importance of transit versus automobiles.

- How the survey questions are asked is very important.
- Will the surveys come back to TAWG? Staff said that Alameda CTC will communicate with TAWG via e-mail for input on the surveys, because of time constraints.
- Should congestion pricing be included as a survey question? Staff stated if the right team is selected, the right questions will be asked on the surveys. The process is very scientific and specific.
- There was a comment that this is a very professional and scientific process, so there is a need to have an expert professional

8. Discussion and comments on Review Outreach Approach

Joan Chaplick discussed the revised outreach approach. She said that the recommendation is to reduce the number of community workshops from 12 to four, develop an Outreach Toolkit (a short version and a detailed version) for use by CAWG and TAWG members and other community groups to collect feedback.

Joan mentioned that the City of Pleasanton used the Outreach Toolkit approach within the last year. The City of Pleasanton had 40 toolkits completed. She said that TAWG members may be able to go to their respective commissions or employer associations to provide input, which will help to provide a broad response.

Questions/feedback from members:

- A central point for input and instructions for people to use is needed. To reinforce a consistent message, create a YouTube quality video. Training can be included in the video.
- Staffing resources are a problem at the city level. A methodology is needed that will not require city staff.
- TAWG members can take the toolkit to existing commissions if meetings are already scheduled. City staff is not able to attend additional meetings.
- What about using a webinar or survey monkey as a tool? Staff said that yes, Alameda CTC can do a web-based program. However, responses were received that many people do not go to the web.
- It was suggested that community groups can download the materials and have discussions without city staff being present.

Staff clarified that efforts are being made to reach out to youth through a youth commission or school group, seniors, people of various ethnicities, representatives from the city who are not fully involved in transportation issues, and certain business groups. This outreach is not intended to be limited to the official commission in a city/county.

9. SCS/RTP: Update on Countywide and Regional Processes

Beth Walukas informed the group that she will write a memo monthly to provide a status update on efforts for the CWTP-TEP, RTP, and SCS. She gave a summary of the countywide planning efforts, which was in the packet.

10. Update: Steering Committee, CAWG, and TAWG and Other items/Next Steps

Staff informed the group that CAWG will meet Thursday, January 6, and staff will share the comments from the TAWG meeting. Staff announced that the Steering Committee will now meet the fourth Thursday of the month right before the Commission meeting. The next Steering Committee meeting is scheduled for Thursday, January 27, 2011 from 12 to 2 p.m.

11. Other Business

None

12. Adjournment

The meeting adjourned at 1 p.m.

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ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

www.AlamedaCTC.org

Memorandum

DATE: February 3, 2011

TO: Technical Advisory Working Group (TAWG)

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

SUBJECT: Update on CWTP-TEP Activities Since Last Meeting

Recommendations:

This item is for information only.

Summary:

The following activities have taken place since the last CAWG meeting:

Activity	Date Completed
Community Outreach Kickoff: <ul style="list-style-type: none">• Citizens Advisory Committee and Transportation Forum Meeting, Hayward• Outreach Toolkit Training	January 20, 2011 February 3, 2011, CAWG
Vision and Goals: Approved by Steering Committee	January 27, 2011
Briefing Book: All comments submitted	January 28, 2011
Performance Measures Draft distributed to CAWG	January 28, 2011

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ASSOCIATION OF BAY AREA GOVERNMENTS

Representing City and County Governments of the San Francisco Bay Area



M E M O

January 12, 2011

To: Executive Board

From: Ken Kirkey, Planning Director

Re: Initial Vision Scenario - Sustainable Communities Strategy

This Initial Vision Scenario will provide a preliminary overview of the Bay Area's future development; its land use pattern and distribution of housing and jobs. It will also provide a first assessment of the future region's performance on the reduction of greenhouse gas emissions as well as other adopted regional performance targets.

The Initial Vision Scenario will be developed as an unconstrained scenario by ABAG and MTC with input from local jurisdictions and county Congestion Management Agencies (CMA). The Initial Vision Scenario serves as a starting point for the development, analysis and discussion of detailed scenarios that will lead to a preferred SCS by early 2012.

UPDATE ON KEY ACTIVITIES

1. City Council Presentations

In December 2010, ABAG and MTC provided planning directors and CMAs a report and a visual material to present before their city councils to explain the SCS and the process for local government input into the strategy. Over the past month, a few cities have already scheduled their presentations or presented before their city councils. Other cities are working on this task; some are seeking collaboration from the CMA for the presentation. Some elected officials serving on ABAG and MTC boards have offered to make the presentation for their peers.

2. Input from local jurisdictions

To provide for local input to the Initial Vision Scenario, ABAG and MTC sent a request for information on unconstrained growth to all city and county planning directors. Local jurisdictions identified places that can accommodate the region's future population growth and employment and policies, strategies, and incentives to support this growth. More than 90 percent of all cities submitted a response by January 5, 2011.



3. Assessment of growth and future land use pattern

Based on local input, ABAG and MTC staff is currently defining the land use strategy to accommodate 3.6 million households and 4.4 million jobs by 2035. This land use strategy will focus on transit corridors, Priority Development Areas and new opportunity areas for sustainable development proposed by local jurisdictions. Regional staff will likely identify higher levels of growth than those proposed by cities in order to meet the housing target. The Initial Vision Scenario will identify key policies, strategies, and investments that will be required to support the proposed land use pattern. Land Use and Transportation models will be used to analyze the Initial Vision Scenario.

4. Release of the Initial Vision Scenario

The Initial Vision Scenario will be released at the meeting of the ABAG Administrative Committee, MTC Planning Committee, and Joint Policy Committee on March 11, 2011. This Scenario will then be presented in each of the nine Bay Area counties.

The Initial Vision Scenario will include

1. A report that describes the concept, policies, and strategies.
 2. A set of maps that describes places that will accommodate sustainable development.
 3. A presentation that describes the approach, benefits, and resources that would be needed to implement the Initial Vision Scenario.
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Alameda County Planning and Community Development Directors

January 18, 2011

Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Ezra Rapport, Executive Director
Association of Bay Area Governments
101 Eighth Street
Oakland, CA 94607

RE: Sustainable Communities Strategy Process

Dear Mr. Rapport and Mr. Heminger:

The Alameda County Planning Directors met on December 17, 2010 to discuss the SB 375 process to date and respond to some of the questions and issues raised by that process. In this letter, we'd like to highlight some of the constraints we believe local governments face as we look forward to developing the Sustainable Communities Strategy (SCS), and then to implementing the underlying goals of the SCS related to encouraging more intensive development in transit-served locations. The following summarizes some of our discussion.

Before highlighting some of our concerns, we'd like to acknowledge the importance of this effort for the region. Preparation of the SCS begins the process of establishing a long-term guide for this region's growth in a manner that preserves the qualities of this region that make it great: a vibrant economy, a diverse population, a beautiful and productive environment. We appreciate ABAG/MTC's outreach to Planning Directors, and look forward both individually and as a group to working with ABAG/MTC in developing the SCS. Our comments and concerns below should be seen in the context of our underlying support for the effort.

Vision Scenario

SB 375 requires that we plan to accommodate all of the region's need for housing within the nine-county Bay Area. This is a change in past practice when we were able to assume in our projections for housing needs that we could export a significant proportion of expected housing need to counties outside the nine-county Bay Area. We know from past modeling efforts that if this region is to come close to achieving the expected reductions in GHG generation and accommodate all of its projected housing

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Page 13

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need, that the vast majority of future growth must occur in transit-served locations and in locations near job centers. However, according to ABAG, the locations identified for transit-oriented growth (the Planned Development Areas or PDA's) can accommodate less than 50 percent of the projected growth.

A "vision scenario" is expected to be the beginning point for thinking about how the region can achieve the SB 375 targets. The Vision Scenario is supposed to be an "unconstrained" projection of how growth can best be accommodated in the most sustainable manner over the next 25 years. While an "unconstrained scenario" may be a useful way of examining a "what if" option for achieving maximum reduction in GHG, we do not believe the information is available for preparing such an "unconstrained scenario" at the local level. Few local government plans project land use for 25 years, and to the degree that we have identified development potential for Priority Development Areas, they are usually not "build-out" scenarios for a 25 year time frame.

While it is possible that PDA's could accommodate more growth than local governments have indicated to date in our PDA descriptions, we cannot say with any confidence what that additional increment may be. Moreover, we do not have direction from our local policy makers to identify such a capacity, or for us to consider unconstrained "what if" vision scenarios that might increase the capacity of our PDA's. We as Planning Directors work at the direction of our elected leaders through their appointed City Managers and Administrators. In order for us to more fully assist ABAG/MTC in developing the vision scenario, we request that ABAG/MTC ask our local elected bodies to give us direction to do so. Even with such direction, the resources may not be available to undertake the necessary analysis for every community and every PDA. However, working together it may be possible to identify locations in the region with the most potential for growth, and undertake some limited focused analysis of some PDA's that could yield case studies useful for regional modeling purposes.

Resources to Implement a Sustainable Communities Strategy

We appreciate that preparing the SCS is a highly challenging undertaking. The specific goals of SB 375 focus primarily on GHG reduction and how to harmonize existing State mandates for affordable housing with the GHG goal. We also know that a GHG reduction strategy means focusing development within existing urbanized areas of the region. To implement that strategy means addressing community concerns with growth and infill development. In the highly resource-constrained environment of the past many years, it is unclear whether the SCS and the RTP that will support it presents a new paradigm for regional development where significant resources will flow to those communities willing to accept growth. Although there has been some movement in that direction through grant programs, the level of resources available has been very limited and the funding unreliable.

To be successful, the SCS must demonstrate how those communities willing to accept growth will benefit from it, rather than suffer the perceived (and often real) negative impacts from it. In this environment, there is a concern that if a community shows it can

accommodate more growth, it will then be forced to accept it and its impacts without any assurance that the resources needed to serve that new development and improve the quality of life for nearby residents will be forthcoming. Since it often seems as if the vast majority of semi-discretionary resources in this region are transportation-based, if the SCS is going to be successful, we recommend that MTC/ABAG begin now to identify now how the next RTP will address this underlying resource allocation concern.

Harmonizing Regional Policies

Over the past few years, each of the regional agencies, following its own mandate, has established policies and regulations in regard to development that can have significant impacts on the costs of infill development. For example, most recently, the Bay Area Air Quality Management District has adopted preliminary CEQA Guidelines for GHG, PM 2.5 and toxic contaminants; the Regional Water Quality Control Board has previously adopted standards on impervious surfaces and non-point source pollutants; BCDRC is considering new policies in regard to potential inundation due to global warming; and the RTP establishes, through its guidelines how and where funding will be available for transportation improvements. Taken in isolation, each agency promotes critical governmental objectives; but in totality, they contribute to increasing complexity and uncertainty for the development type we say we are interested in promoting: higher density infill. It is often easier and less expensive to address these regulations as part of designing a project on a greenfield site than to retrofit an infill site to meet new standards and address existing infrastructure or transportation deficiencies. These regional regulations can have the unintended consequence of further impeding infill development that already faces numerous hurdles not faced by a greenfield project: nearby unhappy neighbors, highly uncertain site conditions, and unique design requirements, to mention just a few.

SB 375 provides an opportunity for the region to harmonize and standardize its requirements and to identify regional strategies that in combination can encourage infill development. Revised standards that, for example, recognize that automobile congestion is not necessarily a significant environmental affect in itself in an urbanized region; Air Quality Guidelines that recognize that an infill project near transit – no matter how large or dense – has significant regional benefits that outweigh project-based GHG impacts; standardized mitigations for localized air quality impacts; standardized mitigations for water quality that allow projects to make use of existing CEQA exceptions. The SCS EIR, and the analysis leading up to it are an unprecedented opportunity to consider how regional policies and mitigations can be harmonized and restructured to help even the playing field for infill development. We urge that as the regional agencies gear up for the SCS EIR, that they commit sufficient resources to undertake the larger effort needed to work together to consider how they can make it easier – not harder – for infill development to occur.

Other Concerns

As the Alameda County Planning Directors discussed SB 375 and where the region must go to address it and other state requirements, a number of other issues were discussed that most planners recognize are impediments to the development patterns we wish to encourage, but that remain unaddressed year after year. Among them are:

- Fiscalization of land use. So long as there are significant fiscal benefits from commercial/retail development, and significant long-term costs associated with residential development (and especially rental housing buildings that generally sell and are reassessed less often than single family homes), the promotion of appropriate development patterns will continue to face an uphill fiscal battle.
- CEQA. While, as described above, regional agencies can begin to address some CEQA issues, and especially those related to regional policies and cumulative impacts, there are other fundamental issues with existing exemptions for infill development that make them ineffective. CEQA reform is needed to preserve the underlying goals of CEQA while encouraging infill development.
- Transit availability. The SCS and the PDA's that will be the foundation of the SCS necessarily must rely on transit "nodes" as the basis for meeting housing needs. In order for developers and communities to invest in those locations, there is a need for certainty that the transit will be there for the long term, and that the service will be adequate to address the demands placed on it. Meanwhile, over the past few years that certainty has been undermined by cutbacks on funding for transit. Investments in existing and future transit improvements need to get the very biggest land-use bang for the bucks spent on it. MTC's station area planning guidelines are a good step, but the assessments of all future transit improvements need to be considered in light of implementing the land uses of the Sustainable Communities Strategy and especially the very high intensity land uses that will ultimately be needed to address regional housing needs in a sustainable manner.

None of these are new issues, and there are many others that could have been added had we had more time for discussion. We set them out here not because we expect the SCS to address them (some of these can only be addressed by the legislature), but because we believe that the SCS must recognize these obstacles and begin to set forth strategies that can ultimately address them for a successful SCS.

In conclusion, we recommend:

- ABAG/MTC specifically request City and County elected leaders to authorize staff to participate in developing alternative plans for PDA's to be used in the Vision Scenario that may go beyond existing local policies and plans;
- ABAG/MTC begin now to identify the resources that may be available to implement the SCS and provide incentives to jurisdictions willing to accept higher levels of growth;

- ABAG/MTC use the SCS EIR as an opportunity to harmonize regional policies, guidelines and regulations so that infill development is easier to accomplish.

The current SCS is the first of what is intended to be many SCSs. We do not expect this first SCS to suddenly and completely reverse a set of policies, incentives and programs that contributed to (and continue to support) a sprawling land use pattern that developed over 50 years. However, if we are to reverse that pattern and establish a new development pattern, we must consciously recognize and remove the impediments to infill development, and then reverse the fiscal and other financial incentives for sprawl. We look forward to working with ABAG/MTC in the process of accomplishing this goal.

Sincerely,



Dan Marks, Director of Planning and Development, City of Berkeley*
on behalf of the following Alameda County Planning and Community Development
Directors* who have endorsed this letter

Albert Lopez, Alameda County
Jennifer Ott, Alameda
Jeff Bond, Albany
Jeri Ram, Dublin
Charles Bryant, Emeryville
Jeff Schwob, Fremont
David Rizk, Hayward
Marc Roberts, Livermore
Terrence Grindall, Newark
Eric Angstadt, Oakland
Kate Black, Piedmont
Brian Dolan, Pleasanton
Luke Sims, San Leandro
Joan Malloy, Union City

*Each individual indicated above has endorsed the contents of this letter as a professional planner; titles and jurisdictions are for identification purposes only and do not imply that the City Council or Board of Supervisors has reviewed or endorsed this letter.

Cc: Beth Walukas, Manager of Planning, Alameda County Transportation
Commission
1333 Broadway, Suite 220, Oakland, CA 94612

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MEMORANDUM

to **Alameda CTC Steering Committee**

from **Joan Chaplick, Paul Rosenbloom and Carolyn Verheyen, MIG**

re **Revised Outreach Approach and Description of Outreach Toolkit, Trainings and Community Workshops**

date **1/28/2011**

RECOMMENDATION

It is recommended that the TAWG review and provide feedback on the attached, draft stakeholder outreach list, Attachment 05A. In addition, it is requested that TAWG members interested in attending a CWTP-TEP outreach toolkit training, and not able to attend the February 10, 2011 training, sign up for future training during the TAWG meeting.

OVERVIEW

Based on input received at the December 16, 2010 Joint CAWG/TAWG meeting and at the Steering Committee meeting on January 27, 2011, a revised approach to the twelve community workshops that were scheduled to be conducted in January 2011 to collect public input for the CWTP has been developed. Some CAWG/TAWG members commented that they were seeking a more creative approach and one that was more likely to engage participation from people who do not usually attend transportation planning workshops. There was also concern expressed that the time available to publicize the workshops was limited and would likely impact attendance.

A revised approach that reduces the number of traditional larger scaled community workshops and redirects these resources to other, more grassroots -oriented outreach activities focuses on the outreach efforts of CAWG, TAWG, Alameda CTC Community Advisory Committees, and Commission members and staff (agency-related members). The end result will be many more meetings throughout the County which are smaller scaled and focused on existing gathering places and groups that are already meeting. Through this approach, we believe we can increase participation, particularly from those who would normally not attend a traditional public workshop, which can assist in helping to meet Title VI requirements.

Specifically, MIG recommends:

- Reducing the number of large scaled community workshops from in each planning area;
- Developing an Outreach Toolkit for use by CAWG and TAWG members and other Alameda CTC community advisory committees, elected officials and staff to collect feedback in a variety of settings;
- Using the outreach toolkit as a way to promote participation in the community workshops; and
- Initiating the outreach activities on January 20 at the Alameda CTC Transportation Forum and conducting the bulk of the outreach in February and early March.

COMMUNITY WORKSHOPS (4)

Community workshops in each planning area will be scheduled.

OUTREACH TOOLKIT

The toolkit allows trained CAWG/TAWG and other Alameda CTC agency-related members to collect feedback on behalf of the plan and help reach a broad audience that is representative of the County. Using the toolkit, most existing meetings of any organization or committee can be turned into an outreach meeting for the CWTP development. The toolkit can also be used in settings such as churches, senior centers, and other places where people meet. Our experience suggests that by going to the places where people naturally congregate we will receive broader and more comprehensive input than concentrating only on large format meetings that are focused solely on the CWTP. People using the outreach toolkits also help promote the four large workshops, so anyone seeking a more in-depth participation opportunity is encouraged to attend a workshop.

MIG believes CAWG, TAWG and Alameda CTC agency-related members can play an important role with helping to insure there is broad participation in the planning process. For example, given the number of CAWG and TAWG members, if each member conducted one activity to solicit input from a group (average size ~ 10 -15 people), the effort could help reach an estimated 400-700 people, including many people not likely to attend a community workshop.

The kit will also be translated into other languages, including Spanish, Chinese and additional languages, depending on community interest. We will be reaching out to a very diverse group of community-based organizations, especially those who serve low-income, minority and limited English proficient residents, to ensure they are represented in the planning process and that public participation activities are responsive to Title VI requirements. Based on MIG's experience working with other state and regional transportation agencies who are seeking to more effectively engage low-income, minority and limited English proficient residents, the small group format hosted by a local contact has consistently been proven effective. The results reporting and questionnaires also provide documentation that these participants have been reached and have provided input.

An initial list of stakeholder groups is attached at the end of this memorandum (Attachment A). The list will be updated weekly throughout the process to ensure that a balanced range of groups are contacted and participate, and we anticipate that Steering Committee, CAWG and TAWG members will be able to provide many helpful additions to this list.

Each Outreach Toolkit includes the following:

1. Moderator Guide

The guide provides a script for the moderator to conduct the outreach activity and includes an overview of the planning process and a series of key questions related to the transportation needs of community members. There is a short form (15-20 minutes) and long form (45-60 minutes) version of the activity. The guide provides step-by-step instructions to help the moderator manage the group.

2. Fact Sheet

The fact sheet includes a basic text overview of the planning process, major project milestones and public input opportunities.

3. Participant Questionnaire

The questionnaire seeks feedback on transportation priorities and trade-offs. Each participant will complete a questionnaire.

4. Outreach Recording Template

A) Short-form (15-20 minute exercise)

The moderator guide includes a tally sheet that prompts the moderator to report the number of participants, date, location and the general characteristics of the group.

B) Long-form (40-60 minute exercise)

A secondary sheet is provided for recording the key points of results of the longer discussion, especially the key points and topics that generated the most discussion.

5. Self-Addressed Stamped Envelope (SASE)

An SASE is included in every outreach toolkit so that moderators have an easy way to send back the collected information to the Alameda CTC Project Team for data input and analysis.

OUTREACH TOOLKIT TRAINING

Outreach Toolkit Trainings will be conducted in the following ways:

1. In-person trainings

Two in-person trainings will be conducted. The trainings will last one hour. The first training is scheduled for February 3rd at 1 pm, in advance of the CAWG meeting at the Alameda CTC offices at 1333 Broadway, Suite 300, Oakland. The target audiences for this training are members of the consultant team, CTC staff, CAWG members, Alameda CTC community advisory committee members, and other interested parties.

A second training is scheduled for February 10th from noon-1pm before the TAWG meeting at the Alameda CTC offices. This session will be held to provide a training opportunity for TAWG members and others interested in using the toolkit. Additional trainings will be conducted at regularly scheduled Alameda CTC community advisory committee meetings. These dates can be found at <http://www.alamedactc.com/events/month/now>

2. Online video training

Based on the questions received during the in-person trainings, MIG will post on the Alameda CTC website an online video training by February 8, 2011, for CAWG, TAWG, and agency-related members. To view the training and download the materials, participants will be required to input their contact information. This will allow MIG to track and follow-up with groups or individuals that download the outreach toolkit. MIG will follow-up with those who download materials to encourage them to submit their outreach results as soon as possible. Completed questionnaires and reporting templates can be scanned and submitted to Alameda CTC. Alameda CTC will provide a return SASE upon request.

3. Web-based trainings

A web-based training using MIG's WebEx account will be scheduled during the week of February 14, 2011. The training time will be posted on the Alameda CTC website. This training will also be for those who feel they need more in-depth training than provided by the online video training. The web-based training serves as a virtual training opportunity that allows participants to log-on, receive instruction and view.

The Alameda CTC launched the public outreach activities for the Alameda Countywide Transportation Plan (CWTP) on January 20th at the Transportation Forum.

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Focus Group and Stakeholder Interview Summary Report Final JANUARY 2011



CONTENTS

	Page
INTRODUCTION	1
MAJOR FINDINGS	2
Maintenance	
Access	
Equity	
Connectivity	
Coordination	
Providing Leadership	
Economic Development	
TOPIC BY TOPIC SUMMARY.....	4
Transportation System Vision and Goals	
Planning Process Focus	
System Needs and Priorities	
Performance Measures	
Committed Projects	
Project and Program Mix	
Capital Projects	
Use of Technology	
Planning Areas	
Key Themes and Messages for the TEP	
TEP Timing, Duration and Amount	
Appendix A:Stakeholder Interview and Focus Group List	9
Appendix B: Additional Stakeholders	10
Appendix C: Question List	11



FOCUS GROUP AND STAKEHOLDER INTERVIEW SUMMARY

INTRODUCTION

Between November, 2010 and January, 2011, the consultant team assisting Alameda CTC with the development of the Alameda Countywide Transportation Plan (ACWTP) and the Transportation Expenditure Plan (TEP) conducted a series of key stakeholder interviews and focus groups to gather insights on project approach, key issues and concerns. Stakeholder interviewees and focus group participants were selected based on their current position, expertise, interest and experience in transportation planning in Alameda County.

Stakeholder interviewees and focus group participants were asked a series of about 20 questions related to both the ACWTP and the TEP. Overall, nine stakeholder interviews and four focus groups were conducted.

The following summary report highlights major findings from the interviews and focus groups as well as findings by topic areas.

The individuals and groups interviewed have a broad range of experiences and attitudes towards transportation planning. This summary has been designed to identify the varying opinions by topic area. The findings are organized by topic area and identify the main points of agreement and range of opinions.

Major Findings include: maintenance, access, equity, connectivity, coordination, leadership and economic development.

A Topic by Topic summary that roughly corresponds to the question list is included following the Major Findings section.

MAJOR FINDINGS

Maintenance

Most participants feel strongly that maintenance of the existing transportation system should be the highest priority goal for the CWTP. Many emphasized that every effort should be made to maintain the quality of existing infrastructure and ensure there are adequate funds to maintain future investments in a state of good repair.

Access

Most participants identified increased access to transportation as a key measure to be used to determine where investments should be made.

It was suggested that the transportation planning process should support the development of a system that ensures accessibility for all, regardless of physical ability, age, race, income or mode. The system should be safe and focus on overall mobility, not just for cars.

Participants also suggested that the transportation planning process should ensure that traffic can move smoothly into, out of and around Alameda County.

Equity

Participants recognized that the transportation system works very differently for various users and that the Plan should strive to ensure equity for all users. Some felt that the needs of a high-income driver who relies on HOT lanes are often better met than those of a transit-dependent employee who works evening and weekend shifts.

Participants recognized that users have varying levels of impact on the system. Some participants suggested that users should contribute a “Fair Share” based on their impact.

Connectivity

Most participants agreed that the Transportation Plan should strive to ensure the development of a system that provides connectivity across the entire county, within and across the local street, highway, bicycle and pedestrian network.

It was suggested that the Plan should focus on fostering connectivity for local, non-commute trips and improving the related infrastructure for biking and walking to meet these transportation needs.

Participants also noted that the transportation planning process should focus on gap closure and identify opportunities for enhancing regional and interregional connectivity, especially along key corridors.

Coordination

The transportation planning process and related goals should support and coordinate with a variety of ongoing related planning efforts. Such coordination may result in a Plan that concentrates development near existing infrastructure and population centers as promoted by MTC and ABAG through Priority Development Areas (PDAs), Transit Oriented Development (TOD), and activities responding to SB 375 legislation including Sustainable Community Strategies and the RTP.

Coordination would also inform the development of the TEP, as there are ongoing polling efforts currently being conducted by MTC. Other agencies, including MTC and AC Transit, are considering going to voters in 2012 to approve funding measures, and these efforts should be considered when developing the TEP.

Planning for a Mix of Users

Participants recognize the diversity of transportation needs and types in Alameda County, including the movement of people and goods. Planning efforts need to account for the varying types of trips and modes in the County.

Providing Leadership

All participants see the transportation planning effort as an opportunity for Alameda County to provide leadership in the region for developing an accessible, safe and multi-modal transportation system. Identified opportunity areas for direction included:

- Taking a leadership role in the RTP process;
- Requiring cities to comply with sustainability TOD policies to receive funding rather than incentivizing them with grant dollars. Local municipalities do not have the resources to apply for and manage grants;
- Providing planners and engineers with the training, resources and direction they need to develop a transportation system that truly supports multi-modal travel; and
- Ensuring that the new Plan does not provide subsidies for drive alone and park alone trips.

Economic Development

Participants recognize the crucial role that the transportation system plays in the local and regional economy and want to ensure that the planning process emphasizes the role that transportation plays in economic development, job creation and supporting existing transit operators and operations.

Many interviewees thought that the economic development focus should be on creating and maintaining jobs for local residents and ensuring that residents have affordable options to get to their jobs.

Participants also explained that the Transportation Plan provides an opportunity to leverage federal dollars for a variety of projects with regional and interregional impact.

TOPIC BY TOPIC SUMMARY

The following section details findings that are grouped by topic area.

Transportation System Vision and Goals

Participants envision a system that:

- Aligns with regional planning programs like FOCUS that encourage development near existing infrastructure;
- Is guided by a complete streets policy that allows for flexibility between streets and roads and bike and pedestrian funds so that there is an emphasis on completing and maintaining multimodal streets;
- Provides strategic transit options that maximize the efficiency of the existing system;
- Supports goods movement;
- Connects existing gaps;
- Does not exacerbate existing social inequities
- Improves air quality, reduces regional greenhouse emission levels and encourages residents to exercise and be active;
- Minimizes injuries;
- Secures stable funding sources; and
- Maintains what is built.

Planning Process Focus

Participants consider access to be a key measure of the transportation system that this planning process should address. Interviews identified two types of opinions regarding the Transportation Plan.

