



Technical Advisory Working Group Meeting Agenda

Thursday, September 8, 2011, 1:30 to 4:30 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 the last meeting
- Discuss and provide input on the draft CWTP
- Discuss the TEP Parameters and preliminary TEP projects and programs packaging
- Discuss and provide input on the outreach process and polling questions
- Receive an update on the Sustainable Communities Strategy (SCS)/Regional Transportation Plan (RTP) process

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 of July 14, 2011 Minutes** |

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1:45 – 1:50 p.m. **4. Update on CWTP-TEP Activities Since Last Meeting** |

1:50 – 2:50 p.m. **5. Presentation and Discussion on the Draft CWTP** |

[05 Presentation Draft CWTP.pdf](#) – Handout at meeting

[05A Draft CWTP.pdf](#) – Document attached separately

[05B Memo on Draft CWTP Projects Programs Lists](#) –

Posted prior to meeting

[05C Comments and Responses on CWTP Evaluation](#)

[Results.pdf](#) – Posted in September

[05D Comments and Responses From July21 CWTP Evaluation](#)

[Outcomes Meeting.pdf](#) – Posted in September

2:50 – 3:50 p.m. **6. Breakout Session Discussion:** |

A. TEP Parameters and Preliminary TEP Projects and Programs Packaging

[06A Proposed TEP Parameters.pdf](#) – Page 9

[06A1 Memo Process to Evaluate TEP Projects.pdf](#) – Page 15

3:50 – 4:05 p.m. **7. Report Back from Breakout Session**

- 4:05 – 4:15 p.m. **8. Discussion on the Outreach Process and Polling Questions** |
08 Update on Public Outreach Process.pdf – Page 17
08A Draft Public Polling Questions.pdf – Page 23
- 4:15 – 4:20 p.m. **9. SCS/RTP: Update on Countywide and Regional Processes** |
09 Memo Regional SCS-RTP CWTP-TEP Process.pdf – Page 33
- 4:20 – 4:25 p.m. **10. Update: Steering Committee, CAWG, and TAWG and Other Items/Next Steps** |
10 CWTP-TEP Committee Meetings Schedule.pdf – Page 47
10A TAWG Roster.pdf – Page 51
- 4:25 – 4:30 p.m. **11. Member Reports/Other Business** |
- 4:30 p.m. **12. Adjournment**

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

Next Meeting:

Date: October 13, 2011

Time: 1:30 to 4:00 p.m.

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