<p>Some expressed concerns that density issues are controversial and have the potential to bog down the process. Interviewees with this opinion generally felt that the transportation planning process should remain focused on transportation and established performance measures such as congestion relief. The Transportation Plan should not attempt to solve social problems. The focus should be on capital investment and projects that create jobs.</p>	<p>Other participants suggested that the countywide transportation planning process is an opportunity to integrate a variety of land use planning issues, develop performance measures to address air quality and personal/environmental health, and address the jobs/housing balance issue.</p>
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System Needs and Priorities

There was general agreement about system needs and priorities, including:

- Providing adequate funding for local street and road repair;
- Ensuring adequate funding for transit;
- Supporting and implementing Transit-Oriented Development in identified areas;
- Providing users of all modes with education and information to make the most efficient use of the system with ease and confidence;
- Focusing on identifying and implementing low-cost, highly effective strategies and projects throughout the county; and
- Coordinating the distributions of funds strategically.

Some participants suggested that all transportation projects should include funding for bicycle and pedestrian infrastructure improvements. The provision of housing was also suggested as a pre-requisite to receive funding.

Others felt that needs and priorities should be identified based on established factors such as congestion relief, congestion management, increased safety, improved reliability, reduced travel time and connectivity.

Performance Measures

Participants identified a number of potential Performance Measures that could guide the transportation planning process, sorted by category below:

Access

- Percentage of population within ½ mile of a transit line operating at 15 minute service or better;
- Percentage of population within ½ mile of a Class 2 bikeway;
- Percentage of population within ¼ mile of an arterial street with PMI of 20;
- Completion of network and gap closure;
- Developing a multi-modal LOS. (eliminating conventional LOS as a performance measure);
- Mode-shift (group noted this is difficult one to measure);
- Employment/Residential density; and
- “Negatrips” – a measure of number of SOV trips reduced by a project and an alternative to VMT reduction.

Environmental Quality

- Cost/tons of greenhouse gases reduced;
- VMT reduction; and
- Improved air quality.

Equity

- Maximized operational efficiency of existing transit system, especially in low-income neighborhoods.
- Affordability

Health and Safety

- Improved air quality, especially in low-income neighborhoods;
- Increased physical activity; and
- Collision reduction.

Congestion

- Reductions in delay;
- Congestion relief/management; and
- Pricing, parking, vehicle ownership pricing (registration fee, gas pricing).

Committed Projects

When asked to consider if the funding for committed projects should be reconsidered, the majority of participants suggested that costly projects that have not started construction should be reevaluated for compliance with a range of potential social, environmental and effectiveness criteria.	Some participants noted that having committed funding for projects is an important tool for leveraging additional outside funding and that projects should only have to re-justify themselves if they are asking for <i>additional funding</i> in the new Plan. Others felt that committed projects should be funded and built.
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Project and Program Mix

Participants were generally supportive of the existing 60/40 funding split for Programs and Projects in the Transportation Expenditure Plan (TEP), while some were strongly in favor of a larger share for project funding. Those in favor of a larger share for projects expressed concern that any more funding for programs would take away potential jobs from capital projects. The Program/Project distinction is one that is generally lost on the public. People are interested in learning about the programs and projects that impact their daily lives. Telling the story of the Programs/Projects supported with TEP funding will be essential to generating support for a future measure.

Capital Projects

Participants identified a variety of capital projects that had varying levels of support. In general, participants were in favor of capital projects that would provide the greatest benefits to the greatest number of people and clustering these improvements in population centers. Specific projects identified, but not supported by all, included:

- BART to Livermore
- Oakland Airport Connector
- Highway 84 expansion
- Broadway Streetcar
- Hegenberger Corridor Light Rail
- TODs
- ACE
- Bus Rapid Transit
- Rail projects (Dumbarton and BART)
- Shuttle connections to Oak to 9th
- Increased ferry service
- Bay Trail connections

Use of Technology

Most participants were supportive of the variety of ITS tools that support enhanced transportation and transit system safety and efficiency, including:

- Congestion pricing;
- Ramp metering;
- Incident management;
- Signal coordination; and
- Parking and other TDM measures.

Planning Areas

Participants are generally supportive of the four planning areas and acknowledge the need for them based on the diverse geography, land use and population of the county. Participants encouraged planning and discussion at the planning area level, followed by a broader conversation at the county level to integrate the sub-area needs. Participants recognized that transportation issues vary by planning area and noted transit strategies in Berkeley/Oakland versus the Tri-Valley as an example.

Participants suggested that all planning areas should adhere to broad countywide goals and objectives as a baseline, and that each planning area may have unique strategies. To support these efforts, there could

be a small planning area funding stream with some rules but a good deal of flexibility, and a regional funding stream that would be focused on meeting performance goals.

Participants also suggested that, if funds are dispersed by formula, the formula should integrate daytime population and usage and deemphasize overall population and lane miles.

Key Themes and Messages for the TEP

Participants suggested looking to polling results for other regional transportation measures for insights, as well as the success of other local funding measures such as the Vehicle Registration Fee and East Bay Regional Park District's Measure WW. Participants generally deferred to polling results as a recommended basis for decisions regarding the TEP, but wanted to emphasize that voting for the TEP will extend an existing, successful, tax measure.

General suggestions for the TEP included insuring the public that the TEP will:

- Focus on wise and strategic investments that have value to the county;
- Fund specific projects that people support;
- Fund specific programs people are familiar with and support, like Safe Routes to School; and
- Provide a “safety valve” for reprogramming fund if necessary funding packages are not compiled.

TEP Timing, Duration and Amount

There was general support for putting the TEP on the 2012 ballot, assuming the economy is stronger and the ballot is not crowded with other local transportation funding related measures.

There was little agreement regarding the amount of sales tax. Opinion ranged from keeping it the same to increasing it by a ¼ cent.

While the majority of participants wanted to extend the measure in perpetuity, there was broad recognition that this may not be acceptable to the voters. Time frames of 7, 15 and 30 years were suggested.

One caveat suggested for a proposed “in perpetuity” measure that might appeal to voters was a mandated project review and evaluation process every 7-10 years.

Some participants cautioned that funders of the previous TEP have been hit very hard by the economic downturn and may not be able to provide significant funding support to the potential ballot measure.

Appendix A

Table 1 Stakeholder Interviewees

Name	Position/Title
Omar Benjamin	Executive Director, Port of Oakland
Joe Cruz	California Alliance for Jobs
Jim Ghielmetti	Alameda County Developer, CA Transportation Commissioner
Mark Green	Mayor, Union City/Alameda CTC Chair/ABAG Chair
Scott Haggerty	Supervisor, Alameda County
Rebecca Kaplan	Oakland City Council member
Larry Reid	Oakland City Council member
James Paxson	Hacienda Business Park Owners Association/Vice-Chair, Alameda County Workforce Investment Board
Tina Spencer	Planning Manager, AC Transit

Table 2 Focus Groups by Type

Focus Group
Environmental/Social Justice
Non-Motorized Interests
ACTAC Sub-Group
Paratransit Advisory and Planning Committee (PAPCO)

Appendix B

Additional Stakeholder Groups Suggested During Interviews and Focus Groups

Persons with Disabilities	East Bay Regional Park District
Seniors	Sierra Club
Low-Income Populations	East Bay Bicycle Coalition
Schools, including those participating in Safe Routes to Schools programs	Bike Alameda
Building Opportunities for Self Sufficiency	AARP
Asian Pacific Environmental Network	Parents' groups
Alliance of Californians for Community Empowerment (ACCE)	Neighborhood Councils
Genesis	Local Mayors
Causa Justa: Just Cause	City Councils
Communities for a Better Environment	Board of Supervisors and other electeds, such as Barbara Lee
Californians for Justice	Tri-Valley Business Council
United Seniors of Oakland and Alameda County	San Joaquin, Contra Costa, Santa Clara CMAs
Center for Cities and Schools	Homebuilders' Associations
Ed Roberts Center	Unions
City CarShare	AAA
Great Communities Collaborative local partners	Bay Area Council
Oakland Climate Action Coalition Members	Public Health Officials
Waterfront Action	Freight groups
Coalition for Clean and Safe Ports	Alameda County Chamber of Commerce
Greenbelt Alliance	
Health Departments	
American Lung Association	
African American groups and organizations	
California League of Women's Voters	

Appendix C

Guide Questions

1. **Introductions:** Have you been involved in a CWTP update? Or in development of either of the past two sales tax expenditure plans? What has your role been?
2. **Vision:** The Countywide Plan and TEP will share a common vision for our transportation future. Implementation of that vision will guide the development of both Plans. What would you like Alameda County's transportation system to aim for in the next 25 years? What should the focus of the Plan be?
3. **Consistency with MTC's Vision:** MTC's Regional Transportation Plan is guided by the 3 E's: Economy, Environment and Equity; and has seven goals: maintenance and safety, reliability, freight, clean air, climate protection, access and livable communities. We want our projects to be competitive for funding at the regional level, but we also want to develop a Plan that is appropriate for our county. How do you think Alameda County's Plan should align with or differ from this regional vision?
4. **Issues/Needs:** What are the biggest issues/problem our transportation system faces in the coming years? What are the most pressing transportation needs in Alameda County in the near term and over the next 25 years?
5. **Priority:** If you had to prioritize, what is the single biggest issue the CWTP should seek to address? Are there any "deal breaker" projects that you feel must be included in the Plan? Are there any projects that would be deal breakers for you if they showed up in the Plan?
6. **Priorities:** As you may know, the CWTP has to prioritize all the projects according to some established set of criteria. What are the top three performance measures that should be used to evaluate projects and rank them? For example, congestion management, greenhouse gas emissions reduction, safety (i.e. reducing collisions and fatalities), reduce VMT, increase reliability, increase affordability, reduce travel time and increase connectivity are all possible criteria by which projects could be evaluated and ranked.
7. **Committed Projects:** As you may know, MTC may be opening up the question of committed projects. These are projects that had already been adopted in previous plans that have not yet been fully delivered. In some cases, significant money may already have been spent on project development and full funding may already be in place, assuming we don't rethink priorities and reallocate funds away from these projects. Some examples include the BART Oakland Airport Connector, I-580 Eastbound Truck Climbing Lanes, City of Hayward I-880/SR 92 Reliever Route/Clawiter/Whitesell/SR 92 Interchange, and the Dumbarton Rail Corridor Project. How do you feel about committed projects? Should they be honored in this CWTP or should all funds be considered from scratch? What about projects that are already under construction? Is there some point at which a project should go forward?
8. **Land Use/SB 375:** As I mentioned at the start, coordination with land use is a new topic that has to be incorporated into this CWTP for the first time due to SB375's requirements to consider the impacts of land use on GHG emissions. How do you think the CWTP should incorporate land use issues? For example, what alternatives should be considered regarding future land use patterns? What would be effective ways that the CWTP could address transportation in relation to land use patterns?

Are there other ways that integration of land use and transportation should be addressed in the CWTP?

9. **The process:** As you know, SB 375 and the new SCS process opens a new door to how we define priorities in the CWTP. What would you change from past CWTP updates, especially the process of creating priorities or the performance measures we use to prioritize projects?? What has worked well that you would like to maintain?
10. **What do you think about technology as a potential solution to transportation needs** (i.e. corridor management, real time information, etc.)? What kinds of technologies should be considered?
11. **Planning Areas:** In the past, Alameda County has done most of its transportation planning in the four planning areas, recognizing that each area may have slightly different values, land use patterns, existing transportation infrastructure, and demographics. Do you feel this process is helpful/necessary? Do you think it's possible to develop a Countywide Plan based on a countywide evaluation of projects regardless of geographic location?
12. **Other Stakeholders:** What community stakeholders do you think would be interested in the development of this Plan?

The TEP: The current TEP (Measure B) allocates ~60% to programs and 40% to capital projects. A reauthorization of the TEP is being considered for 2 reasons: 1) because the current Measure B capital projects have been largely built or committed, and in order to continue to proactively prepare for our future transportation needs, we need a new Plan and source of funds for capital projects (which take many years to actually get approvals and build); and 2) many of the programs that are supported by Measure B have been affected by the decrease in funding due to the economic downturn and are suffering as a result. A Transportation Sales Tax is a financially constrained document and must receive a 2/3 affirmative vote of the people. The existing Measure B will continue to be collected until 2022 unless it is replaced by a new measure.
13. **Timing:** Do you think it is timely to go back to the voters in 2012 for a new Expenditure Plan? Why or why not?
14. **Type of Measure:** There has not yet been a decision about the duration or amount of a proposed new sales tax. Would you favor a tax that increases the rate (adds an additional ¼ or ½ cent to the current tax) or one that simply extends the end date of the current Measure, providing additional bonding opportunity?
15. **Length of Measure:** The current sales tax measure passed in 2002 and will sunset in 2022 unless superseded by another measure. When do you think the new measure should sunset, if ever? If polling shows that a shorter measure is more likely to pass, would you still be interested?
16. **Level of Support:** Projects in the TEP will be a subset of projects included in the CWTP. What criteria would you recommend for including projects in the TEP?
17. **Project/Program Balance:** What do you feel is the right balance between on-going funding for programs in the county and for capital projects to be funded at least partly with sales tax dollars?

18. **Programs:** The current measure has programs for local streets and roads, non-motorized transportation, paratransit and transit operations. Are these the right programs to fund? Should there be others (pilot programs, technology), or should any of these be eliminated?
19. **Level of Support/Project Test:** Are there any projects or programs that you feel are essential to passing a sales tax in your area? What would it take for you or your organization to be supportive of a new transportation sales tax measure?
20. **Leveraging:** How important is it that sales tax dollars be leveraged – given that there are some projects that will not attract regional/state dollars but might be very important locally, and others that will attract outside funds but will require local match.
21. **Deal Breakers:** Is there any project or program that MUST be included in the TEP to attract your support? Any that would be a deal breaker if it WAS included?
22. **Geographic Equity/Planning Areas:** How important is the planning area process to development of a TEP? Do you believe that projects throughout the county can be evaluated fairly to produce a Plan that reflects the County's vision as well as local goals?
23. **Overall Concerns/Issues:** Do you have any other concerns or anything else our team should know as we begin this process?

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Initial Stakeholder List for CWTP-TEP Community Outreach

Community Groups

Contact

Environment and Conservation

Asian Pacific Environmental Network

Coalition for Clean and Safe Ports

Greenbelt Alliance

Oakland Climate Action Coalition Members

Sierra Club

Waterfront Action

Accessibility, Disabilities and Seniors

AARP

Alameda Senior Citizens

Alameda Senior Council

Alameda Special Olympics

Asians and Pacific Islanders with Disabilities

Building Opportunities for Self Sufficiency (BOSS)

Center for Independent Living

Center for Independent Living: Downtown Oakland

Center for Independent Living: Ed Roberts Center

Center for Independent Living: Fruitvale

Community Resources for Independent Living

Community Resources for Independent Living Tri-Valley Branch Office; City of Livermore Multi-Services Center

Corporation for Supportive Housing

Disabled American Veterans

East Bay Korean-American Senior Service Center

Foundation for Self Reliance

Human Outreach Agency

La Familia Developmental Disabilities

Masonic Home for Adults

Senior Action Network

Senior Services Foundation

Senior Support Program of the Tri-Valley

St. Joseph's Center for the Deaf

United Seniors of Oakland and Alameda County

Environmental Justice

Asian Pacific Environmental Network

Bay Area Regional Health Inequities Initiative

Breathe CA

Communities for a Better Environment

Envirojustice

Filipino Advocates for Justice

Genesis, Transportation Task Force

Movement Generation

Urban Habitat

Initial Stakeholder List for CWTP-TEP Community Outreach

Community Groups

Contact

CTC Committees

PAPCO

BPAC

CAC

ACTAC

Standing Committees at Local Jurisdictions

Oakland BPAC

To be completed...

Transportation and Non-Motorized

AAA

Albany Strollers and Rollers

Bike Alameda

California Walks

City CarShare

East Bay Bicycle Coalition (EBBC)

Ed Roberts Campus

Freemont Freewheelers Bicycle Club (FBBC)

Great Communities Collaborative local partners

Pedestrian Friendly Alameda

Rides for Bay Area Commuters

San Joaquin, Contra Costa, Santa Clara CMAs

SF Bay Walks

TransForm

Walk and Roll Berkeley

Walk Oakland Bike Oakland (WOBO)

Political Advocacy and Public Representatives

California League of Women's Voters

County and local elected officials

Economic and Workforce Development

Alameda Chamber of Commerce

Alameda County Chamber of Commerce

Asian Employees Association at the Port of Oakland

Asian for Job Opportunities

Bay Area Council

Cal State East Bay Small Business Development Center

Central Business District Assn. of Oakland

Downtown Berkeley Association

East Bay Asian Local Development Corp (EBALDC)

East Bay Innovations Inc.

EASTBAY Works, Inc

Economic Council for West Oakland Revitalization

Filipinos for Affirmative Action

Livermore Downtown Inc.

Oakland Business Association

Oakland Chinatown Chamber of Commerce

Tri-Valley Business Council

Education and Art

Initial Stakeholder List for CWTP-TEP Community Outreach

Community Groups

Contact

American Indian Public Charter School
Anchor Education, Inc.
Black United Front for Educational Reform
Brandon C Smith S Youth Foundation for the Arts
Center for Cities and Schools
Community Counseling & Education
Community Education Foundation for San Leandro
Lincoln Elementary
Low-Income Families Empowerment Through Education (LIFETIME)
Oakland Asian Students Educational Services (OASES)
Ohlone Foundation
Pleasanton Cultural Arts Foundation

Community Empowerment

African American Development Association
African American Development Institute
Alliance of Californians for Community Empowerment (ACCE)
Asian Neighborhood Design
Asian Pacific Fund
Californians for Justice
Cambodian Community Dev., Inc.
Causa Justa: Just Cause
Change to Come
Chinese Consolidated Benevolent Association
East Bay Community Law Center
East Bay Resource Center for Non-Profit Support
Farrelly Pond Neighborhood Association
Genesis
Prescott-Joseph Center for Community Enhancement
Rebuilding Together Oakland
Tri-City Volunteers
Urban Strategies Council
Vietnamese American Community Center of the East Bay

Unions and Trade

Homebuilders' Associations

Unions

Public Health

Alameda County Public Health
Alameda Alliance for Health
Asian Communities for Reproductive Health
Asian Community Health Service (Richmond)
La Clínica Monument
Asian Community Mental Health Services
Asian Health Services
BAAQMD Advisory Board

Initial Stakeholder List for CWTP-TEP Community Outreach

Community Groups

Contact

Affordable Housing, Homelessness and Tenants Groups

Adventist Homeless Action Team
Affordable Housing Associates
Black Property Owners Association
East Bay Housing Organizations
Echo Housing
Eden Housing, Inc.
Housing Rights Inc.
Resources for Community Development
San Leandro Fair Housing Committee

Ethnic and Culture

21st Century Multi-Cultural Community
Afghan Society
Afghan Women's Association International
Alameda Cultural Diversity Committee
Alameda Multi-Cultural Community Center
Asian Immigrant Women Advocates
Asian Week Foundation
Association of Africans and African Americans
Blackhouse Cultural Center Inc.
Cantonese Association of Oakland
Chinese American Citizens Alliance, Oakland Lodge
East Bay Vietnamese Assoc
Filipino Community of Alvarado and Vicinity
Gujarati Cultural Association of the Bay Area
Hispanic Family of California Inc.
Indigenous Nations Child & Family Agency
Japan Pacific Resource Network
Kanzhongguo Association Inc.
Korean Community Center of the East Bay
Lao Family Community Development, Inc.
NAACP - Hayward and Oakland
Oakland Asian Cultural Center
Oakland Chinese Association
Organization of Alameda Asians
Padres Unidos Association
San Lorenzo Village Community Hall
Sikh Temple, Fremont

Initial Stakeholder List for CWTP-TEP Community Outreach

Community Groups

Contact

Crime

African American Advisory Committee on Crime
African American Art & Culture Complex
Oakland Safe Streets Committee

Social Services

Alameda Co. Social Services Agency
Centro de Servicios Corp.
City of Fremont - Family Resource Center
Filipino-American Community Services Agency
Japanese American Services of the East Bay
Salvation Army Hayward Corps
Serra Center

Hunger

Alameda County Community Food Bank

Youth and Families

Alameda County Youth Development Inc.
Calico Center
Chosen out of Love
Development Center for Children, Youth & Their Families
East Bay Asian Youth Center
East County Boys and Girls Club
Family Bridges Inc.
Family Paths
Family Services of San Leandro
Foundation for Rehabilitation and Development of Children and Family
Greater New Beginnings Youth Services Inc.
Korean Youth Cultural Center
Newark Soccer Club Inc.
Oakland Concerned Men's Youth Program
Peacemakers Inc.
Planned Parenthood
Tri-Cities Children's Centers
Vietnamese Youth Development Center

Initial Stakeholder List for CWTP-TEP Community Outreach

Community Groups

Contact

Faith

Alameda Korean Presbyterian
Berkeley Zen Center
Beth Eden Baptist Church of Oakland California
Buddhist Temple of Alameda
Center for Lesbian and Gay Studies in Religion and Ministry (CLGS.org)
Chabad of the Tri-Valley
Community of Grace
Congregations Organizing for Renewal
East Bay Vietnamese Alliance Church of the Christian and Missionary
Filipino Community Christian Church
Fundamental Gospel Baptist Church
Grace Chinese Church
Harbor House
Hindu Community and Cultural Center
Iglesia Bautista Ebenezer
Iglesia Luz Del Valle
Islamic Center of Pleasanton-Dublin
Korean Grace Presbyterian Church
San Leandro Hebrew Congregation-Temple Beth Shalom
Southern Alameda County Buddhist Church
Tri-City African Methodist Episcopal Church
Tri-Valley Chinese Bible Church
Tri-Valley Housing Opportunity Center
Tri-Valley One-Stop Center
Unity Council
Vietnamese Alliance Church of Union City



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MEMORANDUM

January 19, 2011

TO: CWTP-TEP Community Advisory Working Group – Alameda County Transportation Commission

FROM: Neal A. Parish

RE: Applicability of Title VI and Environmental Justice Considerations to CWTP-TEP

We have been asked to provide an opinion regarding the applicability of Title VI of the Civil Rights Act of 1964 (“Title VI”) and Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (“Environmental Justice Order”), to the Countywide Transportation Plan (“CWTP”) and Transportation Expenditure Plan (“TEP”) (together, the “Plans”) now under preparation by Alameda CTC.

As further described below, Title VI and the Environmental Justice Order do apply to the preparation of the CWTP. Alameda CTC must ensure that outreach activities conducted as part of the preparation of the CWTP are designed to ensure that the views and concerns of low income and minority communities are appropriately taken into account in the preparation of the CWTP. It should be noted that Title VI does not directly apply to the TEP, since it solely addresses local funding, but since the outreach for the Plans is being performed jointly, the outreach will also benefit and affect the TEP.

The federal government has adopted regulations based on Title VI and the Environmental Justice Order which require transportation planning and programming to be nondiscriminatory on the basis of race, color and national origin, including the incorporation of environmental justice concerns. These regulations apply directly to planning efforts conducted by regional planning entities such as the Metropolitan Transportation Commission (“MTC”). In compliance with these regulations and other applicable federal and state statutes, MTC has recently adopted an updated Public Participation Plan (“PPP”) to guide the MTC in its creation and adoption of plans and programs – including MTC’s Regional Transportation Plan. Since the CWTP will serve as Alameda County’s input to the Regional Transportation Plan, Alameda CTC must look to the PPP and other applicable MTC guidance to determine how to incorporate Title VI and environmental justice concerns in the preparation of the CWTP.

The PPP states that “MTC is expecting that the CMAs [the Bay Area congestion management agencies] will implement their public outreach efforts in a manner than meets the requirements of Title VI, and will work with the CMAs to support their efforts (e.g., assistance with translation services).” By itself, this does not provide much guidance as to how Alameda CTC should comply with Title VI. However, Doug Kimsey, MTC’s Planning Director, informed me that MTC is in the process of preparing more detailed guidance for the preparation of countywide plans. The guidance should be made available in the next few weeks.

Mr. Kimsey confirmed that the guidance should be similar to the instructions provided to Bay Area congestion management agencies with respect to the preparation of the last Regional Transportation Plan, which was adopted in 2005. The prior guidance, contained in a document entitled *CMA Guidelines for Public Involvement Strategy for the Transportation 2030 Plan*, recommended that each congestion management agency should:

- Hold an appropriate number of public meetings to adequately cover the major population centers and sub-areas within the county. These meetings should be structured to ensure the inclusion of the views and concerns of low-income and minority communities covered under Title VI of the Civil Rights Act.
- Provide for the public the key decision milestones in the process, so that interested residents can follow the process and know in advance when the CMA board will take final action.
- In addition to the public meetings above, provide and publicize opportunities for affected stakeholders to comment about county projects at regularly scheduled meetings of the CMA policy board.
- Make a concerted effort to publicize meetings to a wide range of interest organizations and residents, including groups representing low-income and minority communities.

If further information is required, we would recommend that Alameda CTC staff contact Mr. Kimsey directly to ensure that outreach activities are consistent with federal requirements.

CWTP-TEP Briefing Book Comments

1

Chapter	Page	Other Identifier	Commenter	Comment
1	1-1	Introduction	Keith Cooke	It seems strange that MTC is formulating the goals for the Bay Area. Somehow it should be written as reflecting the local jurisdictions goals for the area.
1	1-2	1st Paragraph	Keith Cooke	"highly competitive bidding environment which has brought costs down" This is a recent phenomena and could change.
1	1-6	2nd Paragraph	Keith Cooke	"Provide" spelled wrong in the last sentence of the second paragraph.
1	1-6	7th Bullet	Keith Cooke	7th bullet on page 1-6. "Berkeley and Fruitvale"- Mixed descriptions are used here.
1	1-14	1st Paragraph	Keith Cooke	1st paragraph "Legislative and countywide..." This is a pretty good way to describe the goals considering that they have not come directly from the Cities.
1	1-14	3rd paragraph	Keith Cooke	3rd paragraph: "MTC Resolution 3434 links the expenditure..." This is an important item and deserves highlighting as to its implications.
1	1-14	2nd column, 2nd paragraph	Keith Cooke	2nd column. 2nd paragraph: "I-580 eastbound in the morning and westbound in the evening." Is this correct? Maybe we need to describe the location of where this occurs on I-580
1	1-14	2nd column, 4th paragraph	Keith Cooke	"Through reducing VMT" I'm not sure you can draw this conclusion that reducing congestion requires reducing VMT. I would think reducing VMT only relates to a reduction in greenhouse gas.
1	1-21	2nd paragraph	Keith Cooke	"very costly" is the text, commenter suggests: "... typically very costly." As an alternative way of communicating without trying to be definitive without any data.
1	1-21	2nd column, 2nd paragraph	Keith Cooke	"The ABAG projects show a trend towards..." Maybe projections is the wrong word as it assumes that existing data is used to extrapolate an answer. I would suggest "prediction" or some other word that provides more lead way as to what will happen in the future.
1	1-22	2nd column, last paragraph	Keith Cooke	"A full list of all projects..." Do we want to include any major projects that have not broken ground as of yet?
1	1-2	General	Patrisha Piras	There seem to be a fair number of typos, missing words, etc. which deserve a careful edit.
1	1-6		Patrisha Piras	Is not Oakland Airport part of the Port of Oakland, not a separate entity?
1	1-8		Patrisha Piras	"Hayward also has a Capitol Corridor stop and relatively good AC Transit coverage." Does not San Leandro have similar bus service? Also "the future of these (BART) stations looks very different" -- from what?
1	1-10		Patrisha Piras	South County is the most racially diverse of the four planning areas. -- So what are we going to do about that?
1	1-21		Patrisha Piras	Seniors and people with disabilities are a sector of the population SOME OF WHOM have unique mobility needs. Do not over-exaggerate the facts. And not all seniors are "senior citizens."
1	1-2	Introduction	Matt Nichols	Introduction and p. 1-2 needs a discussion of what the CWTP is; when it was last updated; relationship to RTP and TEP, etc. There's very little discussion of the TEP overall.
1	1-3		Matt Nichols	"Alameda is often defined into four planning areas" Too general a statement. Should say more, "Historically, ACTC's planning efforts have been organized into 4 planning areas..."
1	1-8		Matt Nichols	Convolutd language; say it more clearly. "Unfortunately, collisions here are somewhat less proportionate..."
1	1-19		Matt Nichols	Define "self-help counties."
1	1-21		Matt Nichols	"About 1.5 million new automobile trips; 210,000 transit trips..." This is the key "needs" statement of the whole document. It shouldn't take 21+ pages to get to this concept.
1	1-21		Matt Nichols	define "ABAG projections"
1	1-22		Matt Nichols	This is an awkward placement of the Status of Projects. It seems like this should be a sidebar to a short section placed earlier on which defines what the CWTP is.
1	1-22		Matt Nichols	Please add the opening of the Downtown Berkeley BART Bikestation to the list of Bicycle improvements.
1	1-6		Matt Nichols	1-6 "...highest number of pedestrian collisions, has among the fewest collision per 1,000 biking trips..." Is this accidentally conflating ped and bike data?
1	1-12		Matt Nichols	1-12 – drivers less aware and cautions - cautious
1	1-5		Nathan Landau	P. 15 In addition to this map of the Planning Areas, please include a map showing the Planning Areas sized by population. This map implicitly gives greatest importance to East County, even though it has the smallest population.

Chapter	Page	Other Identifier	Commenter	Comment
1	1-6		Nathan Landau	P. 16 Area descriptions, starting here--It would helpful to state when the initial/main period of development was for each area--North County in the late 19th/early 20th Century, Central County after World War 2 etc.
1	1-7		Nathan Landau	P. 17 and similar maps should include AC Transit's designated trunk lines, as well as the Rapids, to give a fuller picture of the transit system. There are only a few so it won't cause undue clutter.
1	1-2	2nd Paragraph	Keith Cooke	"It is clear that an enhanced emphasis...autos will be important in both Plans." This statement may be too leading and may need to take a softer approach.
1	1-16	2nd paragraph	Keith Cooke	2nd paragraph "that is caused by people "cruising" in their search for on-street parking." - This is just one of the reasons for congestion.
1	1-22	1st Paragraph	Keith Cooke	"Of those that have not broken ground, not all funding has necessarily been identified to bring projects to completion." Is this true for all of the projects that have not broken ground or is it just one of many reasons for the project not to have broken ground?
1	1-18		Patrisha Piras	Under ADA, fixed-route transit providers are required to provide demand-responsive, door-to-door service . . . NO!!! There is NO requirement for door-to-door; it is, at most "origin to destination." This non-binding "guidance" from a portion of DOT is currently under major regulatory review for clarification, and is not supported by court decisions. Further, the statement that "all public fixed-route operators . . provide these services" is, as noted above, simply inaccurate.
1	1-19		Patrisha Piras	ADA paratransit is not limited to people with "mobility impairments. (same for page 6-1)." Overall, these are terrible descriptions. The consultants should know better.
1	1-3		Nathan Landau	Note that some households own a car, but have less than one car per adult, meaning that a car isn't available for all trips.
1, 2	1-22 & 2-10		Matt Nichols	p. iii – Figures 1-10 and Figure 2-10 are the same. Intentional?
2	2-16	Figure 2-18	Matt Nichols	Figure 2-18: The 20-25% and .25% colors are virtually indistinguishable even in color, and will be completely useless if viewed in black and white.
2		General	Verbal CAWG Comments	Two observations were made regarding trips not referenced in the presentation: (1) Are we tracking the number of people working at home? People working at home create more local trips. (2) What time of day do the trips occur?
2	2-1		Nathan Landau	P.21 South County Transportation Network--Show the Dumbarton Express bus and VTA's 181 bus from Fremont to San Jose because they are important inter-county connections. In general the text is very focused on travel within Alameda County, with little discussion of the many inter-county trips made by Alameda County residents and people coming into the county
2	2-8		Nathan Landau	P. 28 Please note that only 10-12% of AC Transit's ridership is in Contra Costa, the bulk is in Alameda County.
2	41		Nathan Landau	P. 41--Population Growth and Density--It would be helpful to note, perhaps separately, the absolute population growth projected for each city
2	44/45		Nathan Landau	P. 44/45--The different patterns of commuting--mode splits--to the different employment centers should be noted.
2	54		Nathan Landau	P.54--It would be helpful to note the current percentage of county population in PDAs. The travel habits of current residents as well as new residents will need to change.
3		General	Lindsay Imai	Address the social equity challenges of transit-oriented development: Two major studies have been released in the past year and a half documenting and quantifying the link between robust transit and gentrification and displacement of low-income residents. Northeastern University's Stephanie Pollack published a report evaluating transit-rich neighborhoods across the country called Maintaining Diversity in America's Transit Rich Neighborhoods and UC Berkeley's Karen Chapple published Mapping Susceptibility to Gentrification: The Early Warning Toolkit which looks at neighborhood change within the Bay Area between 1990 and 2000 and what factors contributed to gentrification.
3		General	Lindsay Imai	While you begin to address the importance of housing affordability in Chapter 3, given the enormity of this challenge, it must be dealt with more head-on. As a start, would be acknowledging that the map of the PDAs in Alameda is nearly identical to the map of the county's low-income neighborhoods with lowest car-ownership. If we are to both achieve our Climate change and mobility goals while at the same time promoting social and racial equity, it will be critical that we support proactive steps to protect low-income residents from being displaced by the rising property values that come with improved transit and amenities associated with transit-oriented development.

Chapter	Page	Other Identifier	Commenter	Comment
3	3-4		Matt Nichols	3-4 Consider inserting Figure on GHG from Transportation trends (See JPC slide 19: http://www.abag.ca.gov/jointpolicy/Bay%20Area%20Regional%20Agencies%20Climate%20Protection%20Program_files/frame.htm)
3	3-15		Matt Nichols	3-15 – 8 th and Pearl is an unremarkable example. Surely there are many equally good examples of mixed-use from the Bay Area, rather than CO?
3	3-17		Matt Nichols	3-17 – This is not a particularly illuminating or illustrative ‘best practice’. They’re in the midst of a sticky process, and so are we. Also the strange finding of the SCAG software potentially undercuts much of this document – does land use make a difference or doesn’t it?
3	3-11		Matt Nichols	3-11 – references to MTC Change in Motion Plan and Transportation 2035 Plan (also on 3-2). They’re the same thing, right?
3	3-13		Matt Nichols	3-13 – first reference to LID, but acronym is not explained until 3-16.
3,5		General	Lindsay Imai	5. What will it take to meet the climate change challenge? In order to get a better understanding of how our transportation and land-use contribute to Greenhouse Gas emissions, I think that Chapter 3 can be enhanced to include data on: what percentage of GhG emissions come from various parts of our transportation sector, how much we’ll need to reduce those emissions to meet both statutory as well as scientifically based reduction targets as well as what sorts of changes need to be made to our transportation and land-use to get us to those targets. You begin to tackle this in Chapter 3, but it could be more explicit. To this end, it seems that we should be focused on maximizing transit use, bicycle use, walking and other non-automotive and non-carbon fuel based modes. You do a good job addressing part of this equation- which is the coordination between land-use and transportation, the need for a better jobs/housing balance and the importance of housing affordability. However, the other part of the equation is the availability of sufficient transit (as not all trips can be made by walking or biking). What is the capacity of our existing transit system to carry more riders if it is given sufficient support? As you discuss To be able to do this, we need to know not just population growth numbers or transit expansion costs but also the costs to maximize transit use in the existing footprint (like increased car capacity on BART, increased bus frequency and reliability within AC Transit, Union City and WHEELS). Chapter 5 does a good job exploring the financial challenges facing transit operators but it doesn’t discuss the potential of these systems, if given the appropriate financial support, to maximize transit ridership and mode shift.
4		General	Mike Tassano	While there is a lot of discussion about ITS and emerging technology, there is nothing about safety improvements except for the low-cost improvements in Detroit and MD. Do we have higher cost improvements identified as a need? Our interchanges need upgrades and safety improvements, not just ITS installations. I did not see an element of collision removal but I am sure it is in there somewhere for our Freeway Service Patrol.
4	4-4	Figure 4-2	Matt Nichols	Figure 4-2 = no key. Does line width represent hours of delay?
4	4-7		Matt Nichols	4-7 – LS&R pavement condition needs a longer discussion, or at least a table showing pavement conditions and shortfall in each jurisdiction.
4	4-19		Matt Nichols	4-16 – 4-20 – Cut or move. Too much space on general gee-whiz TSM/ITS. Not clear how these best practices are immediately relevant to Alameda CWTP.
4	4-16 to 4-20		Matt Nichols	5-3 – last sentence is misleading. Avg. weekday exists are not low compared with the rest of the BART system. They are only low compared to SF.
5	5-10	2nd Line	Jeff Flynn	2nd line, Paratransit is spelled incorrectly
5	5-10	1st paragraph	Jeff Flynn	"First paragraph seems to imply that Pleasanton Paratransit Service (PPS) provides daytime paratransit service to all three cities in East County. All daytime paratransit service in Dublin and Livermore as well as all intercity paratransit service in Pleasanton is provided by LAVTA.
5	5-10	Paragraph 1, Line 7	Jeff Flynn	Paragraph 1, line 7, change to "1 interregional route 3 commuter shuttle routes..."
5	5-10	Paragraph 2, Line 5	Jeff Flynn	Paragraph 2, line 5: LAVTA does not offer a discounted youth fare
5	5-10	Paragraph 2, Line 6	Jeff Flynn	Paragraph 2, line 5: LAVTA does not offer a student monthly pass.
5	5-10	Orange Box	Jeff Flynn	Orange Box: Change listing of routes to 3 commuter routes.

Chapter	Page	Other Identifier	Commenter	Comment
5	5-10	Orange Box	Jeff Flynn	Orange Box: Operating cost in orange box does not match operating cost in last line of body text.
5	5-10	Orange Box	Jeff Flynn	Orange Box: Annual ridership is too high.
5	5-17		Jeff Flynn	Consider a new title for "NextBus" since it is a brand name. LAVTA has had real-time information available to the public since 2003 through our WebWatch program which is on our website and provides the same service as NextBus. We also have over 60 real time signs at bus stops throughout our service area.
5	5-19		Lindsay Imai	Update the ridership numbers on the Oakland Airport Connector Project which BART revised down from 10,000 to 3,450 daily riders by 2020 (See BART staff presentation to the Oakland City Council Public Works Committee in Dec. 2009)
5			Lindsay Imai	Account for full cost per rider in the transit data. Given how expensive transit expansions can be, it is very important that we consider both the cost of building as well as operating and maintaining service when we think about the cost/benefits of a new transit expansion project. Thus, I'd recommend in Chapter 5: a.) For each expansion project, include projected ridership and give cost per rider and cost per new rider and b.) For each transit operator, include the capital costs (discounted over time) of construction and maintenance into the average cost per rider. For example, on page 5-4, you write that cost per rider for BART was \$4.45 per rider but that doesn't include the massive capital investment of nearly \$1.5 billion of the SFO extension that was completed in the early 2000s. The same calculation should be done for all transit operators, including the bus systems that tend to have relatively lower capital costs than rail operators.
5	5-3		Matt Nichols	5-18 – Needs discussion of Lifeline transit needs, and the specific transit needs identified in Community Based Transportation Plans.
5		General	Verbal CAWG Comments	Regarding rapid transit, making the trip faster does not equate to better service. It's more difficult for passengers because the service is poor due to AC Transit service cuts. Transit is losing continuity because passengers and drivers do not know where the lines are going. Alameda County needs reliability and continuity, and must make sure that the current service is maintained and serves the public.
5			Nathan Landau	This chapter has almost nothing to say about the context for transit in 2035, which is almost certain to be substantially different from today's conditions. We see a picture where the demand and need for transit then will be greater than now, due to a number of interacting factors. These in turn will shift behavior, and affect what is needed for transit. Some context-related, demand side based analysis should be included in this chapter. A preliminary take:
5			"	There will be a greater need for transit—Higher senior population
5			"	There will be greater push factors to use transit by 2035 Higher real gas price Higher real parking cost Possible reductions in parking supply or parking ratios, especially at job centers such as UC Berkeley and Downtown Oakland Possible congestion pricing especially into San Francisco Possibly more restrictive environmental rules affecting use of cars City policies support transit use
5			"	Households will have a greater ability to use transit More people living in dense areas in all parts of the county, but especially in Oakland and Emeryville (those cities are projected to increase their share of their population). This means that more services (e.g. supermarkets) can be provided on relatively local scale. Cities seek to provide services within their PDAs. Perceived desirability of low density, suburban development is decreasing Fewer households with school age children at home, simplifying trip patterns
5			"	

Chapter	Page	Other Identifier	Commenter	Comment
				Reduced need to drive More retailing happening on-line, reducing need to drive to large shopping centers and big box stores. Some shopping centers are strong now, but some have already failed or are failing. Possibly more people working at home, though this has been incorrectly predicted before. These workers would still need to travel, but patterns would shift to more local and midday trips.
5			"	
5			"	Greater desire to use transit—The current “millennial” generation is widely cited as being less interested in cars, more interested in using other forms of transport
5			"	OUTCOME—Demand for transit is very likely to rise Demand for commute transit will rise, particularly with parking charges and limits Demand for non-commute, short distance transit likely to rise even more Car use shifts towards recreational, discretionary weekend and night trips.
5			"	TRANSIT SYSTEM NEEDS Robust local system—Grid pattern in urban Northern Alameda County, hub and spokes pattern in less dense areas Maintenance of commuter transit service, to serve proportionate increases in commuter travel Improvement of speed and travel time of non-BART transit, to improve its competitiveness
5			Nathan Landau	P.94--BART's ridership per capita is shown as 138. But with a total annual ridership of of some 115,000,000, this would mean their service area across 4 counties contained only 830,000 people. I don't think this is how BART or anyone else sees their service area.
5			Nathan Landau	P. 98: insert “To improve reliability,” prior to the sentence stating “Line 51 has since been split”. It makes it sound like a less arbitrary action.
5			Nathan Landau	P. 99: you indicate for AC Transit an “average subsidy per passenger”. Did you mean “cost per passenger” as you use for other operators. Using the word “subsidy” instead of cost is inconsistent with the language used for other operators.
5			Nathan Landau	Shuttles: P. 102 to 104: There doesn't seem to be consistent references to costs in the explanation of shuttles. I understand that private shuttles do not need to disclose this information, but in many cases, the shuttle is being partially funded with public monies (air district, university funds, BIDs). As such, those costs must be publically available and should be used. (P. 102 No cost information on the Free B line, such as Cost Per Boarding or annual operating cost? AND p. 103 No cost per boarding for the AirBART?)
5			Nathan Landau	P. 109: BRT “However, there could be significant parking and traffic impacts, depending on the final configuration.” This statement is a conjecture and should be removed. Lots of things “could happen” so stick to what you know and not what you don't know.
5			Nathan Landau	P. 114 Please remove this statement altogether for political reasons: “BRT has sometimes been referred to instead as “quality bus,” and it might be helpful to think of the concept in those terms.” The federal government recognizes BRT, but does not recognize Quality Bus. It only obfuscates the situation.
5			Nathan Landau	P. 115 What, no costs associated with Streetcars or BART metro even though you provide costs for BRT? Either the remove the costs of BRT or ADD the costs of Streetcars and BART metro. (In 2008, construction for the Phase 1 and 2 Portland streetcar cost about \$57M for 2.4 miles—or about \$23.7 per mile—and they already have rail infrastructure for their maintenance yard. I suspect cost for the Broadway line would be significantly higher)
5			Nathan Landau	P. 118: Expansion versus Enhancement I think you set up a false dichotomy. Should it not be Expansion versus System Maintenance? BART has to replace their rail cars at a cost of 3 to 5 billion—that's not enhancement that's general maintenance of the system NOT an enhancement. The real issue is should we continue to provide for expansion when the basic vehicle replacement needs are not being met. We have that issue, just like BART does. It just so happens that we have generally replaced our vehicles in a timely way, and now it's BART's turn.

Chapter	Page	Other Identifier	Commenter	Comment
				P. 122 “In addition to the substantial funding provided to city-based paratransit programs in the county, 22% of Measure B funding is allocated to AC Transit for transit operations. AC Transit provides accessible transit services for thousands of East Bay seniors and people with disabilities.”
5			Nathan Landau	This should be changed to : “In addition to the substantial funding provided to city-based paratransit programs in the county, both BART and AC Transit provide federally mandated paratransit service through the East Bay Paratransit Consortium using BART’s and AC Transit’s general operating funds. About 22% of Measure B funding is allocated to AC Transit for general transit operations, but it is not directly specifically for paratransit service.”
				P. 131 “Strategies to Address Accessible Transportation Needs” Every other section only lists the Summary of Needs, except the Accessibility Programs. I find it odd and inappropriate that the book provides “Strategies to Address Accessible Transportation Needs”, when no other set of needs (Transit, Highways Roadways and TSM, Pedestrian, Bike, Goods Movement) has strategies listed. I suspect you included those because you are actively involved in those associated programs. However, it is presumptuous to imply that those are the only strategies that exist or that you’ve made decisions about those programs outside the countywide plan development process. I think they should be stricken.
5			Nathan Landau	
5, 2 and 6		General	Lindsay Imai	Understanding the transportation needs of special populations All of Chapter 6 is dedicated to the needs of paratransit users – primarily the disabled and elderly. However, there are other transit-dependent populations (those with no access to an automobile or who are unable to drive) that deserve special attention as they are more vulnerable to changes made to our public transit. For that reason, I’d like to suggest that in addition to the information available in Chapter 6 and in Chapter 2 on population, that in Chapter 5, for each transit operator and, if possible, for each shuttle, you also provide the number and percentage of riders that are transit-dependent. It would be further useful to understand, of its riders and of those who are transit dependent, which are students, elderly, disabled and/or low-income. In Alameda County, thousands of youth depend on our public transit system to get to school. On the average weekday, over 60,000 trips on AC Transit are made by students and based on LAVTA’s website, it appears that nearly half of its routes (15 out of 32) are school-service. 20% of Union City Transit’s riders are between the ages of 13 and 17 (and 31.5% of riders are students), which would suggest that another couple of hundred students depend on Union City Transit to get to school
				Include results from the Community Based Transportation Plans in the book. At the end of Chapter 5, there is a candid discussion of some of the biggest policy questions facing Alameda County about how to meet its transportation needs in an era of tight financial restrictions. Chapter 6 is dedicated to the specific transit needs of the elderly and disabled communities in Alameda County and the programs designed to meet those needs. What is missing in these discussions and in the book overall, are the particular transportation needs of Alameda County’s low-income residents. Specifically, the book should include the findings as well as at least the top-ranked needs and project proposals coming out of its five Community Based Transportation Plans, which involve hundreds of surveys residents in Alameda’s lowest income and highest minority neighborhoods. These can be accessed on the former CMA: website: http://www.accma.ca.gov/pages/HomeCommBasedTransPlan.aspx
5,6		General	Lindsay Imai	
6	6-3		Jeff Flynn	LAVTA’s paratransit service area does not extend to Sunol. LAVTA only serves Livermore, Pleasanton, Dublin, and the immediately adjacent areas of Alameda County. Pleasanton Paratransit provides limited service to Sunol.
6	6-4	4th Paragraph	Jeff Flynn	4th Paragraph: LAVTA is not technically a “city based” service. We’re an independent special district like AC Transit. LAVTA does NOT receive any general fund dollars. Pleasanton Paratransit is a city based program and does receive general fund support from Pleasanton.
6	6-6		Jeff Flynn	LAVTA paratransit is available from approximately 4:30 AM to 1:30 AM. We are no longer 24/7.

Chapter	Page	Other Identifier	Commenter	Comment
6	6-7		Jeff Flynn	The Wheels Para-Taxi Program should be moved under the LAVTA information. Service area is Livermore/Pleasanton/Dublin. LAVTA will reimburse 85% of the fare of a taxicab ride up to \$20 per ride with a monthly cap of \$200 per person. The service is 24/7.
6	6-7		Jeff Flynn	Note: Livermore also does not operate a specific program to my knowledge.
6		General	Patrishia Piras	The number of "free" services described in Chapter 6 indicates discriminatory services available only to certain categories of residents -- is this fair? And do all of the "free" senior-based programs meet the requirements of CA PUC section 99155(b)?
6	6-8		Matt Nichols	6-8 -- Add City CarShare/City of Berkeley Accessmobile to Innovative Services. See 2008 MTC Doris Kahn Award.
6	6-12		Matt Nichols	6-12 -- Add Accessible carsharing to list.
7	7-9	Bicycle Parking, 1st Bullet	Diana Keena	Bicycle Parking, 1st bullet: Emeryville has a Bicycle Parking Ordinance.
7	7-10	SRTS	Diana Keena	Safe Routes to School: Emeryville has not received a Safe Routes to School grant.
				Summary of Needs: I don't know what survey we didn't respond to, but here's what we have: Our draft CIP, to be adopted this year for 2011-2015, has \$5 million of bicycle improvements. Our I-80 ped-bike bridge is in Caltrans' environmental review stage, and it will cost about \$10 million. The PDA survey I filled in for ABAG lists pedestrian-priority zone streetscape improvements at about \$1 million, and more-distant future ped-bike bridges for about \$13 million. That adds up to \$28 million. We're a small city, but we're at a crossroads requiring overcrossings to link regional ways.
7	7-11	Summary of Needs	Diana Keena	
11		General	Patrishia Piras	While Chapter 11 points out many valid restrictions on uses of various funds, it would be more accurate to note that there are also many ways to creatively work around these restrictions when the MPO chooses to do so, as they do selectively.
Appendix	A-1	Status of Projects	Matt Nichols	#8 -- ERC -- Closeout/Complete
Appendix	A-5	Status of Projects	Matt Nichols	#60 -- PE/Env phase. Comments/Notes: Downtown BART Plaza and Transit Area - Phase 1 funded by \$2.25M (incl. \$1.8M TLC/CMAQ). BART & City seeking add'l funds for Phase 2 (BART entrance construction.)
Appendix	A-8	Status of Projects	Matt Nichols	#89 -- ACTC is now lead agency.
Appendix	A-8	Status of Projects	Matt Nichols	#90 -- Comments: Pedestrian Plan adopted, 2010. Approx. \$1.5M from Safe Routes to Schools & Safe Routes to Transit grants.
Appendix	A-8	Status of Projects	Matt Nichols	#93 -- PE phase. Received \$2.25M FHWA Value Pricing Pilot Program and \$2M CMAQ Climate Initiative grants.
	General	Regarding All Statistics	Jeff Flynn	Regarding all statistics: What is the source? They seem to be off from what we have internally.
			Patrishia Piras/Steering Committee	Document seems to "use words merely for the sake of addition." At a minimum, the addition of an Executive Summary which lays out key points of the document and process, plus the list of acronyms, would be useful.
			Patrishia Piras	Page 1-2 talks about being "fortunate to have both a sales tax and a VRF," but then says that "recession has resulted in revenues falling below initial projections." If this is true for the recently-passed VRF, we can have little faith in any projections coming out of the AlaCTC. This should probably be re-phrased.
				It is questionable if the segregated and often duplicative "elderly/disabled" services (beyond mandated ADA paratransit) need to be in place for the Baby Boomer generation. We should continue to look at serving all people, and stop pandering to select populations. It should also be noted that shuttle systems such as the Emery-Go-Round refuse to meet their ADA responsibilities, and actually add to the paratransit burden of the East Bay Paratransit Consortium. What ever happened to "coordination" and fiscal responsibility?
		General	Patrishia Piras	
		General	Matt Nichols	This is a very good, helpful document. However, it's also very long and dense. I think it needs some restructuring to make it more inviting to readers.

Chapter	Page	Other Identifier	Commenter	Comment
		Unclear	Matt Nichols	I like the best practices, but they're a bit too Colorado focused, and they add to the oppressive length. Might need to be moved to an Appendix for readability, or shortened and placed in box/sidebar format.
		General	Matt Nichols	Don't automatically equate zero-car households with "green" or "urban" living, or assume positive connotations. Poverty is a much bigger reason why households don't own a vehicle.
		General	Matt Nichols	Overall, the document doesn't adequately highlight equity, poverty, transit-dependency, rates of unemployment, access to work, etc. It discusses the growing senior population, but seniors are only one subset of the transit dependent population. It doesn't seem to mention Lifeline transit standards, or the Community-Based Transportation Plans which have been produced by ACTC.
		General	Verbal CAWG Comments	Are the statistics current from 2010? Staff stated that the statistics are from 2009 and 2010, and the Briefing Book will list the sources.
		General	Verbal CAWG Comments	A member requested the briefing book acknowledge how land use, transportation, and the Sustainable Community Strategy (SCS) integrate with each other.
			Val Menotti, BART, TAWG	The Briefing Book (or elsewhere) should have some discussion about the medium- to long-term likelihood of a growing fleet of private electric vehicles and a need for the public sector to respond with standards on charging stations and parking design. Infrastructure dollars will not be clear because this could eventually be a market-based, private sector venture.
			Midori Tabata, CAWG	In the summary and chapter, correct eastbound congestion in the am and westbound in the pm on I-580 in East County. It is reversed.

Alameda CTC Board Retreat December 17, 2010 Summary of Facilitated Breakout Sessions

The Alameda CTC is in the process of developing a new Countywide Transportation Plan (CWTP) and local sales tax Transportation Expenditure Plan, both of which will need to inform MTC's Regional Transportation Plan and ABAG's Sustainable Communities Strategy mandated by SB 375. One of the key goals of the retreat was to discuss how Alameda County should move forward with its planning efforts in the context of new state regulations (AB 32 and SB 375) which emphasize a reduction in greenhouse gases by creating stronger linkages between transportation and land use. The Board was briefed by ABAG and Alameda CTC staff on how these new regulations will alter Alameda County's transportation planning framework.

In order to obtain Alameda CTC member guidance on how these regulations might affect local jurisdictions and countywide efforts, as well as how Alameda County will influence the process, the Commissioners were divided into four small groups according to the County's four planning areas (North, Central, South, and East). The four groups were facilitated by Alameda CTC or consultant staff. A key overarching question was then followed by a series of six more focused questions which served as a framework for discussion and to generate dialogue. The overarching question was "What should Alameda County look like from a housing, jobs and transportation perspective as we plan for the future?" The follow up focused questions addressed the alignment of local goals with regional / state climate change goals; key policies to help local jurisdictions meet those goals; and identification of projects / programs that should be considered as local and regional priorities.

Following the small group sessions, each small group reported back to the larger group. A number of similar themes emerged amongst the planning areas in terms of local goals/visions, policies, and projects. These are summarized below.

Key themes:

- 1. Get incentives right.** The planning area discussions acknowledged the great work that is already happening in the jurisdictions regarding land use and transportation planning, the implementation of climate reduction strategies, and the fact that many jurisdictions are already sustainability leaders. However, Alameda County needs to continue to find the right incentives to encourage and assist local jurisdictions in meeting the region's climate change goals. Each planning area offered some potential ideas, including: financially rewarding cities that engage in "good" behavior; revising allocation formulas; developing model ordinances or model guidelines that jurisdictions can readily use; streamlining permitting and revising CEQA for model projects; and addressing new BAAQMD rules that appear to undermine TOD efforts.
- 2. The private sector must be at the table.** The planning areas acknowledged that transportation and land use reform cannot happen in a vacuum, but must take place in a larger context that accounts for economic growth and jobs. To that end, the private sector must be involved to ensure that a balance is struck between meeting climate change goals and the need to provide jobs. Furthermore, the private sector can play an important role in innovative solutions and ensuring their implementation. Finally, the private sector needs to contribute to leveraging funding to expand programs and services, such as shuttles and free transit passes.

3. **Land use reform is not just about housing.** TODs are a great model, but they often focus solely on the housing side of the equation. Instead TODs should be about creating regional “destinations” that emphasizes a strong balance between transit, housing, retail, employment opportunities, and civic uses. If we truly want to meet our countywide and regional goal, a holistic approach is needed to transform our priority development areas.
4. **Need to provide rich and diverse transportation choices.** For many, transit and non-motorized modes are not competitive with driving in a number of ways. People need to drive in many parts of Alameda County, and many will continue to drive in any land use scenario. However, the more transportation and housing /job choices that can be provided, the more likely we are to meet regional goals. The viability of each mode, however, depends on its efficiency and convenience. For example, transit must become more efficient and additional study is needed to ensure that transit is adequately serving all parts of the county. Alameda County should closely work with MTC and the Transit Sustainability Study to ensure that it can support implementation of the outcomes of that study.
5. **Whatever is built, it must also be operated and maintained.** Across the four groups, operations and maintenance emerged universally as a vital issue. We must realize that if we build it, we need to be able to operate and maintain it. No definitive solutions emerged, but a few ideas were discussed. First, legislative changes are needed to prioritize operating and maintenance costs. Second, capital investment policies and funding criteria may need to be modified to emphasize “fix it first.”
6. **New technologies must continue to be developed and utilized.** All of the planning areas agreed that new technologies and innovative services are underutilized, but have the potential to greatly improve the transportation network. The use of ITS and ICM will improve freeway and roads management, while new real-time data can greatly improve the transit passenger experience. Emerging technologies in the field of parking management can also assist local jurisdictions manage curb spaces more efficiently to contribute towards reduced traffic congestion, encourage use of alternative modes, and generate revenue. Finally, technology, such as HOT lanes, also has the potential to provide new revenue sources while also reducing various externalities, such as congestion.
7. **Project and program priorities emphasize all modes.** A wide variety projects and programs were discussed that participants considered to be of high priority, and each planning area addressed multiple modes. Highlighted below are some of these projects and programs. This is by no means a complete list but includes the major concepts discussed in each planning area.

Projects:

- Dumbarton Rail
- I-580/I-680 connector / fly over
- I-880, I-580, I-680 HOT lanes
- Irvington BART station
- I-880/SR-84 interchanges
- BART to Livermore
- Bay Trail network gaps
- East Bay Greenway
- Ped/bike bridge over Alameda Creek

- Fill ped/bike network gaps on local streets

Programs:

- Expanded Safe Routes to School
- Countywide traffic calming, especially near schools
- School buses and free bus passes for students
- ITS and truck technology
- Complete Streets
- Employer-based shuttles
- 511, freeway towing patrol, and other maintenance programs
- Paratransit funding tied to improved efficiency
- Expanded real-time transit info for riders allows for “freedom of knowledge” - the ability to access transit in a convenient and timely manner
- Countywide crossing guard program

Attachments:

- Attachment A: North County Facilitated Breakout Session Notes
- Attachment B: Central County Facilitated Breakout Session Notes
- Attachment C: South County Facilitated Breakout Session Notes
- Attachment D: East County Facilitated Breakout Session Notes

Attachment A

North County – Facilitated Breakout Session

Summary of Meeting – Key Takeaways

- Key sustainability vision/goal: “Reduce trips to reduce emissions.”
- Alameda County needs to develop and implement policies that create a disincentive to drive. For example, fees for driving (ones that account for pass-through trips) or the elimination of free employer parking.
- Model policies and incentives also need to become common practice. These include:
 - Unbundled parking.
 - Encourage employers to locate near transit.
 - Parking best practices.
 - Increased funding for pilot projects to demonstrate the effectiveness of a program or policy. For example, permeable pavement, “quiet” pavement, parking management, electric vehicles.
- Funding allocation formulas need to be revised because the current funding process and countywide goals are “mismatched.” More specifically, population during “day” should be considered in funding formulas. In addition, using road miles as criteria in funding only supports more road miles and more sprawl.
- Capital investment policies need to emphasize “fix it first.” Alameda County has more streets that need to be maintained and no new capital money should be allocated for expansions without identifying funding for maintenance and operations.
- There should be multiple benefits on capital project investments. For example, concrete bus pads at transit stops provide a benefit to transit operations and reduced road impacts. Furthermore, there should be no maintenance of private roads with scarce public funds. Finally, any new capacity increasing projects should be price based and revenue generating (i.e. HOT lanes).
- Alameda County needs to explore improved transit efficiencies. One key area to look at is transit agency consolidation.
- “Real” TODs are where housing, transit, retail/commercial, and jobs come together. We need to find a balance that includes jobs.
- There are a number of legislative issues of vital importance to Alameda County. These must be addressed in order to meet countywide goals. They include:
 - Gas tax must be increased
 - Prop 22 and 26 will have impacts on transportation funding, and their effects on the gas tax swap must be addressed.
 - Article 19 should be amended to allow for the funding of transit operations
 - Change parking tax code to unbundle parking benefits and balance subsidies between autos and transit

- Private sector needs to play a role. The business community could help to fund shuttles and other incentives in key areas, such as with the Emery-Go-Round where businesses pay to fund that service.

North County Subarea Discussion - Full Meeting Notes

Sheet 1

- SB 375 – livable communities, improvements to quality of life
- We need projections for “pass through” traffic to see the effect of this on our transportation systems
- Jobs & housing need to match
- Need to do survey of office parks (e.g. 580/680 junction) so we can see where people are coming from and how many are Cross county trips

Sheet 2

- Reduce trips to Reduce “emissions”
- Implement disincentives to drive
- There need to be more mandates/incentives that employers locate near transit hubs and employees live closer to work place
 - How to address?
 - Employer driven

Sheet 3

- Gas tax – the legislature needs to increase the gas tax and public support for this is needed
- Unbundle parking; Free parking encourages driving
- The CWTP should suggest guidelines addressing parking policies for local jurisdictions
- Jobs vs. housing imbalance (e.g. Emeryville) – this can be a challenge in some places where there is not much land to build on. Also, we need to be careful that infill doesn't end up being really expensive condos in downtowns

Sheet 4

- Real infill projects such as Coliseum TOD are needed where housing, jobs and entertainment are combined
- Disincentives for driving are needed
 - Fees - Impact fees may not address the over 30-mile trips that people take and end up passing through a large part of the county
 - Eliminate free employer parking
- Alameda
 - Being able to get in & out is a challenge and proposing new development needs to be balanced with greater access
 - Alternatives must be available
 - Shuttles work well in some communities such as the Emery-Go-Round – business involvement (developers pay into services)

Sheet 5

- Some services, such as paratransit transportation and transportation to seniors include separate (or segregated) services due to funding, time of day and needs. Service could be doubled up different times of day if funding allowed it.
 - Policy issues regarding the “color of money” need to be address so that we don’t end up with segregated services – people should be able to buy excess capacity if it is available, regardless of what color of money paid for it.
- Develop senior housing adjacent to transit
 - Provide access between transit and housing itself that is designed to accommodate disabled people
- Prop 26 and 22 have impacts on transportation funding; however, conditions for approvals on development or development mitigations are not subject to Proposition 26 and could be used to help direct project and program implementation to support GHG reductions
- Article 19
 - Change to allow for transit operations
- Since the legislature needs to address the effects of Props 22 and 26 on the gas tax swap, they should increase gas tax and work to change Article 19

Sheet 6

- Allocation formula - policies
 - Funding allocations needs to be looked at; right now transit operations are underfunded and capacity expansions are overfunded
 - Population during “day” should be considered in funding formulas
 - Road miles in Local Streets and Roads (LSR) rehabilitation formula supports sprawl

Sheet 7

- Capital Investment policies
 - Fix it first
 - Maintenance limits could include from outer edge of sidewalk to outer edge of sidewalk, rather than curb to curb
 - We have more streets than can be maintained
 - No new capital money should be allocated for expansions without identifying funding for maintenance & operations
 - No maintenance of private roads with public funds
 - There should be multiple benefits on project investments. For example, concrete bus pads at transit stops provide a benefit to transit operations and reduced road impacts (e.g. of capital investment)
 - HOV / HOT lanes
 - Beneficial
 - Linked to “incentives”
 - Revenue generating
 - Any new capacity increasing projects should be revenue generating

Sheet 8

- There should be more public-private partnerships (e.g. parking stations, electric vehicle (EV) charging stations)
- Concept of sharing best practices
- Future “technological” issues/challenges need to have a funding component in the CWTP-TEP
- Alameda CTC could be a sponsor for demonstration/pilot projects and we could also potentially fund them in the TEP for example:
 - Demo projects
 - Permeable streets, recycled asphalt, quiet pavement
 - Use of rubberized asphalt concrete (RAC) and sound walls

Sheet 9

- Countywide needs
 - Better transit coordination – merging transit agencies??
 - Identifying where efficiencies can occur
 - BART system capacity – we need to think about placing jobs in certain areas so that they diminish the need for capacity expansion, such as job hubs (East Bay) and let the existing system perform at an even higher capacity
 - Programs (TODs, PDAs)
 - Safety
 - Funding
 - Supplementary patrols
 - Police
 - Personnel such as crossing guards

Sheet 10

- Decisions at countywide level vs. city level
- Amount of investments for “pilot” programs
- ID fund sources for “O&M,” not just capital

Sheet 11

- We need to develop Model policies as templates
- Policies around fund usage
 - Formula allocations
 - Maintenance & operations
 - Pilot programs: electric vehicles, different types of paving
 - Multiple benefit projects
 - Safety (personnel)
- Enhance system uses over time: premium pricing, work schedule time variations
- TODs
 - Best practices for TODs/ Developments

- Include jobs not just housing

Sheet 12

- Capacity increasing projects should be price based
- Legislative issues
 - Increase gas tax
 - Change parking tax code
 - Fund operations

Attachment B

Central County - Facilitated Breakout Session

Summary of Meeting – Key Takeaways

- The Alameda CTC and its regional process need to merge all the ongoing sustainability activities (i.e. Climate Action Plans (CAPs)) with the regional and countywide goals, particularly in the transportation components. We do not need to reinvent the wheel with SB 375.
- Complete communities are needed and current TODs are not yet providing that. TOD and transit are not coming together very well because we are retrofitting suburban communities to be urban ones. Building dense housing around a BART station is not enough to be TOD. Instead, TODs should be a “destination,” and to achieve that we need to find the right mix of housing and commercial development. Furthermore, “last mile” connection is essential as people should not have to drive to BART. Robust transit and ped/bike connections are needed so that people can choose to not use their cars.
- Transit is still a less desirable “choice” for a lot of people. To make transit more competitive, investment needs to be focused on providing more convenient and accessible services. Increased transit use will result in numerous co-benefits, such as healthier lifestyles and improved social connections.
- At the same time, our streets are falling apart and we need to maintain them. Truck impacts on local roads are not measured through normal processes and some communities bear the burden of truck activity. Older cities with worsening pavement conditions bear a larger street maintenance burden.
- There is a contradiction between developing a pedestrian friendly environment to attract retail / commercial development and promoting the fast throughput of automobiles. Level of service “F” is actually ok in some areas or under some conditions, particularly if it means a safer environment for pedestrians, bicyclists, and seniors.
- We need behavioral changes and education to change the mindset away from a car culture. However, the car culture will be changed by providing alternatives, not forcing people out of their cars. We need to have a transportation network that is activity based and provides alternatives to driving (e.g. shuttles, carpools). This type of system will attract people.
- The business community and private sector needs to play a (financial) role. For example, businesses should help to pay for transit (shuttle links) and should be leveraged to provide incentives to using alternative modes.
- Seniors are a key population segment. As we are planning for the future, we need to make transportation safe, affordable, and accessible to seniors. The current culture encourages senior to sit. How do we provide senior housing that is accessible, affordable, and safe?
- Performance measures are crucial. We need to be careful not to have performance measures that do not reward bad development behavior. For example, the allocation of funds should not be based on street miles, as that only encourages the construction of

more roads projects. In addition, cities that follow the new performance measures should keep the majority of the funds.

- Suggested Projects / Programs:
 - Safe Routes to School: teach kids to ride the bus when they are young and it will stick with them into adulthood, which will have an impact on the transportation system 25 years from now.
 - Make technological investments in AC Transit – GPS and passenger information.
 - School buses and free bus passes for students
 - East Bay Greenway - promote the value of healthy living.
 - Utilize homeowner dues to cover the cost of transit passes.
 - ITS and truck technology to reroute trucks out of neighborhoods and poorly maintained streets.
 - 880 interchange projects /Central County LATIP projects
 - Dumbarton Rail
 - Complete Streets

Central County Subarea Discussion - Full Meeting Notes

Central County Summary

- Provide choices through incentives & some supporting policies
- Safe Routes to School
- East Bay Greenway / Dumbarton Rail
- School buses – access to school – free bus passes
- AC Transit technology – GPS
- 880 interchange projects /Central County LATIP projects
- Seniors – transportation: available, safe, affordable, accessible
- ICM on local streets and roads as well as freeways
- Address truck impacts on local streets
- Complete streets, complete communities for all
- Shuttles and pre-paid transit at TODs & through employers
- Need merger w/ jurisdictions & ACTC goals re: SB 375 & Climate Action Plans, esp. transportation components.
- Operationalize TODs: Make them work.
 - Issue: retrofitting suburban housing and transportation infrastructure to urban model.
 - Housing density around BART is not enough, need commercial too.
 - Need to reduce driving to work. Last mile to work is important.
 - Provide connections
- Links to transit – getting there important
- Focus investment so that transit is a real choice.

Sheet 2

- What's role of non-motorized? Incorporate that.
- Safe Routes to School important for teachers, students, and parents.

- AC Transit technology investment – NextBUS and real time location of buses through computer access
- Other technology improvements – LAVTA, UC Transit, shuttles
- Values of promoting healthy living, walking, biking
 - East Bay Greenway: Oakland to Union City, adds to GHG reduction
- Contradiction between moving traffic through cities & developing walkable cities. Accommodate changing behavior away from a car culture.
- LOS F for cars is better in some areas under some conditions if it makes it safer for pedestrians, bicyclists and seniors
- LOS F great for seniors – need to educate people

Sheet 3

- Choices and Incentives: We need more transportation choices that are activity based to attract people and change behavior and the policies and incentives to support it.
- Don't force behavior change
 - Need to give people alternatives to get people where they need to go from where they are (e.g. use shuttles, activity based)
- No school buses here – re-implement. Start young.
- Schools designed for parents to drive.
- Businesses can incentivize use of transit (e.g. grocery store w/ rides home, LINKS, shuttle). Private sector needs to be brought into the conversation and they need to step up and help fund some of this.
- On the east coast, they won't get rid of the school bus system, so kids are used to taking the bus by the time they become adults and teachers take it too. Our schools are designed for cars.
- Chantilly VA: A lot of bikes and bike parking in downtown along with employment corridors well served by buses.
- There is a grocery store in San Leandro that if you arrive by an alternative mode, they will drive you and your groceries home. Think it is called SuperMercado.
- Business should pay for transit (e.g., carpools, shuttle links)
- Look at models back East. Lots of bikes, buses to airport, employment from intermodal, digital posting
- Need more choices to attract people.
- Need policies too. Some policies encourage carpooling.
- Seniors – make transportation available, accessible, affordable, and safe.
- Seniors – transit and shuttles are a health issue.

Sheet 4

- Seniors need choices and incentives to get out of cars
- Roads and sidewalks need maintenance
 - Need ADA ramps to usable sidewalks
 - Need to restrict funds for local streets and roads

- Impacts of trucks on local roads, access to freeways. Impacts PCI and maintenance needs.
- Smart corridors – move vehicles along locally too, not just for freeways. Need local signalization.
- Some cities bear brunt of trucks.
- ICM – synchronize signals locally
- Truck access + impacts
- Commercial – where does this go?
 - Place around transit and mixed use (at PDAs and TODs)
- Need to make TODs destinations. Need to attract different mixed uses – complete communities.
- Our streets are falling apart. So while we need to focus on providing transit, we also need to maintain our streets. Truck impacts on local roads are not measured through normal processes and some communities bear the burden of truck activity. Older cities with worsening pavement are bearing a larger burden of the need for street maintenance. Smart Corridors concepts such as signal synchronization, ICM could be applied to space out the trucks.
- Need to be careful not to have performance measures that encourage bad development behavior (e.g., measuring street miles results in more street miles being built)
- Make sure the funds stay with the people who are following the goals and targets established in existing plans.

Attachment C

South County - Facilitated Breakout Session

Summary of Meeting

- Cities in the South County have already begun to tackle the goals of AB 32 and SB 375. Numerous jurisdictions have passed Climate Action Plans and efforts to bring more housing near BART stations are underway (see Union City). However, there is a concern that the sustainability goals of existing and future plans may be undermined by other sectors. For example, the gains made in the transportation and land use sector can be undermined by one new power plant. How do we reconcile that?
- Sustainability is a key goal and one that the County should strive for, but at what economic cost? There needs to be not just a balance between housing and transportation, but also a balance that includes jobs. New air rules by BAAQMD, for example, would have prevented a new solar panel plant in Fremont.
- The private sector needs to be brought to the table. Where does the private sector fit in? How can they support these efforts?
- Bus transit service in South County is terrible. AC Transit is too North County focused. County needs to look at alternative service plans, especially ones that would include a new transit agency to specifically serve South County.
- Money is the one true incentive and Alameda County needs to reward cities that practice good planning. Not just zoning for new housing, but the actual construction of housing units. In short, more housing units built (near transit) = more money.
- Call for projects process needs to have clearly defined selection criteria, metrics, and performance measures. The selection of projects should no longer be a “beauty contest.” Remove politics from project selection.
- Capital Projects:
 - Dumbarton Rail
 - Capitol Corridor stop at Union City
 - Whipple Road (I-880 to Central)
 - Industrial (NB off ramp)
 - I-880/I-680 connector / fly over
 - I-880 HOT lanes
 - I-680 NB HOV/HOT lanes
 - Irvington BART station
 - I-880/SR-84 interchanges
 - Finish Bay Trail through UC, Newark, Fremont
 - Ped/bike bridge over Alameda Creek connect UC into Coyote Hills
- Programs
 - Paratransit funding tied to improved efficiency.
 - Expanded info for transit riders – “freedom of knowledge”
 - Expanded Safe Routes to School and countywide traffic calming
 - Countywide crossing guard program.

South County Subarea Discussion - Full Meeting Notes

Sheet 1

Values and Goals

- Union City already trying to tackle AB 32 and SB 375 goals, especially near its BART station – linking housing to transit
 - Trying to do it before SB 375 and AB 32 was passed
 - Trying to expand housing units within ¼ mile of BART station
 - Have their own Climate Action Plan (CAP)
 - Improving fuel efficiency with transit system
- Fremont has CAP
 - Existing (and proposed) BART station will allow more housing for more TODs
 - Has concerns about new regulations – some projects/companies (Solare project) would not have been allowed under new rules
 - Regional vs. local needs; must allow for some flexibility
 - Must be a balance between housing and transportation, but must add jobs into the mix too; BALANCE is needed
- Where is the private sector? They need to be brought into the conversation, because without an improved economy none of the climate change and land use regulations will matter.
 - Where are the points of influence for the private sector? How can they get involved early on?
- South County transit service is terrible, many reasons
 - Transit in South County must be rethought – has to be recognized as being as closely associated with south bay, as it is in north county; for example, North County is thought of as “transit rich” with its access within the county as well as to San Francisco
 - AC Transit is north-focused; how can South County get anything with that mentality?
 - Maybe South County should look at own service separate from AC Transit
 - South pays in too much, gets too little in return
 - How can we meet goals and focus development without better transit service?
 - Is there the \$\$\$ to do this? Could South County handle its own service? More people use buses in North County
 - Small buses or jitneys might be a better solution for Hayward or South County
 - Are we too spread out? Is Hayward too far south to be effectively served by AC Transit?
 - Union City Transit focus is getting people to BART and to Logan High School, only increasing demand to these areas (BART and schools)
- Hayward developed CAP, but then built a power plant; How can we reconcile that?
 - Need to make sure that whatever we do on the land use/transportation side is not offset by other heavy polluters.

Sheet 2

Incentives and Policies

- \$\$\$\$ is number one incentive
- Cities should be rewarded for good work; more homes, more money
 - Housing units should be rewarded to pay for additional infrastructure
 - Not just zoning, but actually approving and building housing
- Reward good behavior, ignore bad
- Specific criteria
 - Units constructed
 - Jobs created
- \$\$\$ needs to go where the action is
- What about cities that don't want more housing or density? When is "enough is enough?" At some point need to rehab what we have and not build anymore.
 - Legislation would need to be changed to prevent additional housing allocation
- What about more families/people in one household?
 - Can we create additional funding incentives for different types of housing (i.e. provision of multifamily units)?
- Capital vs. monitoring
 - Feds have provided the capital funds, not operating
 - Feds will start to back out of capital funding
 - Feds have been the backbone of transit funding, but what happens when it is gone
 - BART to Livermore sounds great, but can't finance those types of projects anymore
- Other metrics/incentives
 - Reduce GHG
 - Reduce travel time – social advantage to shorter commutes
 - Reduce VMT/capita
 - Quality of life
- Current grant programs are staff and resource intensive. Is this the best model to allocate dollars?
- Call for projects = "beauty contest"
 - Need to get away from this model
 - Need to establish some metrics/criteria for call for projects
- One incentive is requiring local match; increase leveraging

Sheet 3

Capital Projects

- Dumbarton Rail – affects 3 cities/counties
 - Enhance connections for those working south and west of South County
- Capitol Corridor stop at Union City – another way to San Jose and Sacramento
- East-West connector
- Whipple Road (I-880 to Central)
- Industrial (NB off ramp)
- I-580/I-680 connector / fly over
- I-880 HOT lanes
- I-680 NB HOV/HOT lanes
- Irvington BART station
- I-880/SR-84 interchanges
- Ped/bike
 - Finish Bay Trail through UC, Newark, Fremont
 - Ped/bike bridge over Alameda Creek connect UC into Coyote Hills
 - Fill in network gaps
 - Union City Blvd. bike lanes
 - Add more ped/bike connections to BART
- Widen Ardenwood near Paseo Padre

Sheet 4

Programs

- Paratransit funding
 - Increasing demand with growing senior population
 - How do we make paratransit more efficient?
 - Are there alternative ways to deliver service?
 - Specific South County service
- Expanded info for transit riders – “freedom of knowledge”
 - Nextbus
 - Bilingual
 - Allows for cheaper delivery service
- Walking/Biking
 - Focus on kids
 - All comes down to safety
 - Expand Safe Routes to School
 - Community input is key
 - Parents are not really involved
 - Plans often end in a vacuum
 - Theft of bikes is a problem at schools even with SR2S programs
 - Establish school crossing guard program – would be most beneficial

- Behavior change early on
 - Need a long-term funding stream so these programs are not the first ones to be cut
 - Dedicate a % of bike/ped \$ to school safety programs
 - No money for traffic calming programs – cut in Fremont
- Improve partnerships with other agencies (i.e. school districts and council); find revenue streams together, commit to funding
- Consider non-traffic safety issues

Attachment D

East County - Facilitated Breakout Session

Summary of Meeting – Key Takeaways

- There needs to be a resolution between the inherent conflict of the new BAAQMD regulations (i.e. new CEQA thresholds) and the desired outcomes of the SB 375/FOCUS programs. The BAAQMD regulations directly conflict with sustainability goals.
- In order to incentivize infill/sustainable/TOD per regional goals, Alameda County and jurisdictions need to:
 - Streamline permitting processes and develop a “stick” to push cities to do this.
 - Reform CEQA, as it is currently a big obstacle to all types of development.
 - Allocate additional money for infrastructure costs as it is important to facilitate sustainable growth. Expand current funding streams, such as Tax Increment Financing (TIF) and State Community Infrastructure Program (SCIP), to cover TODs / multi-family housing near transit.
- Give existing policies time to work. Many efforts have been made in recent years to address transportation issues, but economy has made it difficult to evaluate their effectiveness. Before passing more regulations, we need to give current efforts more time.
- Do not abandon the suburban parts of the county. The focus on PDAs and urban core is important, but a large part of the County is still the “suburbs,” and there is fear that these cities and areas will get left behind. These areas were built for the car, and projects should be prioritized based on that. More specifically, road miles AND population need to be one of the metrics for allocating money.
- Alameda County must strike a balance between maintenance of existing facilities and investment/expansion of transportation network.
- Alameda County should also study the merger of some transit agencies. MTC has the Transit Sustainability Project, but Alameda County should also build off and go beyond that study to evaluate how transit efficiencies can be achieved. For example, could LAVTA better serve the South County instead of AC Transit?
- Major capital projects in the Tri-Valley:
 - BART to Livermore
 - HOT Lanes on 580 & 680 connected and completed (network)
 - 580 / 680 Interchange (Flyover)
 - State Route 84
- Key programs:
 - Cities should work with employers to provide shuttles to transit or other services.
 - 511, freeway towing patrol, and other maintenance programs are important.
 - Congestion parking pricing would be tough to implement in East County. Such a program would only be possible with extensive and targeted outreach.

East County Subarea Discussion Full Meeting Notes

Sheet 1

Values and Goals

- Air District ahead of regional agencies/Change in CEQA is in conflict with SB 375 and FOCUS and other sustainability efforts- Difficult to determine/ Need more discussion/Confusion!
 - This was related to a discussion about the conflict between the newly released BAAQMD CEQA guidelines and the requirements of FOCUS and SB 375.
 - According to the new BAAQMD guidelines, all the new TOD built near BART in East County is “out of compliance.” Clear frustration was expressed
- “Elephant in the room” for this part of County is I-580/I-680 which bisect Tri Valley (580 especially mentioned) – hard to reduce emissions when you have major highway like this
- Need to address commercial and employment (not just housing)
- Jan. 22, 2011 – There will be a workshop on CEQA guidelines for dummies in East County – (mentioned by Scott Haggerty)
- Highlighted need for education on regional process – esp. educating the politicians
- Need BART extension in East County to spur more “smart growth”

Sheet 2

Incentives and Policies

- Streamline permitting is key to facilitate more smart growth
 - The Attorney General lawsuit against Pleasanton has really worked to spur permit streamlining. Really need a stick in order to make these code and process changes happen at cities
- Streamline CEQA
 - In counter to bullet #1, CEQA is biggest obstacle, not city process. Developers need to do their job and go through rigors of city processes.
 - If we want to streamline the process - look more closely at the NEPA/CEQA/FTA funding.
- Financing infrastructure costs is important to facilitate sustainable growth. Some specific ideas:
 - Expand State Community Infrastructure Program to multi-family housing near transit- SCIP is usually for commercial development, Dublin has just successfully expanded to cover infrastructure costs for multi-family housing near transit
 - Tax Increment Financing (TIF)- expand to cover transit zones. TIF for TOD- “Transit development zone”
- Lower impact fees / use other funds
 - Lowering Impact fees is a third way to incentivize “sustainable” growth- would have to find another way to pay for the things that fees are paying for.

- Existing policies need time to work
 - Many policies have been passed, but few have had time to really show results they will have due to economic downturn. Before passing a bunch of new policies/incentives, we need to give all the efforts we have already made a chance to bear fruit
- Get people out of cars- need to eliminate trips and create alternatives
 - Bike sharing
- Don't abandon suburbs- With all these policies and incentives looking at PDA & Urban Core – afraid that the suburbs will be abandoned
- How to allocate funding?
 - Road miles AND population need to be considered when allocating \$
 - Move forward with current census and road miles – some areas need large projects and the need to be built, and there are already approved projects that are not getting built because of economic downturn
 - Must be balanced and flexible to include maintenance and capital
- Encourage job centers near housing
- Need balance between maintenance and expansion
- Idea of using funds as pass through rather than grant-based was raised- some liked, some did not like
- Need to consider changes to the methodology supporting distribution of housing numbers

Sheet 3

Capital Projects

- Some general comments:
 - Roadways do need to continue to be a part of countywide network - they make a difference
 - There are large projects that *need to* get built
 - We have a large suburban area that has already been built in a way that is car dependent, can't just abandon it, need to deal with congestion and maintenance of system we have
 - Congestion causes emissions through idling cars
 - Important to continue investment on 580 & 680
 - Honor existing commitments is important
 - San Joaquin is the problem- inflow
- Major Projects in the Tri-Valley (in no particular order)
 - BART to Livermore
 - HOT Lanes on 580 & 680 connected and completed (network)
 - 580 / 680 Interchange (Flyover)
 - State Route 84
- How do these projects meet regional goals?
 - Can reduce GHG by reducing congestion

- To reduce VMT, must place commercial centers near housing
 - Can reinvest HOT lanes money in transit
- Projects that may not reduce GHG
 - Support NUMMI plant – Tesla conversion

Sheet 4

Programs

- Consider fewer programs in favor of more capital spending
- 511, Freeway towing patrol & other maintenance programs are important
- Work with employers to provide shuttles to transit or other services
 - Use South Bay as an example
 - County could help facilitate relationship with LAVTA/WHEELS and employers
 - Staff to identify largest employers in the Tri-Valley to point out how to get employees out of cars
- Encourage alternative transportation, e.g. bike programs
- Congestion parking pricing – would be tough in East County, only possible with outreach
- Invest in local transit (e.g. Wheels / County Connection)

Sheet 5

Countywide Project & Programs

- High speed rail over Altamont
 - Livermore could serve as major regional terminal/hub for High Speed Rail, BART, ACE
- BART to Livermore
- Dumbarton Rail
- HOT Network throughout County
- Support urban growth boundaries
- Work with businesses for alternative work shifts
- Study merger of some transit agencies
 - LAVTA could serve South County
- Work with Port to be a truly 24-hour facility – would get trucks off road at key times. And truck drivers prefer to drive at night when no traffic anyway- have trucks move out at night and not be on the road during high traffic time

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Common Themes from CAWG

The following summarizes common themes across the three discussion groups at the CAWG meeting:

Needs and Priorities

1. The plan needs to emphasize maintenance of the existing transportation system and maximizing the efficiency of the system we have.

Priorities include:

- a. Maintaining our roadway system for all uses
- b. Maintaining all modes of the transportation system, including transit facilities, transit operations, pathways, and roadways.
- c. Enhance the utility of existing systems through demand management and systems management.

2. Transit needs to be available, affordable and seamless and integrated with access modes.

Priorities include:

- a. Providing a dedicated stable source of operating funds
- b. Reducing the cost of transit especially for students
- c. Focusing on frequency and reliability in areas that support high capacity services
- d. Improve paratransit and specialized services for seniors and persons with disabilities
- e. Prioritize access to transit via walking and biking
- f. Enhancing bus stops for improved security and customer experience

3. Education and information needs to be readily available, accessible to all, and should emphasize lifelong healthy and safe travels.

Priorities include:

- a. Safe Routes to schools focusing on walking, biking and transit to school. Build healthy habits as early as possible.
- b. Education focusing on a wide range of populations, including seniors, low income residents and other underserved populations, including non-English speakers.
- c. Provide tools that can help people make safe and healthy choices more easily

4. The plan needs to emphasize connecting and completing our transportation network.

Priorities include:

- a. Completing trails and a safe network of arterial bikeways
- b. Connecting safe walking and biking routes to transit
- c. Reducing gaps in the transit network
- d. Complete the HOV/HOT network

**Alameda CTC Community Advisory Working Group Meeting
January 6, 2011
Input on
Transportation Needs, Prioritization, Potential Projects and Polling**

Group A – Bonnie Nelson Facilitator

Needs:

- Affordability (transit)
 - Bus passes for youth
- Safety and Security (transit)
 - Bus stop enhancements
- Attractiveness of transit
- Multi-modal trips
 - Bike lockers at transit
 - Walk/transit trips
- Language access/education

Priorities:

- Overall safety and security(not just automobiles)
 - We are promoting dangerous modes
- Access and connectivity
- Consider multi-modal use of arterials
 - Air quality
- Maintenance
 - In broadest sense including transit
 - Make transit work
- Provide affordable options
- Prioritize robust alternatives
- Transit operating funds

Potential Projects:

- Bike lanes wherever possible
 - Focus on safety (separated lanes; other facilities too; cycle tracks)
- Dedicated stable operating funds for transit operations
- Consider displacement in Transit Oriented Development (TOD) areas
- Bus stop enhancement especially with low income areas
- Improve paratransit (more service; reduce waits; reduce bureaucracy; access to all)
- Education on use of alternative modes and language resources; senior resources
- “Mobility advocate” – “humanize 511”
- Youth bus pass for middle and high school

Group B – Tess Lengyel FacilitatorNeeds and Priorities:

- Maintenance
- Transit – available, affordable, and seamless (connectivity)
 - Operations are Important
 - Access to transit should be prioritized via safe walking and biking, including bike access on transit
 - Transit – passenger safety (well lit stops, no muggings)
 - Traveler information systems that support transit users and interconnections between transit services
- Senior and disabled transport needs must be met/addressed
- Parking Demand Management
- Goods Movement
- Better roadway system management, including Travel Demand Management (TDM) and Intelligent Transportation System (ITS)
 - Better involvement of businesses in supporting transit use incentives (businesses offer transit passes)

Polling Questions:

- What is the rate of satisfaction on current and different modes (ask for all modes)
- Ask what voters would like to see changed
- Ask for prioritization/real tradeoffs (transit/roads; expenditures/maintenance)
- Ask voters for their top three transportation priorities
- Do they know about Measure B and do they think it has been delivered as promised

Prioritization:

- Ensure projects are assessed with regards to the greater needs of communities and in relation to other projects being implemented, so that the best (most effective) use of funds occurs
- Maintain before expanding
 - Fix it for all (i.e. allow road maintenance funds to be used for complete streets)
- If transit is capital expansion is supported, demonstrate a source of operations so that the existing services are not negatively affected

Group C – Beth Walukas FacilitatorNeeds and Priorities:

- Prioritize maintaining (level of satisfaction) of existing before new (We need to deliver existing projects and maintain the existing system in hopes of attracting new projects. Voters won't support new projects if the existing ones aren't working.)

- Need to be overarching, coordinated effort for good of county (Our efforts appear to be piecemealed (trying to have a little bit for everybody so they will support them) rather than collaborative. For example, the goals are trying to give a little bit to everybody rather than being overarching for the benefit of the whole county. Our approach to developing the CWTP and TEP should be coordinated and not hodgepodge.)
- Include school access, closing gaps to trails, no BART to downtown Livermore
 - Include disability access
- Encourage kids walking to school (some of our biggest traffic jams are cars going to schools)
- Road maintenance, not expansion
- Emphasize transit more, less roads (We will always have congested points and roads will always have congestion, so focus on transit as a way to relieve congestion)
 - Increase transit capacity
 - More than one way to relieve road congestion (e.g., by providing transit)
- Future oriented solutions (While we are trying to solve current problems, our solutions should be future oriented.)
- Education is key to selling and implementing the plan
- Transit pass for students (providing transit passes to middle and high schoolers relieves current congestion and makes future transit riders.)
- Roads and transit must work together – buses need streets (Don't be too hard on roads and the need for roadway improvements. Buses use roads and streets have sidewalks for pedestrians. We need roads to enhance other purposes.)
- Complete streets to provide for all uses
- Plan must take care of fundamentals and be a back to basics plan (In areas where we scaled back service e.g. low income and underserved communities, we lessen the difference between the haves and have nots in transit and provide transit for the entire spectrum of communities in county.)
- Complete streets
- Programs that send pricing signals (e.g. parking pricing policies) (We need to include types of programs that send pricing signals to incentivize the right behavior. The Briefing Book should address this more. This is the time to retrain the way people think and retrain them to move around the county in different ways, such as driving less and walking and taking the bus more.)
- Gap closure (for all modes)
 - Trails
 - High Occupancy Vehicle (HOV) networks
 - Complete streets
 - High Occupancy Toll (HOT) lanes without disenfranchising HOV users (When promoting HOT lanes, we need to be careful not to disenfranchise HOV users. Forcing HOV users into the same limited access lane entry patterns as paying customers has the potential to deter HOV use. There is not enough monitoring going on with regard to HOT lanes and their usage.)
- Prioritize need for transportation, especially seniors (Grandparents take kids to school)

- Cut down on congestion and transportation gets better,
 - Get on-time/reliable buses
- Give priority to things that overlap and leverage each other (We need to refrain from identify needs and assigning funds by mode. We need to change the game and look at system interdependencies and from a specialized needs perspective. The Plans should give high priority to understanding interconnections and the cost and benefits of travel choices.)
- Gap filling
- Need to acknowledge people with different travel needs and schedules
- Identify costs and benefits of travel choices, including driving

Polling:

- Explore how useful it would be to know the cost of a person's current transportation like what is being done with smart houses where a person can tell the cost of leaving the heat on and the lights on all day. We could have meters on peoples cars that show them how much it costs as they drive (pay as you drive concept) How would information about the cost of driving effect a person's choices?.
- Ask dashboard questions like:
 - How much does your current transportation cost you?
 - Would having "Pay as you drive" cost information help you make different choices?
 - Would they support a 3rd - car tax?
 - What do you value regarding air quality and public health? (Poll should include questions about the values of air quality and public health)
- Are there other programs or taxes that could supplement this? (Tease out whether there are other programs and taxes that would help implement our vision)
- What would benefit you and your family? (Ask questions to help differentiate between whether they support a tax or fee from an individual perspective and a community perspective (eg., would they support for the greater benefit of all vs. just themselves or vice versa)
- What would benefit you and your community? (See above)
- Performance measures
- People need to vote on something they can see and that catches their eye
- How would information about real costs of driving affect your travel choices?

Common Transportation Themes

from CAWG and Alameda CTC Board

TAWG Meeting
February 10, 2011



CAWG Common Themes

- Maintenance of the existing transportation system and maximizing the efficiency of the system we have
- Priorities include:
 - Maintaining our roadway system for all uses
 - Maintaining all modes of the transportation system, including transit facilities, transit operations, pathways, and roadways.
 - Enhance the utility of existing systems through demand management and systems management.

2

CAWG Common Themes

- Transit needs to be available, affordable and seamless and integrated with access modes, including:
 - Providing a dedicated stable source of operating funds
 - Reducing the cost of transit especially for students
 - Focusing on frequency and reliability in areas that support high capacity services
 - Improve paratransit and specialized services for seniors and persons with disabilities
 - Prioritize access to transit via walking and biking
 - Enhancing bus stops for improved security and customer experience

3

CAWG Common Themes

- Education and information needs to be readily available, accessible to all, and should emphasize lifelong healthy and safe travels, including:
 - Safe Routes to schools focusing on walking, biking and transit to school. Build healthy habits as early as possible.
 - Education focusing on a wide range of populations, including seniors, low income residents and other underserved populations, including non-English speakers.
 - Provide tools that can help people make safe and healthy choices more easily

4

CAWG Common Themes

- Connecting and completing our transportation network, including:
 - Completing trails and a safe network of arterial bikeways
 - Connecting safe walking and biking routes to transit
 - Reducing gaps in the transit network
 - Complete the HOV/HOT network

5

Alameda CTC Board Common Themes

- Get incentives right:
 - Work is already happening in the jurisdictions and many are already sustainability leaders
 - Financially reward cities that engage in “good” behavior
 - Revise allocation formulas
 - Develop model ordinances or guidelines that jurisdictions can use
 - Streamline permitting and revise CEQA for model projects
 - Address new BAAQMD rules that appear to undermine TOD efforts

6

Alameda CTC Board Common Themes

- The private sector must be at the table:
 - Transportation and land use planning and reform must be placed in larger context that accounts for economic growth and jobs
 - Ensure balance is struck between meeting climate change goals and providing jobs
 - Private sector can play a role in innovative solutions and ensuring their implementation
 - Private sector can contribute to leveraging funding to expand programs and services, such as shuttles and fee transit passes

7

Alameda CTC Board Common Themes

- Land use reform is not just about housing:
 - TOD needs to be about creating regional destinations
 - TOD needs to emphasize a balance between transit, housing, retail, employment opportunities and civic uses

8

Alameda CTC Board Common Themes

- Need to provide rich and diverse transportation choices:
 - The more housing/job choices that can be provided, the more likely we are to meet regional goals by providing transit to all parts of the county, reducing the trip duration of those that need to drive, and making transit competitive
 - The viability of each mode depends on efficiency and convenience (e.g., must be competitive)
 - Alameda County should work with MTC and the transit sustainability study to ensure outcomes can be implemented and supported

9

Alameda CTC Board Common Themes

- Whatever is built, it must also be operated and maintained:
 - This was universally identified as an issue across all Planning Areas
 - Consider legislative changes to prioritize operating and maintenance costs
 - Consider modifying capital investment policies and funding criteria to emphasize “fix it first”

10

Alameda CTC Board Common Themes

- New technologies must continue to be developed and utilized:
 - New technologies are presently underutilized and have potential to reduce congestion and generate revenues
 - Areas to apply new technologies include:
 - Freeway and road management
 - Transit
 - Parking management

11

Alameda CTC Board Common Themes

- Project and program priorities must emphasize all modes:
 - A wide variety of projects and programs were discussed that were identified as high priority
 - Each planning area addressed multiple modes

12

Memorandum

TO: Beth Walukas, Tess Lengyel, Alameda County Transportation Commission

FROM: Stephen Decker, Ryan Greene-Roesel, Caroline Leary, Cambridge Systematics

DATE: January 28, 2011

RE: Draft Performance Measures and Project Prioritization Process

This memorandum presents a recommended approach for prioritizing transportation projects and programs for inclusion in the Alameda Countywide Transportation Plan (CWTP). More detailed screening and scoring of the CWTP projects will be completed in Fall 2011 to determine which of the projects and programs included in the CWTP will be included in the Transportation Expenditure Plan (TEP).

The prioritization process proposed in this memo differs from that used by Alameda County in prior countywide transportation plans. Alameda County is confronting new transportation planning challenges, particularly the need to support regional progress towards greenhouse gas reduction goals mandated by Senate Bill 375. These changes call for explicit incorporation of greenhouse gas impacts in project prioritization, including examination of the effect of different land use development patterns on project-level benefits and impacts.

This draft concept for prioritizing projects CWTP will evolve in response to input from the CWTP-TEP Steering Committee and Working Groups, Alameda County stakeholder groups, and changes in the Regional Transportation Plan prioritization process currently under development by the Metropolitan Transportation Commission (MTC). Detailed analytical procedures regarding the project prioritization process will be documented in technical appendices associated with preparation of the CWTP.

Approach

Project and program prioritization is a key step in developing the CWTP. It will result in:

- Identification of projects and programs that maximize achievement of Alameda County transportation system goals within resource constraints; and
- Positioning of county projects for regional funding.

The proposed prioritization approach incorporates Alameda County's goals and objectives and is consistent with MTC's Regional Transportation Plan (RTP) process. The process proposed for the CWTP-TEP effort consists of four major steps:

1. **Select goals and performance measures.** Goals and performance measures are selected to analyze how well individual projects and programs, as well as packages of these projects and programs, support the selected goals. The vision and goals for the CWTP were adopted by the CWTP-TEP Steering Committee at its January 2011 meeting. This memo presents proposed performance measures based on those goals.
2. **Prioritize projects.** All projects and programs undergo a qualitative screening to determine how well they meet CWTP goals. A subset of larger, more complex projects will undergo a quantitative screening process as well. Projects will be grouped into tiers (low, medium, and high performing) based on the results of the screening. This memo presents an explanation of how the process will work. To the extent possible, synergies between projects will be considered as part of the project prioritization process and will also be addressed in Step 3 below – scenario assessment.
3. **Assess projects in scenarios.** Projects and programs identified in Step 2 above will be assessed as a package under different funding and land use scenarios. The funding and land use scenarios will be discussed in March and April.
4. **Develop final CWTP project and program list.** Using the results of the project screening and scenario analysis, a list of projects and programs will be finalized for inclusion in the CWTP. This list will then be further screened for inclusion in the TEP.

The next sections describe this prioritization process in more detail, focusing on the identification of performance measures. A related discussion on the topic of committed projects will occur in March.

Performance Measures

Using the vision and goals for the CWTP adopted by the Steering Committee at its January 2011 meeting, performance measures were developed to test how projects proposed for the plan support progress towards goals.

The following sources were used to develop possible performance measures:

1. Measures tracked by the Alameda CTC for the Alameda County Congestion Management Program;
2. Regional performance measures selected for the upcoming RTP; and
3. Measures identified in Caltrans' Smart Mobility Framework.¹

Table 1 below compares relevant measures from each of these sources for each of the proposed CWTP goals.

¹ Caltrans' Smart Mobility Framework:
http://www.dot.ca.gov/hq/tpo/offices/ocp/smf_files/SMF_handbook_062210.pdf

Table 1. Performance Measures Comparison – Existing Sources

Alameda County Goal/Outcome	Alameda County Congestion Management Program/Measures from 2008 Countywide Plan	MTC Performance Measures	Caltrans Smart Mobility Framework Performance Measures
(1) Multimodal	<ul style="list-style-type: none"> Transit ridership Number of transit lines operating at each frequency level % complete of countywide bicycle plan 	<ul style="list-style-type: none"> Average per-trip travel time for non-auto modes Average time walking or biking per person per day 	<ul style="list-style-type: none"> % trips taken by bus or rail % trips taken by walking or bicycling Multimodal level of service measures
(2) Accessible, affordable, and equitable for people of all ages, incomes, abilities and geographies	<ul style="list-style-type: none"> Transit availability: service frequency during peak periods and population at all transit stations in County 	<ul style="list-style-type: none"> Share of low-income and lower-middle income residents' household income consumed by transportation and housing 	<ul style="list-style-type: none"> Households within 30-min. transit ride and 20-min. auto ride of major employment center, and in walking distance of schools Impact of investments on low-income, minority, disabled, youth, and elderly populations relative to impacts on population as a whole Comparative travel times and costs by income groups and by minority and nonminority groups for work/school and other trips
(3) Integrated with land use patterns and local decision making		<ul style="list-style-type: none"> Share of region's projected 25-year growth by income level (very low, low, moderate, above moderate) housed in the region 	<ul style="list-style-type: none"> Consistency with regional SCS Comparison of alternatives based on acres of land consumed and relative reductions in induced VMT.
(4) Connected across the County, within and across the network of streets, highways, transit, bicycle and pedestrian routes	<ul style="list-style-type: none"> Completion of Countywide Bike Plan Travel time Coordination of transit Service 	<ul style="list-style-type: none"> Average per-trip travel time for non-auto modes 	<ul style="list-style-type: none"> Travel times and costs by mode between representative origins and destinations

Alameda County Goal/Outcome	Alameda County Congestion Management Program/Measures from 2008 Countywide Plan	MTC Performance Measures	Caltrans Smart Mobility Framework Performance Measures
(5) Reliable and efficient (6) Cost-effective	<ul style="list-style-type: none"> • Average highway speeds • Travel time • Duration of traffic Congestion 	<ul style="list-style-type: none"> • Average per-trip travel time for non-auto modes • Vehicle miles traveled/capita • Project benefit cost or cost-effectiveness ratios (TBD) 	<ul style="list-style-type: none"> • Travel times and costs by mode between representative origins and destinations • Day-to-day variability of travel times between representative origins and destinations by mode • Multi-modal LOS measures
(7) Well-maintained	<ul style="list-style-type: none"> • Pavement condition index (PCI) • Mean time between BART service delays and miles between mechanical road calls • Transit capital needs and shortfall for high-priority projects 	<ul style="list-style-type: none"> • PCI on local roadways • Distressed lane-miles of state highways • Average transit asset age 	
(8) Safe	<ul style="list-style-type: none"> • Roadway accidents on Freeways 	<ul style="list-style-type: none"> • Injuries and fatalities 	<ul style="list-style-type: none"> • Collision rate and severity by travel mode and facility compared to statewide averages
(9) Supportive of a healthy and clean environment	<ul style="list-style-type: none"> • Completion of Countywide Bike Plan 	<ul style="list-style-type: none"> • CO₂ emissions per capita • Average time walking or biking per person per day • Premature deaths from exposure to fine particulate matter • Coarse particulate emissions 	<ul style="list-style-type: none"> • Quantities of criteria pollutants and GHGs • VMT per capita by speed range relative to state and regional GHG emissions targets

Alameda County Goal/Outcome	Alameda County Congestion Management Program/Measures from 2008 Countywide Plan	MTC Performance Measures	Caltrans Smart Mobility Framework Performance Measures
Others not included in specific CWTP goals		<ul style="list-style-type: none"> Regional gross domestic product 	<ul style="list-style-type: none"> Conformance with design guidance Time lost to congestion by trips that are economically productive Additional VMT associated with economic productivity VHD per capita, lane mile, private vehicle, freight vehicle, and transit revenue mile User benefits per dollar invested

Sources: Alameda County goal and vision statement (January 2011); Alameda County Congestion Management Program 2009 Performance Element; Steve Heminger, January 19th Memorandum to the Metropolitan Transportation Commission regarding SCS-RTP Performance Targets; Caltrans Smart Mobility Framework: A Call to Action for the New Decade, February 2010.

Performance Measure Selection Process

After comparing the possible performance measures listed in Table 1, measures were selected using the following criteria:

- **Applicability to Alameda County's goals.** We identified measures to match each of the CWTP goals. In some cases, a single performance measure addressed multiple goals.
- **Measurability.** We selected measures which we believe can be calculated and forecast at the county level using the Alameda CTC's travel demand model and other readily available tools and data sources.²
- **Simplicity and clarity.** We tried to limit the number of selected measures to ten or fewer, while still covering all goal areas, and gave preference to measures we felt would communicate unique information and be understandable to the public and decision-makers.
- **Consistency with regional process.** Where possible and appropriate, we gave preference to use of regional performance measures. Consistency with MTC's regional measures may help better position Alameda County projects for regional funding.

² Proposed measures may need to be modified if requisite data is not available (see the Draft Technical Memorandum, Task 6: Evaluation Tools – Draft Modeling Process Definition (Version 2), January 10, 2011, for a description of possible tools to be deployed in this analysis).

- **Outcome-oriented.** We gave preference to “outcome” measures that reflect progress towards a desired policy goal (e.g., increased walking and bicycling, rather than “output” measures that reflect levels of effort or investment (e.g., percent of bicycle network completion).

In cases where relevant measures were not available from these sources, we proposed measures using professional judgment and experience. The following explains which measures are proposed for which goal area and why.

Recommended Performance Measures

Goal 1: Multimodal

Proposed measure: none.

No specific measure is proposed for the “multi-modal” goal. This goal will be addressed by tracking multimodal measures for transportation accessibility, system efficiency, and public health. Additionally, in the qualitative analysis, projects will be assigned additional points if they fill a gap or enhance connectivity in the multi-modal network.

Goal 2: Accessible, affordable and equitable for people of all ages, incomes, abilities and geographies

Proposed measures: (1) share of households within 30-minute transit ride and 20-min auto ride of at least one major employment center and within a mile of at least one school; (2) share of low-income and lower-middle income residents’ household income consumed by transportation and housing.

Transportation accessibility refers to the ease with which travelers can access destinations. A relevant measure was adapted from the Caltrans’ Smart Mobility Framework: “Number of households within 30-minute transit ride of major employment center, within 20-minute auto ride of employment, within walking distance of schools.” This measure is expected to improve as RTP investments make automobile and transit travel faster, and as land use densification results in the location of more households near employment centers and schools. This measure can also serve as a proxy for economic benefit of RTP investments, as it reflects how employers’ access to labor improves as transportation accessibility improves. Improved transportation accessibility should translate into improved economic health.

To measure affordability, we propose including the measure proposed for the MTC RTP, which is the share of low-income and lower-middle income residents’ household income consumed by transportation and housing.

Goal 3: Integrated with land use patterns and local decision making

Proposed measures: (1) share of households within 30-minute transit ride and 20-min auto ride of at least one major employment center and within a mile of at least one school. (2) Transit riders / transit revenue hours of service.

This goal will also be addressed through the Caltrans' Smart Mobility Framework goal discussed above. Integration of land use and transportation investments should result in a greater share of households being able to access destinations within a given travel time.

Another proposed measure to capture land use and transportation integration is transit riders / transit revenue hours of service. This measure would improve in response to better integration of land use patterns with transit service (such as through densification around transit stations) and would decline if transit investments are made in areas with few potential riders.

Goals 4 and 5: Connected across the county; reliable and efficient

Proposed measures: (1) average per-trip travel times for non-automobile modes; (2) vehicle hours of delay.

We propose to measure goals 4 and 5 with the same performance measure: average per trip travel times (drawn from the MTC RTP process).³ Improved transportation system connectivity and efficiency should result from improvements to automobile travel speeds, transit service frequency, reductions in transit transfers, and improved transit line-haul speeds. Land use densification policies should also result in shorter transit and automobile trips and shorter access and egress times to and from transit.

We propose to measure transportation system reliability by tracking vehicle hours of delay, which is a traditional measure tracked by the Alameda CTC for the Congestion Management Program. Vehicle Hours of Delay is a measure of the extent of congestion on the transportation system, which can reduce mobility and reliability for automobile users and transit users traveling on streets and highways.

Additionally, in the qualitative analysis, projects will be assigned additional points if they fill a gap or enhance connectivity in the multi-modal network, including the bicycle and pedestrian networks.

Goal 6: Cost Effective

Proposed measures: (1) Benefit cost ratios for major projects (2) transit riders / transit revenue hours of service.

Cost-effectiveness of major projects will be calculated by performing project-level benefit cost analysis. In addition, we propose to include an overall measure of transit system utilization (transit riders / revenue hours of service) to capture the extent to which transit capacity is cost-effectively utilized. This measure will decline in response to investments that do not attract sufficient transit riders.

³ MTC recently revised this measure to indicate that it would only include travel times for non-auto modes only. Alameda County may choose to define this measure slightly differently, and will consider whether to include the additional MTC measure of vehicle miles traveled / capita, as this measure may be duplicative of the greenhouse gas / capita measure listed under the clean & healthy goal area.

Goal 7: Well-Maintained

Proposed measures: (1) pavement condition index; (2) average transit asset age.

To measure progress on the goal of “well-maintained”, we propose using two measures: Pavement Condition Index, which is used for both the MTC RTP and tracked for the Alameda County CMP; and average transit asset age, which is tracked for the Alameda County CMP. The first measure addresses road maintenance and the second measure addresses transit maintenance.

Goal 8: Safe

Proposed measures: (1) injuries and fatalities.

We propose adopting the MTC RTP measure of injuries and fatalities for the goal relating to a safe transportation system. A similar measure (accidents on freeways) has historically been tracked by the Alameda CTC.

Alameda County stakeholders have also indicated the importance of considering seismic safety as a component of the safety goal. No specific measure for seismic safety is proposed, but seismic safety will be considered in the qualitative analysis of project types. Projects likely to improve seismic safety will be given additional points.

Goal 9: Supportive of a Clean and Healthy Environment

Proposed measures: (1) Per-capita carbon dioxide emissions from cars and light-duty trucks; (2) average daily time spent traveling by foot or bicycle for utilitarian purposes, and (3) fine particulate emissions.

We propose using three performance measures drawn from the MTC RTP process for the “clean, safe, and healthy” goal. The first, per capita carbon dioxide emissions, must be tracked at the regional level according to the provisions of Senate Bill 375. Alameda County can show support of regional carbon dioxide reduction goals by tracking the same measure at the county level, although SB 375 does not require this. The second measure, average time spent traveling by foot or bicycle, is indicative of levels of healthful physical activity gained through utilitarian travel. It also reflects the degree to which Alameda County residents select non-motorized travel modes (walking and bicycling) over other modes of travel. The third measure, fine particulate emissions, is modified from the MTC goal of reducing premature deaths due to fine particulate emissions. Modeling tools may not be available to estimate premature deaths at the county level, therefore we are recommending using the quantity of fine particulate emissions as a surrogate measure.

Table 2 below summarizes the proposed measures by goal area.

Table 2. Alameda County Performance Measures Proposal

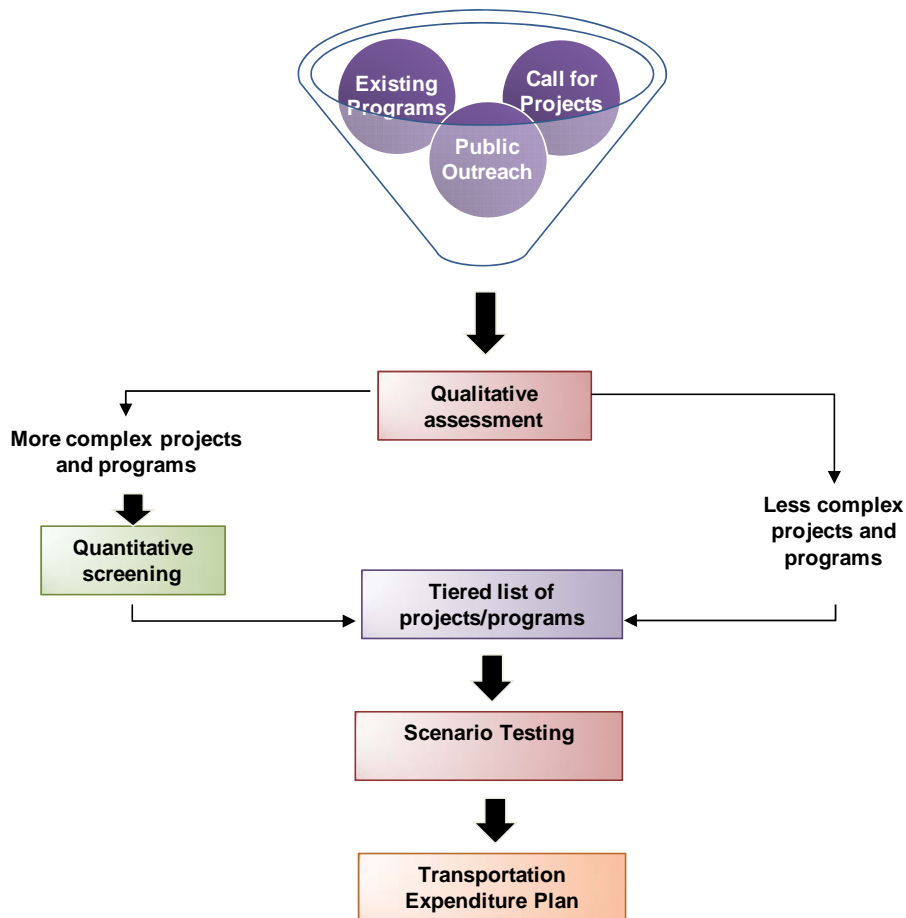
Alameda County Goal/Outcome	Proposed Measures for Alameda County CWTP Scenario Analysis
(1) Multimodal	<i>Covered by multi-modal measures under “Accessible”, “Reliable and Efficient” and “Safe and Healthy” goals</i>
(2) Accessible , Affordable and Equitable for people of all ages, incomes, abilities and geographies	Share of households within 30-minute transit ride and 20-min auto ride of at least one major employment center and within walking distance of schools (Source: adapted from Caltrans Smart Mobility Framework) Share of low-income and lower-middle income residents’ household income consumed by transportation and housing (Source: RTP process)
(3) Integrated with land use patterns and local decision-making	<i>See “Accessible” measure.</i> Transit riders / revenue hours of service (Source: consultant proposal)
(4) Connected across the county, within and across the network of streets, highways, transit, bicycle and pedestrian routes.	<i>See “Effective, reliable, and efficient” measures.</i> Also under consideration: % completion of countywide bicycle and pedestrian plans.
(5) Reliable and efficient	Average per-trip travel for non-automobile modes (Source: RTP process) Vehicle Hours of Delay (VHD) (Source: Alameda CMP)
(6) Cost-effective	Project level benefit / cost ratio (see Table 3) Transit riders / revenue hours of service (Source: consultant proposal)
(7) Well-maintained	Pavement condition index (PCI) on local roadways. (Source: Alameda County CMP, RTP process) Transit asset age (Source: RTP process) Also under consideration: age and condition of multi-use pathways.
(8) Safe	Injuries and fatalities from all collisions (Source: Alameda CMP, RTP)
(9) Supportive of a clean and healthy environment	Per-capita CO2 emissions from cars and light-duty trucks (Source: RTP process) Average time traveling by foot / bicycle per day (Source: RTP) Quantity of fine particulate emissions (Source: modified from RTP)

Project/Program Screening Process

After measures have been defined, the project/program screening process will begin. Projects will come from three sources: the countywide/regional call for projects, public outreach, and existing plans and programs, including the countywide bicycle and pedestrian plans. First, a qualitative assessment will occur to determine how well the projects and programs meet the CWTP goals. A selected number of larger, more complex projects would then be screened using quantitative measures. The result will be a tiered project/program list for later scenario testing. The scenario assessment will help inform how funding is allocated among the highest priority

projects and programs. From this final list, the projects and programs would be further screened for inclusion in the Transportation Expenditure Plan. Figure 1 provides a graphical overview of the screening process.

Figure 1. Overview of Project / Program Prioritization Process



Initial Qualitative Project/Program Screening

A qualitative screening process will be used to evaluate the degree to which projects and programs meet identified goals. The process, with modifications designed to meet CWTP goals and objectives, will be consistent with the qualitative screening approach adopted by MTC. MTC is in the process of considering possible approaches. During the last RTP, projects were grouped into similar types and scored based on the number of goals met. One point was awarded to a project if it strongly supported that goal; one-half point was awarded if it supported the goal. The more goals a project or program meets, the higher its qualitative score. To determine whether a project meets a specific goal, MTC developed a list of questions for each goal. Recent communication from MTC indicates the qualitative screening process for this RTP cycle is likely to be similar to that used in the prior RTP.

Given that Alameda County will have fewer projects to screen than MTC, we feel that a more in-depth qualitative screening process is warranted. We propose scoring projects on a 1-100 scale, where one indicates a project/program does not meet any goals and 100 indicates it meets all goals. Goals may be weighted by assigning a maximum number of points to the goal area (e.g., total of ten possible points for one goal and twenty possible points for another).

We will develop a detailed questionnaire that will allow us to assign points based on the degree to which the project meets each goal area. One of the goals will be cost-effectiveness. The cost effectiveness goal will be scored one of two ways: (1) for smaller / less complex projects, by dividing the total score for all goals by the project cost (this is a rough proxy of cost-effectiveness), for (2) larger, more complex projects, by conducting a benefit cost-analysis. This proposal is similar to what is being applied in at the regional level in Ohio (see example below).

Ohio-Kentucky-Indiana Regional Council of Governments

The Ohio-Kentucky-Indiana Regional Council of Governments (OKI COG) for the Cincinnati, Ohio region has implemented a strong performance-based resource allocation and project scoring system as part of its regional transportation planning process. Many of its performance measures are evaluated qualitatively, but the process provides a systematic approach to ranking numerous projects for the LRTP and TIP. Several criteria are evaluated to include: environmental justice, economic vitality, air quality (VMT, VHT, Emissions), multimodal elements, corridor study/land use plan consistency, and local/regional priority. These collectively provide a potential of 50 points. A project is then scored using specific roadway or transit criteria, either of which provide a potential for another 40 points. Finally, all applications are subjected to a hybrid Benefit/Cost (B/C) evaluation which can provide up to 10 additional points, giving a total possible of 100 project points. Within the B/C analysis, the benefit side is represented by a surrogate that is valued according to the score awarded based on measures listed above (the points, in effect, represent the intrinsic “benefit” to the region). The point subtotal (maximum 90) is divided by the cost of the proposal in millions. The subsequent value (which can have a very wide numerical range) is then scored from two to 10 points via predefined scale.

Quantitative Screening Process

A smaller number of projects will also undergo a quantitative screening. A list of projects, based on the criteria below, will be selected for quantitative screening. Criteria used in selecting projects for quantitative screening will include:

- **Project / program cost and complexity.** More costly or complex projects justify a higher level of analysis.
- **Ability to be modeled.** Only projects / programs likely to produce a measurable impact in travel demand modeling will be included.
- **Consultant budget constraint.** The list of projects will need to be limited so that all can be analyzed within budget constraints.

Metrics for the project-level analysis will be similar to performance measures discussed above but modified as needed to be useful for project/program-level analysis, since only some goal areas can be measured at the project level. Table 3 shows a possible list of measures proposed for project level analysis.⁴ This list will be refined going forward.

⁴ In addition, the measures will need to be supported by the models and analytical tools identified in the Draft Technical Memorandum, Task 6: Evaluation Tools – Draft Modeling Process Definition (Version 2), January 10, 2011.

Table 3. Possible Project-Level Screening Measures for Quantitative Assessment

Alameda County Goal/Outcome	Proposed Measures for Alameda County CWTP Scenario Analysis	Possible Measure for Project Level Analysis
(1) Multimodal	<i>Covered by multi-modal measures under "Accessible", "Reliable and Efficient" and "Safe and Healthy" goals</i>	
(2) Accessible , Affordable and Equitable for people of all ages, incomes, abilities and geographies	Share of households within 30-minute transit ride and 20-min auto ride of at least one major employment center and within walking distance of schools (Source: adapted from Caltrans Smart Mobility Framework) Share of low-income and lower-middle income residents' household income consumed by transportation and housing (Source: RTP process)	Vehicle operating cost savings
(3) Integrated with land use patterns and local decision-making	<i>See "Accessible" measure.</i> Transit riders / revenue hours of service (Source: consultant proposal)	
(4) Connected across the county, within and across the network of streets, highways, transit, bicycle and pedestrian routes.	<i>See "Effective, reliable, and efficient" measures.</i>	
(5) Reliable, and efficient	Average per-trip travel time (Source: RTP process) Vehicle Hours of Delay (VHD) (Source: Alameda CMP)	Travel time savings
(6) Cost-effective	Project level benefit / cost ratio Transit riders / revenue hours of service (Source: consultant proposal)	N/A
(7) Well-maintained	Pavement condition index (PCI) on local roadways. (Source: Alameda County CMP, RTP process) Transit asset age (Source: RTP process)	Highway automobile pavement savings; highway bus pavement savings
(8) Safe	Injuries and fatalities from all collisions (Source: Alameda CMP, RTP)	Injury and fatality cost savings
(9) Supportive of a clean and healthy environment	Per-capita CO ₂ emissions from cars and light-duty trucks (Source: RTP process) Average time traveling by foot / bicycle per day (Source: RTP) Quantity of fine particulate emissions (Source: modified from RTP)	Emissions (CO ₂ and PM) savings

Scenario Testing and Development of the CWTP

This process will result in a tiered list of high, medium and low performing projects and programs. The highest performing projects will then be further analyzed during the scenario testing process. The scenarios will consist of different sets of funding, transportation project, and land use assumptions, and will be developed in conjunction with the Steering Committee and working groups in April and May. One of the scenarios (or a hybrid scenario) will then become the basis for the project and program list included in the CWTP. Further details on the scenario packaging and testing process will be presented in a separate memorandum.

Development of the Transportation Expenditure Plan

A subset of the projects and programs in the CWTP will then be selected for inclusion in the Transportation Expenditure Plan and will be developed in conjunction with the Steering Committee and working groups in Fall 2011. Considerations for selecting projects and programs will likely include implementation readiness / deliverability, consistency with results of public outreach and polling, and others to be determined.

Alameda Countywide Transportation Plan & Transportation Expenditure Plan

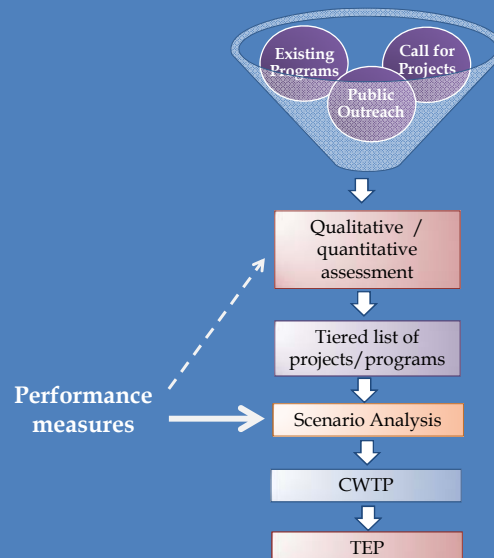
Draft Proposal: Performance Measures for Evaluating CWTP Scenarios

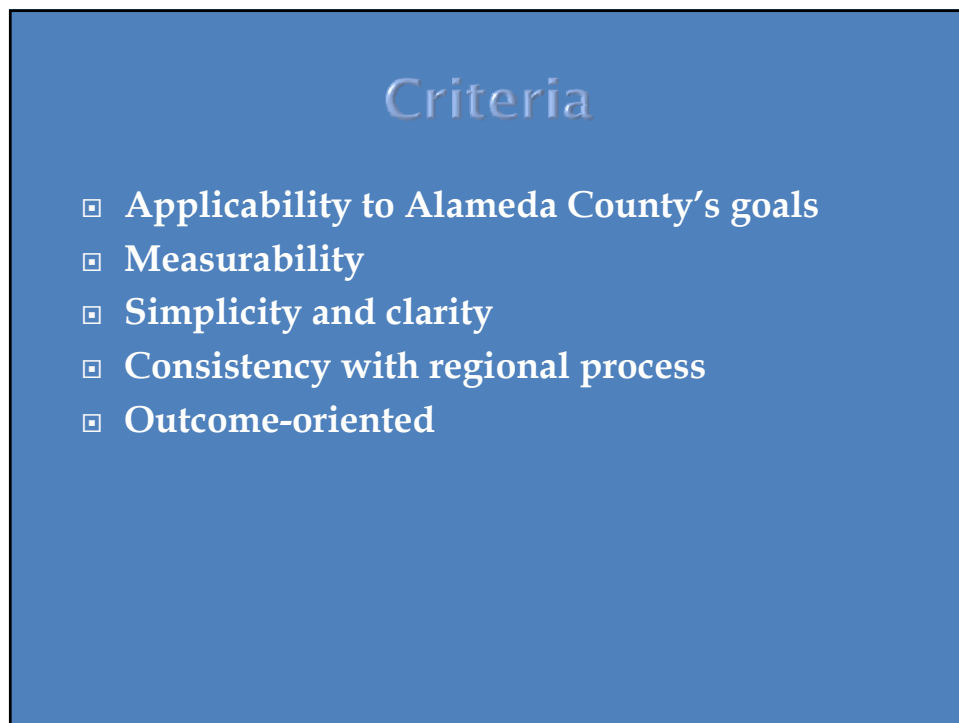
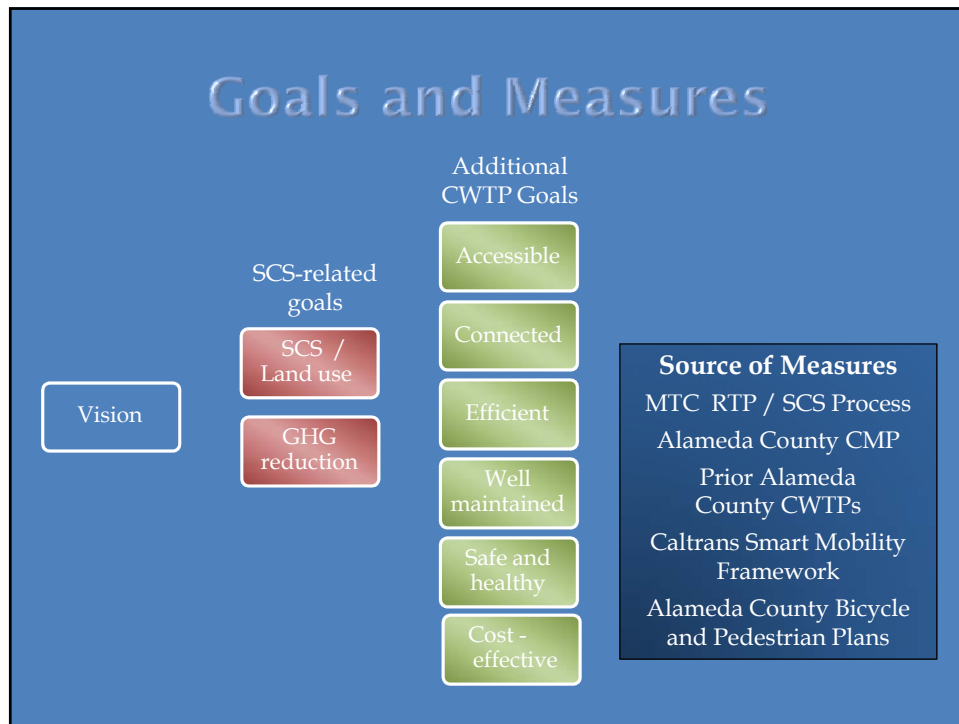
February 3rd and 10th, 2011

Presentations to Community and Technical Advisory Working Groups



Overview – Project and Program Screening Process





Goal 1: Multimodal

- ▣ Covered by including multi-modal metrics among other goals

Goal 2: Accessible, Affordable, Equitable

- ▣ Share of households close to major employment centers and schools
 - *Source: Modified from Caltrans Smart Mobility Framework*
- ▣ Share of low-income and lower-middle income residents' household income consumed by transportation and housing.
 - *Source: MTC RTP Process*

Goal 3: Integrated with Land Use

- ▣ Share of households close to major employment centers and schools
 - *Source: Caltrans Smart Mobility Framework*
- ▣ Transit capacity utilization: transit riders / transit revenue hours of service
 - *Source: consultant proposal*

Goals 4 & 5: Connected / Reliable / Efficient

- ▣ Average per-trip travel times for non-automobile modes
 - *Source: MTC RTP Process*
- ▣ Vehicle hours of delay
 - *Source: Alameda CMP*
- ▣ Percent complete of countywide bicycle and pedestrian plans
 - *Source: Alameda CMP, County Bicycle and Pedestrian Plans*

Goals 6: Cost-Effective

- ▣ Benefit-cost ratios for major projects
 - *Source: MTC RTP Process*
- ▣ Transit capacity utilization: transit riders / transit revenue hours of service
 - *Source: Consultant proposal*

Goal 7: Well Maintained

- ▣ Pavement condition
 - *Source: Alameda CMP, MTC RTP Process*
- ▣ Average transit asset age
 - *Source: Alameda CMP, MTC RTP Process*
- ▣ Bicycle/pedestrian trail condition (if data is available)
 - *Source: Alameda County Bicycle and Pedestrian Plan*

Goal 8: Safe

- ▣ Injuries and fatalities
 - Source: Alameda CMP, MTC RTP Process

Goal 9: Clean and Healthy

- ▣ Per-capita carbon dioxide emissions from cars and light-duty trucks
 - Source: MTC RTP Process / SB 375 Requirement
- ▣ Average daily time spent traveling by foot or bicycle for utilitarian purposes
 - Source: MTC RTP Process
- ▣ Fine particulate emissions
 - Source: Modified from RTP Process

Next Steps

- ▣ Refine measures
- ▣ Finalize identification of measurement tools and data sources

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Alameda County Transportation Commission

EXECUTIVE SUMMARY.....	1
1.0 INTRODUCTION	3
1.1 Who Should Use this Guide?	3
1.2 Qualities of a Good Cost Estimate.....	3
2.0 ESTIMATING METHODOLOGY.....	5
2.1 Conceptual Cost Estimate.....	5
2.2 Detailed Cost Estimate.....	5
2.3 Estimate Format.....	5
2.4 Scope of the Estimate.....	5
2.5 Quantity Takeoff.....	6
2.6 Pricing	6
2.7 Escalation	6
2.8 Risk Assessment	6
3.0 CAPITAL PROJECT COST ESTIMATES.....	7
3.1 Capital Cost Estimate Phases	7
3.2 Estimate Types	8
3.3 Below the Line Costs.....	10
3.4 Development of Capital Project Risks	11
4.0 PROGRAM COST ESTIMATES.....	13
4.1 Program Cost Categories.....	13
4.2 Development of Program Costs	13
5.0 CONCLUSION	14
6.0 RESOURCES	15

APPENDIX A: Conceptual Cost Estimate Reference, Basis of Quantity and Unit Cost Measure

APPENDIX B: Cost Estimate Summary Template

EXECUTIVE SUMMARY

Who should use this Guide?

This *Cost Estimating Guide* (Guide) is provided by the Alameda County Transportation Commission (Alameda CTC) for sponsors preparing project or program cost estimates for consideration in the Countywide Transportation Plan (CWTP) and/or the Transportation Expenditure Plan (TEP). Sponsors should note that the Metropolitan Transportation Commission (MTC) has issued guidance in the regional Call for Projects that requires the Alameda CTC to provide cost estimating guidance to the local jurisdictions. It is the intent of the Alameda CTC to use this Guide as the cost estimating guide for the current Sustainable Communities Strategy/Regional Transportation Plan (SCS/RTP) call for projects as well as for the CWTP-TEP.

This Guide is intended for use by people qualified to prepare a cost estimate. The preparer of the cost estimate should be able to provide the basis for their decisions and to defend the specific elements of the cost estimate, if asked.

This Guide may also be used as a primer for stakeholders and other interested parties, to introduce them to the principles and elements of cost estimating for projects and programs. However, this Guide is not intended to provide instruction to an individual inexperienced in estimating costs.

The Purpose of this Guide

The importance to a funding agency of accuracy in cost estimating for projects and programs can not be overstated. The consequences of inaccurate estimates are many; most obviously it can be difficult or impossible to deliver projects that have been programmed and committed to, if early estimates prove to be significantly low. In the current economic climate of greater-than-ever strains on public funds, the pressure to be able to accurately estimate the ultimate cost of a project is increasing.

Historically, it has been difficult to generate cost estimates for transportation projects that remain accurate through the development of the project, particularly when comparing early or concept-level estimates to the actual cost of the completed project. There are many reasons for this and a variety of solutions have been attempted over the years to improve the accuracy of cost estimates for infrastructure. Much research has been conducted on the matter, and there is broad consensus now that accurate estimates tend to take into account the various risks that a project may face during its development and construction. With that in mind, this Guide seeks to incorporate a simplified approach to considering risks during the preparation of cost estimates that will result in more robust and accurate estimates.

The Guide also establishes a standardized approach to preparing estimates for both projects and programs, thereby providing the opportunity for fair comparisons between projects and programs competing for inclusion in the CWTP and/or the TEP. It lays out “rule-of-thumb” assumptions to use for a variety of the standard cost elements of a project, and helps remind sponsors of the elements that should be considered in order to accurately estimate the costs of any project or program. The intention is to provide a somewhat standardized approach to cost estimating within Alameda County, and to provide tools to make those estimates as accurate as possible.

How the Guide accomplishes this:

This Guide sets out a consistent framework for estimating capital project and program costs at the conceptual and detailed levels. Typical project phases, estimate types, and standard general contingencies are discussed. In addition, the Guide provides a Risk-Based Allowances Approach to help project sponsors evaluate risks that may not be fully developed or quantified. The end result of the approach is a cost estimate that includes allowances for risks that may not have been identified had a more traditional approach been applied.

A variety of sources (i.e. FHWA, Caltrans, WSDOT, links included in the Resources section of the Guide) provide thorough and well detailed documents that describe how to assess and manage risks, however, in the best interest of the Alameda CTC, this Guide provides a streamlined approach that helps identify risks at a conceptual level.

Sponsors are required to conduct a field visit to their proposed project site in order to identify possible risks using the Preliminary Risk Assessment Questionnaire. Once identified, the risks are assigned an allowance (percentage) based upon their probability of occurrence. Each risk allowance is multiplied by the appropriate cost estimate line items and eventually added to the total cost.

As a result of incorporating informed Risk-Based Allowances, in some cases the standard design contingencies may be slightly reduced. This is justified in that traditional contingencies were expected to cover everything that was not otherwise specifically accounted for in the estimate, otherwise known as the “unknowns”. However, with the use of the Preliminary Risk Assessment Questionnaire, some of those “unknowns” can be identified and more specifically accounted for. Thus, the design contingency should only be expected to cover a smaller pool of truly “unknown unknowns”.

Together with the standard line items and general contingency, the development of Risk-Based Allowances makes a more reliable cost estimate.

Cost Estimating for Programs

This Guide also presents guidelines for estimating the costs of programs by presenting the basic elements that comprise typical program costs. Since program types and details may differ broadly, sponsors are encouraged to submit questions to the Alameda CTC. It is most important that programs submitted for inclusion in the CWTP or TEP be well thought out and well documented.

Acknowledgements

Segments of this Guide are used with permission from the Contra Costa Transportation Authority (CCTA). The Alameda CTC would like to thank CCTA for their cooperation and collaboration in this effort.

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Memorandum

DATE: February 3, 2011

TO: CWTP-TEP Technical Advisory Working Group

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

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

Recommendations:

This item is for information only. No action is requested.

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:

Staff will be submitting monthly reports to 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. Staff will also share the report with the CWTP-TEP Committees and Working Groups. The purpose of the reports 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.

February 2011 Update:

This report focuses on the month of February 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 Call for Project Guidance, Letter from Alameda County Planning Directors to MTC and ABAG, Update on SCS presentations to Councils, and Upcoming Meetings on Countywide and Regional Planning Efforts, as described below:

1) RTP/SCS Preliminary Proposals for Work Elements

MTC released preliminary proposals and guidance for the following work elements of the RTP/SCS: 25-year financial forecast assumptions, preliminary draft committed funds and projects policy, draft guidance for the call for projects, draft projects performance assessment approach, and transit capital, local streets and roads maintenance needs, and transit operation needs approach. The supporting documentation can be found at <http://apps.mtc.ca.gov/events/agendaView.akt?p=1603>. This guidance will be incorporated into the CWTP-TEP planning process as shown in Attachment A. The Call for Projects is anticipated to occur March 1 through April 29, 2011. The CWTP-TEP projects definition will occur in two steps: one call for the CWTP (consistent with the RTP call) and a second more detailed screening for the TEP (all projects taken from the CWTP). Alameda CTC will coordinate the Call for Projects for the CWTP-TEP with the MTC's Call for Projects for the RTP/SCS and anticipates using the RTP project application for the first step of the CWTP process.

2) Letter from Alameda County Planning Directors to ABAG and MTC

The Alameda County Planning Directors submitted the attached letter to ABAG and MTC (Attachment C) regarding the SCS Initial Vision Scenario process. While indicated their underlying support for the process, they made three recommendations:

- a) ABAG/MTC specifically request City and County elected leaders to authorize staff to participate in developing alternative plans for PDAs to be used in the Vision Scenario that may go beyond existing local policies and plans;
- b) ABAG/MTC should begin now to identify the resources that may be available to implement the SCS and provide incentives to jurisdictions willing to accept higher levels of growth;
- c) ABAG/MTC should use the SCS EIR as an opportunity to harmonize regional policies, guidelines and regulations so that infill development is easier to accomplish.

3) Update on SCS Presentations to City Councils and Boards of Directors on Initial Vision Scenario

Jurisdiction	Date to Council/Board	Type of item	Completed?
Alameda County	February 8		
Alameda	February 1		Yes
Albany	January 18	Presentation	Yes
Berkeley	January 25	Information to Council	
	January 19	Presentation to Planning Commission	Yes
Dublin	January 25	Information to Council	Yes
	January 29	District 1 Workshop	Yes
Emeryville	January 18	Working Session	Yes
Fremont	January 29	District 1 Workshop	
Hayward	January 18	Working Session	Yes
Livermore	February 28	Information to Council	
	January 29	District 1 Workshop	Yes

Jurisdiction	Date to Council/Board	Type of item	Completed?
Newark	February 24		
Oakland	February 15	Presentation to Council	
	February 2	Presentation to Planning Commission	Yes
Piedmont	February 7		
Pleasanton	February 1 (tentative)		Yes
	January 29	District 1 Workshop	Yes
San Leandro	February 22	Working Session or Information to Council	
Union City	January 25	Presentation	Yes
AC Transit	No presentation scheduled at this time		
BART	January 27 (tentative)		Yes

5) Upcoming Meetings Related to Countywide and Regional Planning Efforts:

Committee	Regular Meeting Date and Time	Next Meeting
CWTP-TEP Steering Committee	4 th Thursday of the month, noon Location: Alameda CTC	February 24, 2011 March 24, 2011
CWTP-TEP Technical Advisory Working Group	**NEW DATE AND TIME** 2nd Thursday of the month, 1:30 p.m. Location: Alameda CTC	February 10, 2011 March 10, 2011
CWTP-TEP Community Advisory Working Group	1 st Thursday of the month, 3:00 p.m. Location: Alameda CTC	February 3, 2011 March 3, 2011
SCS/RTP Regional Advisory Working Group	1 st Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	February 1, 2011 March 1, 2011
SCS/RTP Performance Target Ad Hoc Committee	Varies Location: MetroCenter, Oakland	February 7, 2011
SCS/RTP Equity Ad Hoc Committee	Location: MetroCenter, Oakland	February 9, 2011
SCS/RTP Housing Methodology Committee	10 a.m. Location: BCDC, 50 California St., 26th Floor, San Francisco	February 24, 2011
CWTP-TEP Public Workshops	TBD	

Attachments:

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

Attachment B: Three Year CWTP-TEP Planning Schedule

Attachment C: Letter from Alameda County Planning Directors to ABAG/MTC regarding SCS Process

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

Countywide Planning Efforts

The three year CWTP-TEP schedule showing countywide and regional planning milestones is attached (Attachment B). In the February to April time period, the CWTP-TEP Committees will be focusing on:

- Finalizing the Briefing Book, available on the Alameda CTC's website, that is intended to be an information and reference document and a point of departure for the discussion on transportation needs;
- Identifying performance measures and a methodology for prioritizing transportation improvements in the CWTP;
- Coordinating with ABAG and local jurisdictions on defining the Vision Scenarios for the Sustainable Communities Strategy and establishing how land use and the SCS will be addressed in the CWTP;
- Identifying transportation needs and issues including review of a series of white papers identifying best practices and strategies;
- Developing a Call for Projects and Committed Project Policy that is consistent and concurrent with MTC's call for projects and guidance and identifying supplemental information needed for Transportation Expenditure Plan projects and programs;
- Developing costing guidelines;
- Developing financial projections;
- Identifying transportation investment packages for evaluation;
- Conducting polling and reviewing polling results for an initial read on voter perceptions;
- Conducting public outreach

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 developing an Initial SCS Vision Scenario (scheduled for release March 11, 2011), getting the word out to City Councils and Boards of Directors on what the SCS is (January and February), beginning the RHNA process, developing financial projections and a committed transportation funding policy, developing a call for projects, and completing the work on targets and indicators for assessing performance of the projects.

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

- Participating on the MTC/ABAG Regional Advisory Working Group (RAWG),

- Participating on regional Sub-committees: on-going performance targets and indicators and the equity sub-committee which is being formed by MTC;

These activities will feed into our discussion on revenue and financial projections and availability and the discussion of transportation investment both new and existing that will begin around the early spring timeframe.

Key Dates and Opportunities for Input

The key dates shown in Attachment B 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: January/February 2011 (see above)

Initial Vision Scenario Released: March 11, 2011

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: February 2011

Call for RTP Transportation Projects: March 1 through April 30, 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

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

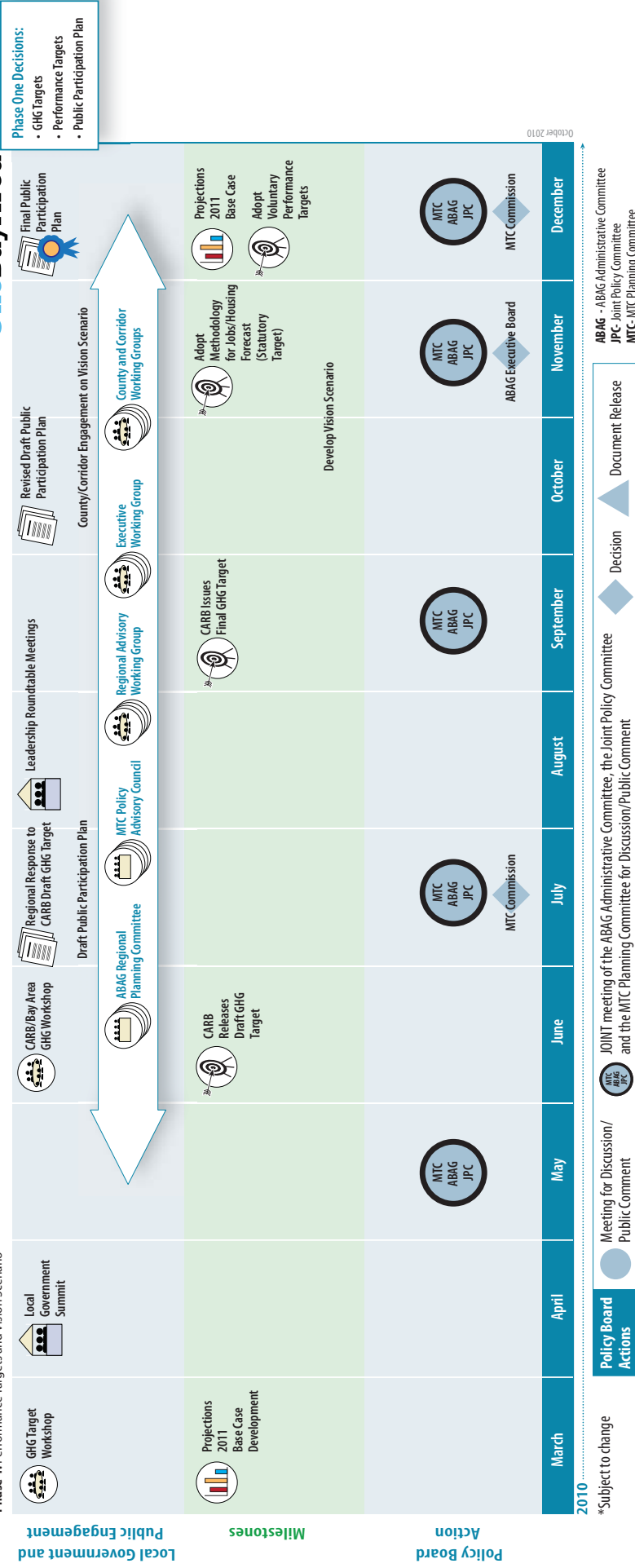
Adopt CWTP and TEP: July 2012

TEP Submitted for Ballot: August 2012

Sustainable Communities Strategy Planning Process: Phase 1 Detail for 2010*

Phase 1: Performance Targets and Vision Scenario

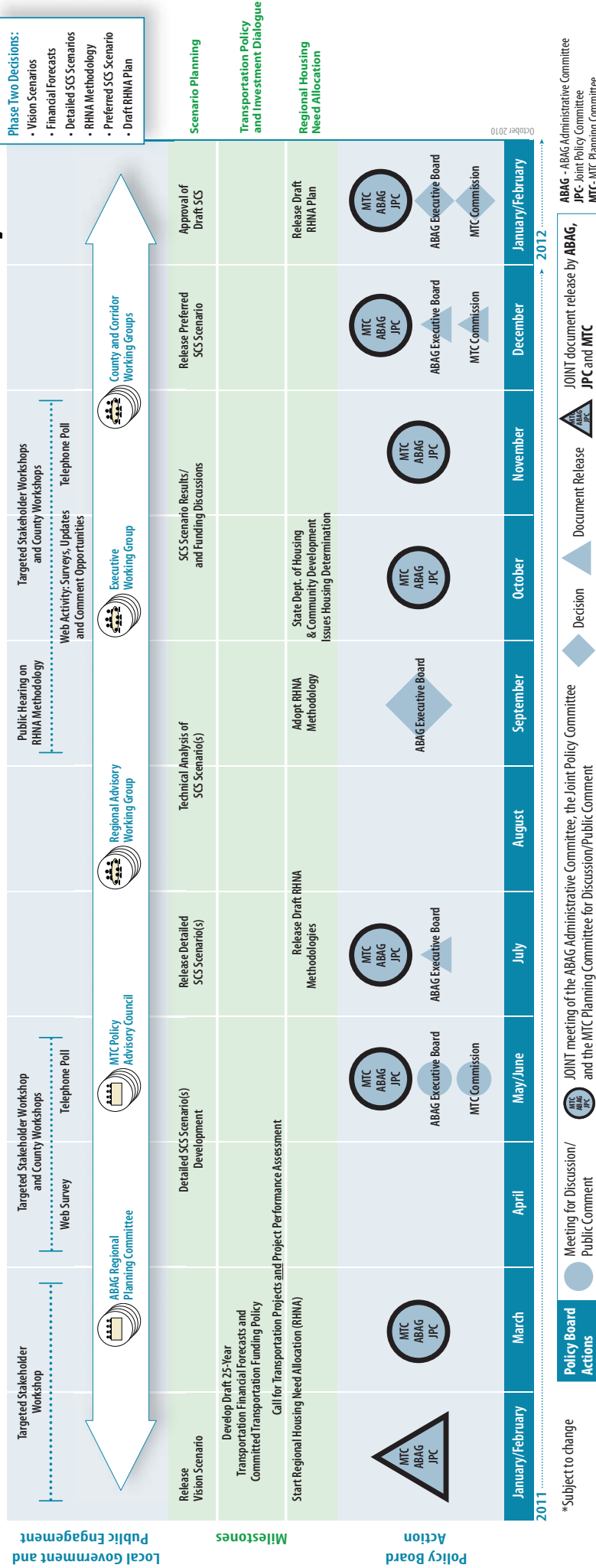
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Sustainable Communities Strategy Planning Process: Phase 2 Detail for 2011*

Phase 2: Scenario Planning, Transportation Policy & Investment Dialogue, and Regional Housing Need Allocation

OneBayArea

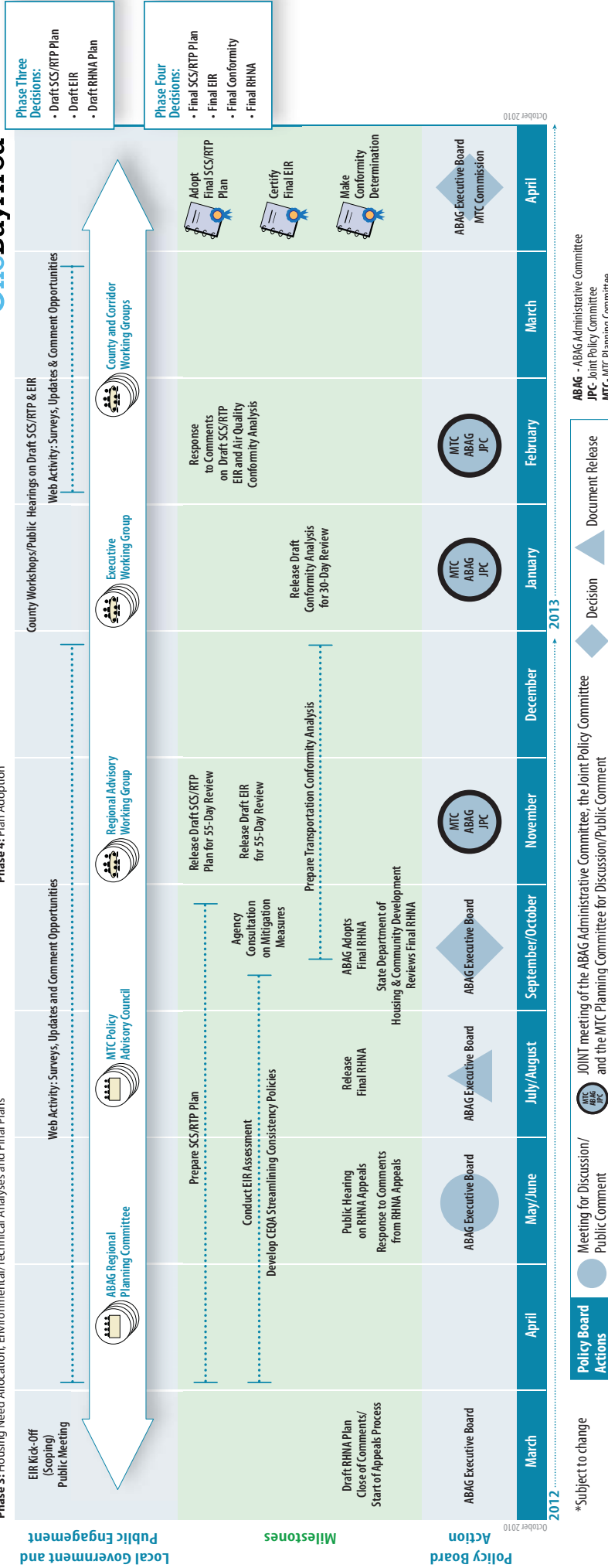


Sustainable Communities Strategy Planning Process: Phases 3 & 4 Details for 2012-2013*

Phase 3: Housing Need Allocation, Environmental/Technical Analyses and Final Plans

Phase 4: Plan Adoption

OneBayArea



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Memorandum

TO: Partnership Technical Advisory Committee

DATE: January 31, 2011

FR: Ashley Nguyen

W. I.

RE: Preliminary Draft Committed Funds and Projects Policy for Regional Transportation Plan/Sustainable Communities Strategy - REVISED

Purpose & Background

For the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), MTC staff is proposing to update the Policy on prior commitments approved by the MTC Planning Committee for the Transportation 2035 Plan.

The determination of which projects and funding sources are deemed “committed” affects the amount of transportation revenues that will be subject to discretionary action by the Commission.

The Policy to be developed for the RTP/SCS will:

1. Determine which projects proposed for inclusion in the RTP/SCS are not subject to discretionary action by the Commission because the project is fully funded and is too far along in the project development process to consider withdrawing support. While local funds for a project will remain with that project, a fully locally funded project that is not far along in the project development process may be subject to project performance assessment by the Commission.
2. Determine which fund sources are subject to discretionary action by the Commission for priority projects and programs.

Determining prior commitments for projects and fund sources is a necessary first step in the discussion of how to spend the revenues projected to be available to the region over the 25-year life of the RTP/SCS. This determination includes the following three steps: (1) prepare the 25-year revenue assumptions and forecasts, (2) determine what funds and what projects are committed and will be included in the RTP/SCS without further evaluation, and (3) determine the revenue balance that is subject to MTC discretion by subtracting those committed funds and committed projects from the projected revenues.

Preliminary Proposal

MTC staff has prepared a preliminary Draft Policy on prior commitments (see **Attachment A**) for discussion and input from the Bay Area Partnership, SCS Regional Advisory Working Group, MTC Policy Advisory Council, and stakeholders. The key issues addressed in the draft policy are outlined below.

Threshold Criteria for Determining Committed Funds or Projects

As summarized in Table 1, staff proposes a more limited set of criteria for what is considered committed and to define a smaller subset of funds and projects as committed than in past plans, thus “opening up” more funds for discretionary action.

**Table 1: Comparison of Prior Commitment Criteria
Transportation 2035 Plan versus Proposed RTP/SCS**

T2035 Criteria	Proposed Criteria for RTP/SCS
Committed Funding Sources	
<i>Locally generated or locally subvented funds are committed.</i>	No change
<i>Transportation funds for operations and maintenance as programmed in the current Transportation Improvement Program, specified by law, or defined by MTC policy are committed.</i>	See Attachment A , Table 3 for a list of committed and discretionary fund sources
Committed Projects	
<i>Committed projects are not subject to a project performance assessment.</i>	
<i>Projects or project elements fully funded in the current TIP are committed, except Cycle 1 Regional Program funding commitments</i>	Project is under construction with full capital funding by December 31, 2011
<i>Resolution 3434</i>	Project under construction with full capital and operating funding identified by December 31, 2011 would be considered committed
<i>Ongoing regional operations programs are committed</i>	Regional programs with existing executed contracts through the contract period only

1. Definition of “Committed” vs. “Discretionary” Funding. Are there any proposed changes to these designations since Transportation 2035?

As proposed in this draft policy, a “committed fund” is a fund source that is directed to a specific entity or purpose as mandated by statute or by the administering agency. For committed funds, MTC has no discretion on where these funds go or how they are spent. For discretionary funds, the Commission has either complete discretion on how and where funds are spent, or can develop policies/conditions on the expenditure of funds.

The preliminary proposed designations for committed and discretionary funding are included in **Attachment A, Table 3**. Staff is proposing to define more funding sources as “discretionary” funds compared to Transportation 2035. For example, while some funds have historically been committed to certain purposes, the Commission may exercise its authority to condition these funds on adherence to regional policies to be developed in RTP/SCS process. In addition, as discussed in the Financial Forecast Assumption memo, there are new sources of discretionary funding that are proposed for the RTP/SCS.

Definition of “Committed Projects”

Staff proposes to require a project to be advanced in project development (e.g., beginning construction by December 31, 2011) in order to be designated as committed.

2. Projects Identified as Exempt By Senate Bill 375

SB 375 provides that projects programmed for funding on or before December 31, 2011, are not required to be subject to the provisions required in the SCS or Alternative Planning Strategy (APS) if they are:

- Contained in the 2007 or 2009 Federal Statewide Transportation Improvement Program, or
- Funded pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2, or
- Were specifically listed in a ballot measure prior to December 31, 2008, approving a sales tax increase for transportation projects.

MTC staff proposes that a project that meets these criteria may still be subject to performance assessment for inclusion in the RTP/SCS and be subject to Commission discretion based on financial constraint, policy or other considerations. This view is consistent with the California Transportation Commission’s guidance in the approved *2010 Regional Transportation Plan Guidelines*.

Schedule

Staff presents Preliminary Draft Committed Funds and Projects Policy to various committees for input.	PTAC: January 31, 2011 RAWG: February 1, 2011 Policy Advisory Council: February 9, 2011 Partnership Board: February 16, 2011
Draft Committed Funds and Projects Policy is reviewed by MTC Planning and ABAG Administrative Committees	March 11, 2011
Proposed Final Committed Policy is reviewed and approved by MTC Planning and ABAG Administrative Committees	April 8, 2011

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Attachment A
Draft Committed Policy for the
Regional Transportation Plan/Sustainable Communities Strategy

1. Prior Commitment Criteria – Project

The following criteria are proposed to determine Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prior commitments. Projects that do not meet these criteria will be subject to the project performance assessment.

- A transportation project/program that meets any one of the following criteria would be deemed “committed”:
 1. Project that is under construction with full capital funding by December 31, 2011
 2. Resolution 3434 Program – Project, or project segment, that is under construction with full capital and operating funding identified by December 31, 2011 (see **Table 1**). This list is subject to change based on construction activity over the next year.
 3. Regional Programs – Regional programs with executed contracts (see **Table 2a and 2b**) through contract period only

Table 1: Resolution 3434 Program

Committed	Not Committed
BART/Oakland Airport Connector	AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit
Eastern Contra Costa BART (eBART)	AC Transit Enhanced Bus: Grand MacArthur Corridor
BART to Warm Springs	Caltrain Electrification
BART to Berryessa Station	Caltrain Express Phase 2
Transbay Transit Center Phase 1	Capitol Corridor Phase 2 Enhancements
Capitol Corridor Expansion (parts)	ACE Service Expansion
Expanded ferry service to South San Francisco	Sonoma-Marin Rail
Muni Third Street Light-Rail: New Central Subway	Dumbarton Rail
	Downtown to East Valley: Light Rail and Bus Rapid Transit Phases 1 and 2
	Expanded ferry service to Berkeley, Alameda/Oakland/Harbor Bay, Hercules, Richmond, and other improvements
	Transbay Transit Center Phase 2 – Caltrain DTX
	BART: Berryessa to San Jose/Santa Clara
	SFCTA and SFMTA: Van Ness Avenue Bus Rapid Transit
	Tri-Valley Transit Access Improvements to/from BART

Table 2a: Ongoing Regional Operations Program

Committed Project	Uncommitted Project
Clipper contract executed to FY 2018-19	Clipper FY 2019-20 and beyond
511 contract executed to FY 2018-19	511 FY 2019-20 and beyond
Freeway Service Patrol/Call Boxes funded with SAFE funds	FSP Funded with STP funding
Transit Connectivity (up to \$10 million)	Any remaining program needs beyond \$10 million commitment

Table 2b: Regional Programs

Committed Programs – 1st and 2nd Cycle of New Act Funding through FY 2015
Local Road Maintenance
Regional Bicycle Program
Lifeline Program
Climate Initiatives Program
Transit Rehabilitation (currently funded in TIP)
Transportation for Livable Communities (TLC)
CMA/Regional Agency Planning Funds
Freeway Performance Initiative (FPI)

2. Prior Commitment – Funding Sources

Funding for the RTP/SCS comes from a number of sources. Each funding source has specific purposes and restrictions. The federal, state, regional and local funds included in the draft RTP/SCS revenue forecasts as either committed or discretionary funds are defined below and listed in Table 3.

- Committed funding is directed to a specific entity or for a specific purpose as mandated by statute or by the administering agency.
- Discretionary funding is defined as:
 - Subject to MTC programming decisions.
 - Subject to compliance with Commission allocation conditions.

The following criteria are proposed to determine RTP/SCS prior commitments:

- A transportation fund that meets any one of the following criteria would be deemed “committed”:
 1. Locally generated and locally subvented funds stipulated by statute
 2. Fund source that is directed to a specific entity or purpose as mandated by statute

Table 3: Committed versus Discretionary Funds

Committed Funds	Discretionary Funds
Federal	
FTA New Starts Program	FTA Section 5307, Urbanized Area Formula (Capital)
FHWA Bridge/Safety Program, Highway Bridge Rehabilitation (HBR)	FTA Section 5309 Fixed Guideway Program
FTA Bus & Bike Facilities Program	FHWA Surface Transportation Program (STP)
FTA Section 5310 Elderly & Disabled	FHWA Congestion Mitigation and Air Quality Improvement (CMAQ) Program
FTA Small Starts	FTA Section 5316 Job Access and Reverse Commute (JARC)
FTA Ferry Boat Discretionary	FTA Section 5317 New Freedom
American Recovery and Reinvestment Act (ARRA) High-Speed Rail Program	FTA Section 5311 Non-Urbanized Area Formula
State	
State Highway Operations and Protection Program (SHOPP)	State Transportation Improvement Program (STIP): Regional Transportation Improvement Program (RTIP) County Shares
Traffic Congestion Relief Program (TCRP)	STIP: Interregional Road/Intercity Rail (ITIP)
State Transit Assistance (STA) Revenue Based	STIP: Transportation Enhancements (TE)
Gas Tax Subvention	STA Population Based – PUC 99313
Proposition 1B	
Proposition 1A (High-Speed Rail)	
Regional	
AB 1107 ½ cent sales tax in three BART counties (75% BART Share)	AB 1107 ½ cent sales tax in three BART counties (only includes 25% share that MTC administers as discretionary)
BATA Base Toll Revenues and Seismic Retrofit Funds	AB 664
Regional Measure 2 (RM2)	2% Toll Revenues
Service Authority for Freeway and Expressways (SAFE)	5% State General Funds
	RM1 Rail Extension Reserve
	AB 1171
	Regional Express Lane Network Revenues
	Bridge Toll Increase
Local	
Existing locally adopted transportation sales tax	Transportation Development Act (TDA)
Local Funding for Streets and Roads	Regional funds identified as match to sales tax-funded local projects
Transit Fare Revenues	
San Francisco Municipal Transportation Agency (SFMTA) General Fund/Parking Revenue	
Golden Gate Bridge Toll	
BART Seismic Bond Revenues	
Property Tax/Parcel Taxes	
Vehicle Registration Fees per Senate Bill 83 (Hancock)	
Public Private Partnerships	
Anticipated Funds	
	Anticipated Funds

3. Projects Exempt from Senate Bill 375

SB 375 provides that projects programmed for funding on or before December 31, 2011, are not required to be subject to the provisions required in the SCS or Alternative Planning Strategy (APS) if they are:

- Contained in the 2007 or 2009 Federal Statewide Transportation Improvement Program, or
- Funded pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2, or
- Were specifically listed in a ballot measure prior to December 31, 2008, approving a sales tax increase for transportation projects.

A project's status as exempt under these SB 375 provisions does not preclude MTC from evaluating it for inclusion in the RTP/SCS per the project performance assessment process and at Commission discretion based on financial constraint, policy or other considerations.

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Memorandum

TO: Regional Advisory Working Group

DATE: February 1, 2011

FR: Grace Cho and Ashley Nguyen

W. I.

RE: Draft Guidance for the Call for Projects

The Metropolitan Transportation Commission (MTC) will issue an open “call for projects” for the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in February 2011. Project submittals are due to MTC on April 29, 2011. This deadline is important because MTC will be performing project performance assessments starting in May 2011.

MTC staff is seeking your input on the draft Call for Projects Guidance, shown in Attachment A. Below is a brief description of the project submittal process:

- 1) Each Congestion Management Agency (CMA) will coordinate the project submittal process for their respective county. Project sponsors are asked to coordinate with their respective CMA to submit projects. Sponsors of multi-county projects (i.e. BART, Caltrain, Caltrans, etc.) may submit projects directly to MTC. Members of the public are eligible to submit projects, but must secure a public agency sponsor before submitting the project to the CMA. MTC will also submit regional projects/programs for consideration.
- 2) CMAs are to conduct and document their public outreach process to solicit ideas for projects. SB 375, the legislation mandating the RTP/SCS, also requires a separate public participation plan for its development. MTC’s Public Participation Plan was amended in December 2010 to address this requirement and expand upon the procedures and services to comply with Title VI of the Civil Rights Act of 1964. The CMA’s outreach process must be consistent with the requirements of MTC’s Public Participation Plan, which is available at http://www.onebayarea.org/get_involved.htm.
- 3) MTC will assign to each county a target budget, which is intended as a general upper financial limit for the program of projects submitted by county. The county target budgets are calculated based on the county population shares of estimated RTP/SCS discretionary funding plus an additional 75 percent. The county target budget is established for purposes of setting a reasonable limit on project submittals and is not to be construed as the budget used for allocating funds to projects in the RTP/SCS.
- 4) CMAs are to establish project cost estimation guidelines for the project sponsors. CMAs are permitted to develop their own guidelines or can use other local, state, or federal project cost estimation guidance.
- 5) MTC has developed a set of basic criteria to assist project sponsors with determining what type of projects to submit. Project sponsors are encouraged to submit projects that meet one or more of the criteria.

- 6) CMAs are to bundle projects into programmatic categories, where possible. Projects which are not exempt from regional conformity cannot be placed into a programmatic category.

To submit a project, MTC has developed a web-based application form that allows sponsors to update current projects and submit new ones for consideration in the plan. The web-based project application will allow sponsors to:

- Identify projects in the current plan (Transportation 2035 Plan) that have been completed and are in operation, and mark them as a “dropped” project.
- Identify projects in the current plan that are no longer being proposed, and mark them as dropped project.
- Update project information for projects in the current plan that are proposed to be carried forward in the RTP/SCS.
- Add new projects for consideration in the RTP/SCS

The web-based project application form will be available on **March 1, 2011**. CMAs will help MTC by assisting project sponsors with the application, as well as reviewing and verifying project information prior to final submittal to MTC.

Schedule

Task	Date
Review and Solicit Input on Draft Call for Projects Guidance	PTAC: January 31, 2011 RAWG: February 1, 2011 Policy Advisory Council: February 9, 2011
MTC Planning Committee for Information	February 9, 2011
Issue Call for Projects Letter to CMAs	February 10, 2011
Open Web-Based Project Application Form for Use by CMAs/ Project Sponsors	March 1, 2011
Project Submittals Due	April 29, 2011
MTC Conducts Project-Level Performance Assessment	May – July 2011

Please see **Attachment B** for the RTP/SCS development schedule.

Attachment A

Draft Call for Projects Guidance

Project sponsors with projects vying for future state or federal funding must have their project identified in the financially constrained RTP/SCS. CMAs will be the main point of contact for local sponsoring agencies and members of the public submitting projects for consideration for inclusion in the 2013 SCS/RTP. Sponsors of multi-county projects (i.e. Caltrans, BART, Caltrain, etc.) may submit directly to MTC. Members of the public are eligible to submit projects, but must secure a public agency sponsor and coordinate the project submittal with their CMA.

CMAs will assist MTC with the Call for Projects by carrying out the following activities:

1. Public Involvement and Outreach

- ***Conduct countywide outreach to stakeholders and the public to solicit project ideas.***
CMAs will be expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 3821), which can be found at http://www.onebayarea.org/get_involved.htm. CMAs are expected, at a minimum, to:
 - Explain the local Call for Projects process, informing stakeholders and the public about the opportunities for public comments on project ideas and when decisions are to be made on the list of projects to be submitted to MTC;
 - Hold public meetings and/or workshops at times which are conducive to public participation to solicit public input on project ideas to submit;
 - Hold at least one public hearing providing opportunity for public comment on the list of potential projects prior to submittal to MTC;
 - Post notices of public meetings and hearing(s) on their agency website; include information on how to request language translation for individuals with limited English proficiency. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations.
 - CMA staff will be expected to provide MTC with a link so the information can also be viewed on the website OneBayArea.org;
 - Hold public meetings in central locations that are accessible for people with people with disabilities and by public transit;
 - Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting.
- ***Document the outreach effort undertaken for the local call for projects.*** CMAs are to provide MTC with:
 - A description of how the public was involved in the process for nominating and/or commenting on projects for inclusion in the RTP/SCS. Specify whether public input was gathered at forums held specifically for the RTP/SCS or as part of an outreach effort associated with, for example, an update to a countywide plan;
 - A description of how the public engagement process met the outreach requirements of MTC's Public Participation Plan, including how the CMA ensured full and fair participation by all potentially affected communities in the project submittal process.

- A summary of comments received from the public, with an indication of how public comments helped inform the recommended list of projects submitted by the CMA. Or conversely, a rationale should be provided if comments from the public were not able to be accommodated in the list of candidate projects.

2. Agency Coordination

- ***Work closely with local jurisdictions, transit agencies, MTC, Caltrans, and stakeholders to identify projects for consideration in the RTP/SCS.*** CMAs will assist with agency coordination by:
 - Communicating this Call for Projects guidance to local jurisdictions, transit agencies, Caltrans, and stakeholders and coordinate with them on the online project application form by assigning passwords, fielding questions about the project application form, reviewing and verifying project information, and submitting projects as ready for review by MTC
 - Working with members of the public interested in advancing a project idea to find a public agency project sponsor, and assisting them with submitting the project to MTC;
 - Developing freeway operations and capacity enhancement projects in coordination with MTC and Caltrans staff.
 - Developing transit improvements in coordination with MTC and transit agency staff.

3. Title VI Responsibilities

- ***Ensure the public involvement process provides underserved communities access to the project submittal process as in compliance with Title VI of the Civil Rights Act of 1964.***
 - Assist community-based organizations, communities of concern, and any other underserved community interested in submitting projects;
 - Remove barriers for persons with limited English proficiency to have access to the project submittal process;
 - For additional Title IV outreach strategies, please refer to MTC's Public Participation Plan found at: http://www.onebayarea.org/get_involved.htm

4. County Target Budgets

- ***Ensure that the County project list fits within the target budget defined by MTC for the county.***
 - MTC will assign counties a target budget based on a population share formula with an additional 75% mark up of the preliminary estimated discretionary funds. This formula approach is consistent with the formula used in Transportation 2035 Plan.
 - County target budgets are intended as a starting point to guide each CMA in recommending a project list to MTC by providing an upper financial limit.

- County target budgets are not intended as the financially constrained RTP/SCS budget. CMAs and MTC will continue to discuss further and select projects later in the process that fit the RTP/SCS financially constrained envelope.

5. Cost Estimation Review

- ***Establish guidelines for estimating project costs.*** CMAs are to establish cost estimation guidelines for use by project sponsors. The guidelines may be developed by the CMAs or CMAs can elect to use other accepted guidelines produced by local, state or federal agencies. MTC has identified the following cost estimation guidelines available for use:
 - Federal: National Cooperative Highway Research Program's Guidance for Cost Estimation and Management for Highway Projects During Planning, Programming, and Preconstruction
(http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_w98.pdf)
 - State: Caltrans' Project Development Procedures Manual Chapter 20, Project Development Cost Estimates
(http://www.dot.ca.gov/hq/oppd/pdpm/chap_pdf/chapt20.pdf)
 - Local: Contra Costa Transportation Authority (CCTA) Cost Estimation Guide
(http://ccta.net/assets/documents/Cost_Est_Guide_Documentation.pdf)
- ***Review and verify with MTC that each project has developed an appropriate cost estimate prior to submittal.***

6. General Project Criteria

- ***Identify whether projects meet basic project parameters as outlined by MTC.*** CMAs will encourage project sponsors to submit projects which meet one or more of the general criteria listed below:
 - Supports the goals and performance targets of the RTP/SCS (see **Attachment A.1**);
 - Serves as a regionally significant component of the regional transportation network;
 - Derives from an adopted plan, corridor study, or project study report (e.g., countywide transportation plan, regional bicycle plan, Freeway Performance Initiative corridor study, etc.);
 - Supports focused growth by serving existing housing and employment centers within the existing urban footprint and/or urban growth boundaries.
 -

7. Programmatic Categories

- CMAs should group similar projects, which are exempt from regional air quality conformity that do not add capacity or expand the transportation network into broader programmatic categories rather than submitting them as individual projects for consideration in the RTP/SCS. See **Attachment A.2** for guidance on the programmatic categories.

•

Timeline

Task	Date
Review and Solicit Input on Draft Call for Projects Guidance	PTAC: January 31, 2011 RAWG: February 1, 2011 Policy Advisory Council: February 9, 2011
MTC Planning Committee for Information	February 9, 2011
Issue Call for Projects Letter to CMAs	February 10, 2011
Open Online Project Application Form for Use by CMAs/ Project Sponsors	March 1, 2011
Close of Project Submittal Period	April 29, 2011
MTC Conducts Project-Level Performance Assessment and Selection Process for Projects for Detailed SCS Scenarios	May – July 2011

J:\PROJECT\2013 RTP_SCS\RAWG\2011\02_February 2011\Word Documents\2c_1_ Attachment A - Draft Call for Projects Guidelines.doc

Attachment A.1

RTP/SCS Goals and Performance Targets

Goal	Performance Target
<p><u>Climate Protection</u> Dealing effectively with the challenge of climate change involves communities far beyond the shores of San Francisco Bay. Indeed, Senate Bill 375 requires metropolitan areas throughout California to reduce greenhouse gas emissions from cars and trucks. Furthermore, our region must safeguard the shoreline due to sea-level rise through adaption strategies. By combining aggressive policies with innovative technologies, the Bay Area can act as a model for other regions around the state and nationwide.</p>	<p>Reduce per-capita CO₂ emissions from cars and light-duty trucks by 15%</p>
<p><u>Adequate Housing</u> A diverse and sufficient housing supply is essential to maximize livability for all Bay Area residents. The region aspires not only to ensure affordability and supply of housing for peoples of all income levels and in all nine counties, but also to reduce the concentration of poverty in low-income communities of concern.</p>	<p>House 100% of the region's projected 25-year growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income resident</p>
<p><u>Healthy & Safe Communities</u> Promoting healthy and safe communities includes improving air quality, reducing collisions and encouraging more bicycle and pedestrian travel. While policy choices by regional agencies can help influence land-use decisions and the operation and design of transportation infrastructure, local governments have the biggest role to play. Cities' and counties' land-use authority directly shapes the development patterns that guide individuals' travel choices.</p>	<ul style="list-style-type: none"> ○ Reduce premature deaths from exposure to particular emissions: <ul style="list-style-type: none"> ● Reduce premature deaths from exposure to fine particulates (PM2.5) by 10% ● Reduce coarse particulate emissions (PM10) by 30% ● Achieve greater reductions in highly impacted areas Associated Indicators <ul style="list-style-type: none"> ● Incidence of asthma attributable to particulate emissions ● Diesel particulate emissions ○ Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian) ○ Increase the average time walking or biking per person per day for transportation by 60% (for an average of 15 minutes per person per day)
<p><u>Open Space & Agricultural Preservation</u> Limiting urban sprawl will help preserve productive agricultural lands and prime natural habitat, in addition to maintaining public access to shorelines, mountains, lakes and rivers. As open space and farmlands are essential to the Bay Area's quality of life, the region</p>	<p>Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries)</p> <ul style="list-style-type: none"> ● Scenarios will be compared to 2010 urban footprint

Goal	Performance Target
<p>should focus growth in existing urban areas rather than pursue additional development in outlying areas.</p>	<p>for analytical purposes only</p>
<p><u>Equitable Access</u> A high quality of life is not a privilege reserved only for the wealthy. Regional agencies must work to ensure that high-quality housing is available for people of all incomes; that essential destinations may be reached at a minimal cost of time or money; that mobility options are available not only to those who can transport themselves but also to our growing populations of senior and disabled residents; that the benefits and burdens alike of transportation investment are evenly distributed; and that air pollution, water pollution or noise pollution are not disproportionately concentrated in low-income neighborhoods.</p>	<p>Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing</p>
<p><u>Economic Vitality</u> A strong economy is imperative to ensure continued quality of life for all Bay Area residents. This includes a healthy climate for business and growth, and plentiful employment opportunities for individuals of all skill levels and industries. Savvy transportation and land-use policies in pursuit of this goal will not only reduce travel times but also expand choices, cut total costs, improve accessibility, and boost reliability.</p>	<p>Increase gross regional product (GRP) by 87% – an average of 2.1% per year (in current dollars)</p>
<p><u>Transportation System Effectiveness</u> Maximizing the efficiency of the transportation system requires preserving existing assets in a state of good repair as well as leveraging assets that are not fully utilized and making targeted, cost-effective improvements. Continued maintenance is necessary to protect safety, minimize vehicle damage, support infill development in existing urban areas and promote economic growth regionwide.</p>	<ul style="list-style-type: none"> ○ Decrease average per-trip travel time by 10% for non-auto modes ○ Decrease automobile vehicle miles traveled per capita by 10% ○ Maintain the transportation system in a state of good repair: <ul style="list-style-type: none"> • Increase local road pavement condition index (PCI) to 75 or better • Decrease distressed lane-miles of state highways to less than 10% of total lane-miles • Reduce average transit asset age to 50% of useful life
<p><u>Infrastructure Security</u> The potential for damage from natural or manmade disasters is a threat to the security of Bay Area infrastructure. To preserve the region's economic vitality and quality of life, Bay Area government officials — in cooperation with federal and state agencies — must work to prevent damage to infrastructure systems and to minimize the potential impacts of any future disasters. Funding priorities must reflect the need to ensure infrastructure security and to avoid any preventable loss of life.</p>	

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 air quality conformity. 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 are listed below.

1. **Bicycle/Pedestrian Expansion** (new facilities, expansion of existing bike/pedestrian network)
2. **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.)
3. **Transit Enhancements** (ADA compliance, mobility and access improvements, passenger shelters, informational kiosks)
4. **Bicycle/Pedestrian Enhancements** (enhancements, streetscapes, TODs, ADA compliance, mobility and access improvements)
5. **Transit Management Systems** (TransLink[®], Transit GPS tracking systems (i.e. Next Bus))
6. **Local Road Safety** (shoulder widening, realignment, non-coordinated signals)
7. **Highway Safety** (implementation of Highway Safety Improvement Program, shoulder improvements, guardrails, medians, barriers, crash cushions, lighting improvements, fencing, increasing sight distance, emergency truck pullovers)
8. **Transit Safety and Security Improvements** (Installation of security cameras)
9. **Regional Air Quality and Climate Protection Strategies** (outreach programs and non-capacity projects specifically targeting regional air quality and climate protection strategies)
10. **Local Air Quality and Climate Protection Strategies** (outreach programs and non-capacity projects specifically targeting local air quality and climate protection strategies)
11. **Regional Planning and Outreach** (regionwide planning, marketing, and outreach)
12. **Transportation Demand Management** (continuation of ridesharing, shuttle, or vanpooling at current levels)
13. **Non-Capacity Increasing Local Road Intersection Modifications and Channelization**
14. **Non-Capacity Increasing State Highway Enhancements** (noise attenuation, landscaping, roadside rest areas, sign removal, directional and informational signs)
15. **Freeway/Expressway Incident Management** (freeway service patrol, call boxes)
16. **Non-Capacity Increasing Freeway/Expressway Interchange Modifications** (signal coordination, signal retiming, synchronization)
17. **Freeway/Expressway Performance Management** (Non-ITS Elements, performance monitoring, corridor studies)
18. **Bicycle/Pedestrian Facilities Rehabilitation**
19. **Non-Capacity Increasing Local Road Rehabilitation** (Pavement resurfacing, skid treatments)
20. **Non-Capacity Increasing Local Bridge Rehabilitation/Replacement/Retrofit**
21. **Transit Guideway Rehabilitation**
22. **Transit Station Rehabilitation**
23. **Transit Vehicle Rehabilitation/Replacement/Retrofit**
24. **State Highway Preservation** (Caltrans SHOPP, excluding system management)
25. **Toll Bridge Rehabilitation/Replacement/Retrofit**
26. **Local Streets and Roads O&M** (Ongoing non-capital costs, routine maintenance)
27. **Transit O&M** (Ongoing non-capital costs, preventive maintenance)
28. **Transit Operations Support** (purchase of operating equipment such as fareboxes, lifts, radios, office and shop equipment, support vehicles)
29. **State Highway O&M** (Caltrans non-SHOPP maintenance, minor 'A' and 'B' programs)

Alameda County Transportation Commission Technical Advisory Working Group (TAWG)

	First Name	Last Name	Title	Business Name	Signature
1	Alex	Amoroso	Principal Planner, Planning Department	City of Berkeley	
2	Aleida	Andrino-Chavez	Transportation Planner	City of Albany	
3	Eric	Angstadt		City of Oakland	
4	Marisol	Benard	Even Start Program Manager	New Haven Unified School District	
5	Kate	Black		City of Piedmont	
6	Jeff	Bond		City of Albany	
7	Jaimee	Bourgeois	Senior Civil Engineer (Traffic)	City of Dublin	
8	Charlie	Bryant		City of Emeryville	
9	Ann	Chaney	Director of Community Development	City of Albany	
10	Mintze	Cheng	Public Works Director	City of Union City	
11	Keith R.	Cooke	Principal Engineer	City of San Leandro	
12	Brian	Dolan		City of Pleasanton	
13	Soren	Fajeau	Senior Civil Engineer	City of Newark - Engineering Division	
14	Jeff	Flynn	Planning Director	Livermore Amador Valley Transit Authority	
15	Don	Frascinella	Transportation Manager, PWD	City of Hayward	
16	Susan	Frost	Principal Planner	City of Livermore	

Alameda County Transportation Commission

Technical Advisory Working Group (TAWG)

	First Name	Last Name	Title	Business Name	Signature
17	Jim	Gannon	Manager of Transportation Services	Fremont Unified School District	
18	Robin	Giffin	Senior Planner	City of Pleasanton	
19	Mike	Gougherty	Transportation/Environmental Planner/Analyst	Water Emergency Transporation Authority	
20	Terrence	Grindall	Community Development Director	City of Newark	
21	Cindy	Horvath	Senior Transportation Planner	Alameda County Planning	
22	Diana	Keena	Associate Planner	City of Emeryville	
23	Paul	Keener	Senior Transportation Planner	Alameda County Public Works Agency	
24	Obaid	Khan	Supervising Civil Engineer	City of Alameda - Public Works Department	
25	Wilson	Lee	Transit Manager	City of Union City	
26	Tom	Liao	Planning and Housing Manager	City of San Leandro	
27	Albert	Lopez		Alameda County	
28	Joan	Malloy	Economic and Community Development Director	City of Union City	
29	Dan	Marks		City of Berkeley	
30	Gregg	Marrama	Department Manager, Capital	BART	
31	Val	Menotti	Department Manager, Planning	BART	

Alameda County Transportation Commission

Technical Advisory Working Group (TAWG)

	First Name	Last Name	Title	Business Name	Signature
32	Matt	Nichols	Principal Planner, PWD	City of Berkeley	
33	Erik	Pearson	Senior Planner, Planning	City of Hayward	
34	James	Pierson	Transportation & Operations Director	City of Fremont	
35	Jeri	Ram		City of Dublin	
36	David	Ritz		City of Hayward	
37	Marc	Roberts		City of Livermore	
38	Brian	Schmidt	Director of Planning, Programming and Operations	ACE Rail	
39	Peter	Schultze-Allen	Environmental Analyst, PWD	City of Emeryville	
40	Jeff	Schwob	Planning Director	City of Fremont	
41	Tina	Spencer	Director of Service Development and Planning	AC Transit	
42	Iris	Starr	Division Manager of Infrastructure Plans and Programming	Public Works Agency	
43	Mike	Tassano	City Traffic Engineer	City of Pleasanton	
44	Lee	Taubeneck	Deputy District Director - District 4	Caltrans	
45	Andrew	Thomas	Planning Services Manager	City of Alameda	
46	Jim	Townsend	Trails Development Program Manager	East Bay Regional Park District (EBRPD)	
47	Bob	Vinn	Assistant City Engineer	City of Livermore	

Alameda County Transportation Commission

Technical Advisory Working Group (TAWG)

	First Name	Last Name	Title	Business Name	Signature
48	Marnie	Waffle	Senior Planner	City of Dublin	
49	Bruce	Williams	Senior Transportation Planner	City of Oakland	
50	Stephen	Yokoi	Office Chief, Office of Regional Planning - District 4	Caltrans	
51	Karl	Zabel	Operations and Development Supervisor	Hayward Area Recreation and Park District (HARD)	
Alt	Farooq	Azim	Principal Civil Engineer	City of Union City	
Alt	Carmela	Campbell	Planning Manager	City of Union City	
Alt	Cory	LaVigne	Director of Service Development and Planning	AC Transit	
Alt	Larry	Lepore	Park Superintendent	Hayward Area Recreation and Park District (HARD)	
Alt	Kate	Miller	Capital Planning/Grants Manager	AC Transit	



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www.AlamedaCTC.org

Memorandum

DATE: January 24, 2011

TO: Technical Advisory Working Group

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

SUBJECT: Response to CWTP-TEP Comments

Recommendations:

This item is for information only.

Summary:

Staff is in the process of developing a strategy for receiving and responding to written comments on the Countywide Transportation Plan update and the development of a new sales tax Transportation Expenditure Plan (CWTP-TEP). The strategy will address methods for receiving and documenting comments, including web based systems, and methods of developing responses and sharing them with all CWTP-TEP Committees. To date, comments have primarily been received from the Community Advisory Working Group and the Technical Advisory Working Group and are shown in Attachment 03A. Staff will share the comments/responses with all CWTP-TEP Committees monthly. All comments/responses will be posted on the web.

Attachments:

13B1 CWTP-TEP Comments and Responses

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Countywide Transportation Plan-Transportation Expenditure Plan
Comments and Responses
as of January 20, 2011

#	Date Received	Comment	Topic	Comment Source/Group Represented	ACTC Response
1	12/13/2010	How does the process we're involved in relate to all of the cuts to bus service that are taking place now (this year)?	Transportation Needs , SCS, Cost, Performance Measures, Process	CAWG-Lindsay Imai	We are developing a 25-year Countywide Transportation Plan and a Transportation Expenditure Plan (CWTP-TEP). Both plans will identify needs, including bus service, and potential funding to address those needs. The CWTP-TEP Committees will be reviewing information during the course of the next year in the preparation of these two Plans.
2		How does the CWTP relate to the SCS and Regional Transportation Plan?	SCS, RWTP		The Countywide Transportation Plan is being developed concurrently with the SCS and Regional Transportation Plan so that it can inform and be consistent with the regional planning process.
3		What are the revenue assumptions and do they include revenues from the planned HOT/HOV lanes?	Cost		Revenue assumptions and financial projections are anticipated to be discussed by the CWTP-TEP Committees beginning in March and will be concurrent with and dependent on the SCS/RTP process.
4		What sorts of performance targets or measurable goals will guide the CWTP and when will these be developed? How will they relate to the performance measures being developed for the SCS/Regional Transportation Plan?	Performance Measures, Process		Performance measures are being coordinated with those being developed and recommended for the Regional Transportation Plan. The CWTP-TEP Committees will be discussing Performance Measures beginning in February. Performance measures will be based on the Vision and Goals anticipated for adoption by the Steering Committee at its January meeting.
5		How much input will the CAWG have, given that we will only be meeting every other month?	CAWG role		The Alameda CTC is conducting a transparent and inclusive planning process for the development of the CWTP-TEP. The CAWG will meet on a regular basis throughout the development of the Plans. CAWG members are welcome to attend all Committee meetings and all information is available at www.alamedactc.org .
6	12/16/2010 (CAWG/TAWG meeting)	Add legend to Process Map	Process Map	CAWG-Carli Paine	Done.

Countywide Transportation Plan-Transportation Expenditure Plan **Comments and Responses**
as of January 20, 2011

7	12/16/2010 (CAWG/TAWG Meeting)	Will "committed projects" from previous Countywide Plans be automatically funded or will they be evaluated, along with all of the other proposed projects, according to the greatest needs and other screening criteria?	Process	CAWG-Carli Paine	A committed project and program policy discussion will take place with CAWG, TAWG and the Steering Committees through Spring 2011.
8	12/20/2010	Glad to see "equitable access" in Vision statement. Like how Vision statement is streamlined, and followed by a series of goals. Improve and strengthen them by adding equity and environmental benefits.	Vision and Goals	CAWG- Lindsay Imai	Revision incorporated.
9	12/29/2010	How will Alameda CTC ensure that the Countywide Transportation Plan and the Measure B Reauthorization Expenditure Plan conforms with Environmental Justice and Title VI regulations?	Vision and Goals,	CAWG-Carli Paine	The Countywide Transportation Plan is required to conform with Title VI regulations. The public outreach process will follow Title VI requirements. Staff is coordinating with MTC to ensure compliance.
10	12/29/2010	What's the public process to provide input on projects to be submitted for screening and evaluation?	Process		Alameda CTC will be coordinating the countywide transportation call for projects with MTC's regional transportation plan call for projects. MTC's call for projects is anticipated for March 2011 and guidance will be provided for project and program submission requirements. The call for project discussions with the CWTP-TEP committees will begin in February.
11	12/28/2010	Early in the process there should be a step of looking at the existing CWTP plan and seeing what we should maintain and move forward and what we should stop pursuing. Ideally, this conversation would be guided by performance measures to avoid a conversation driven mostly by politics.	Process		A committed project and program policy discussion will take place with CAWG, TAWG and the Steering Committees through Spring 2011.
12	12/28/2010	Overall the revisions have improved the vision/goal statement immensely!	Vision and Goals		No change needed.
13	12/28/2010	Add "cost effective" to goals	Vision and Goals		Revision incorporated.
14	12/29/2010	Change bullet of "safe and healthy" to read "promote safety and public health"	Vision and Goals		Revision incorporated.

Countywide Transportation Plan-Transportation Expenditure Plan

Comments and Responses
as of January 20, 2011

15	12/29/2010	"...accountable to established measure of progress and success" is not clear. Do you mean "shaped by decisions that are transparent and that are shaped by adopted performance measures"? Change to a more clear statement.	Vision and Goals	CAWG-Carli Paine	Revision incorporated.
16	12/29/2010	Request an overt and transparent discussion about relative pros and cons of reauthorizing Measure B early. Need to know the mechanics of doing this and what it would mean to move forward. Political feasibility should be one of several considerations that leads to move forward or wait. When will we take this up?	Process-TEP		Several efforts are underway to assess the viability of placing a measure on the November 2012 ballot including polling, additional public outreach, financial scenario analysis, and an assessment of other potential revenue generating ballot measures.
17	12/29/2010	Why were PAPCO and CWC representatives invited to Board Retreat and CAWG was not informed of meeting?	General	CAWG-Patrishia Piras	Notices were posted on the website. Staff will inform CAWG of future Board-related meetings at the CAWG meetings.
18	1/3/2010	On one of the Performance/Prioritization process presentation slides, under the "Sources of Measures," consider adding Caltrans' Smart Mobility Framework to your list of sources < http://www.dot.ca.gov/hq/tpp/offices/ocp/smf.html >. We brought this resource to your attention when you were first looking for Caltrans material to forward to your consultants; make sure the suggested performance measures listed there were strongly considered in your effort, as they are being considered in the regional RAWG effort.	Performance/ prioritization process	TAWG-Erik Alm	The framework has been forwarded to the consultant team. This resource will be reviewed and considered in the development of the performance measures.
19	1/3/2010	How will ACTC meet mandate regarding Vehicle Miles Travelled (VMT) in the CWTP and SCS considering SB375?	SCS, SB 375, land use scenarios	Matt Vander Sluis, Greenbelt Alliance	The development of the Countywide Transportation Plan and the Transportation Expenditure Plan (CWTP-TEP) is being coordinated with MTC and ABAG to meet the requirements of SB 375.
20		How will the County's land use scenario testing mesh with MTC's scenario process?			Discussions about land use scenarios and the relationship of the Countywide Transportation Plan to the SCS discussions will take place with CAWG, TAWG and the Steering Committees through Spring 2011.

21		What process will the County use to provide input to MTC on MTC's land use decision/inputs to generate local buy in?			The Technical Advisory Working Group has been expanded to function as the County/Corridor Working Group as requested by ABAG to provide input to MTC and ABAG on these issues. Additionally, all jurisdictions in Alameda County are making presentations on the SCS to their Councils and Boards of Directors in Winter and Spring 2011.
22		Will the funding/land use scenario/s for the CWTP-TEP vary both the land use patterns and the projects/programs to see where the greatest synergies occur or will the selected projects simply be fed into the land use scenarios?		Matt Vander Sluis, Greenbelt Alliance	Discussions about land use scenarios and the relationship of the Countywide Transportation Plan to the SCS discussions will take place with CAWG, TAWG and the Steering Committees through Spring 2011.
23		Will the projects/programs be rescreened after analyzing how they interact with the land use scenarios?			The land use scenarios discussion will take place with CAWG, TAWG and the Steering Committees through Spring 2011.
24		How will the County feed this information into other land use decisionmaking venues (local land use plans, RHNA)?			The Technical Advisory Working Group has been expanded to function as the County/Corridor Working Group as requested by ABAG to provide input to MTC and ABAG on these issues. Additionally, all jurisdictions in Alameda County are making presentations on the SCS to their Councils and Boards of Directors in Winter and Spring 2011.
25		With the development of new performance measures, will ACTC look to regional agencies to carry out the qualitative and quantitative screenings of the proposed projects and programs?	Performance Measures		MTC's performance targets will be considered in the development of the Countywide Transportation Plan performance measures that the CWTP-TEP Committees will begin discussing in February. We will be performing our own technical analyses of proposed projects and programs.
26		In the power point on Identifying Transportation Needs, how will land use be integrated into the assessment of needs?			The land use scenarios discussion will take place with CAWG, TAWG and the Steering Committees through Spring 2011.

27	1/17/2011	The vision statement is incomplete and disjointed and attempts to include too many goals. It should be "big and bold" and is "meant to inspire, energize, and create a captivating picture of where you see your business going in the future." I recommend you develop statements like Santa Clara's.: "VTA builds partnerships to deliver transportation solutions that meet the evolving mobility needs of Santa Clara County" or VTA's in their 2035 Plan. Or, return to the original draft vision statement to provide a context for terms such as accessible, accountable, and sustainable.	Vision and Goals	CAWG-Joann Lew	Revision incorporated.
28		Explain if "health" means the transportation system, the riders, or the environment.			In the Vision and Goals, the term health as been revised to state 'public health.'
29		The focus should be on transportation, not on lifestyle choices. We should not push our personal values and lifestyle choices onto others.			Comment noted.
30	1/17/2011	I would like to see the following types of projects and programs in the Plan: <ul style="list-style-type: none">• Will generate revenue and be self-sufficient,• Is a partnership with other local jurisdictions, which can attract funding from other sources, and saves money by aggregating requirements,• Makes the best economic sense in addition to meeting or exceeding other criteria,• Will not create a financial burden to Alameda County or the State of California, and/or• Is bold, innovative, and futuristic in terms of technology, economy and efficiency.	General		These criteria will be considered as part of the performance measures being reviewed by the committees in January to March 2011 and the Screening criteria for being included in the Transportation Expenditure Plan.
31		Regarding page 18 of the CAWG's Jan 6, 2011 meeting package and the slide on Parking and Transportation Demand Management (TDM), I agree with working with the private sector to provide shuttles and TDM programs, but I do not recommend subsidizing them with taxpayer funds.	Parking and Transportation Demand Management (TDM)		Comment noted.

32	1/17/2011	Regarding page 48 and the slide on Goals and Performance Measures, I recommend adding "Economic" and "Partnership" as goals and having relevant measures or criteria.	Performance Measures	CAWG-Joann Lew	Comment noted. Performance measures will be discussed by the CWTP-TEP committees through Spring 2011 and this comment will be addressed as part of those discussions.
33		Page 49, slide on Example Measures, I recommend using measures that provide both qualitative and quantitative criteria written in a performance-based format (stating desired or required results). I would like to see a business case for each project or program request.	Performance Measures		Comment noted.
34		Page 50, slide on Qualitative Screening, last bullet on marketing, education, and incentive programs – I need to see facts that these types of programs are successful at changing auto drivers' behaviors rather than seeing graphs on the volume of programs or presentations held. It seems to me that grants are provided to inform the public about transit alternatives but there is no follow up on whether auto drivers actually tried or changed to another transportation option, such as walking or public transit.	Performance Measures		Comment noted. Performance measures will be discussed by the CWTP-TEP committees through Spring 2011 and this comment will be addressed as part of those discussions.
35		I encourage partnerships that attract additional funds from the State, Federal or private sources.	General		Comment noted.
36		There should be assurances that the funds from the next tax measure will stay in Alameda County to the greatest extent possible and that there continues to be set-asides for small businesses in Alameda County.	TEP		Comment noted. All funds in the current sales tax measure are required to fund transportation improvements in Alameda County only. There are not set-asides for small business in the current measure; however, the Alameda County Transportation Improvement Authority has a Local Contract Business Equity program that it uses for contraction 100 percent of Measure funding contract.
37		I would like to see the methods used to manage the current Measure B finances and accounting carried forward to the future transportation plan and expenditure plan.	TEP		Comment noted.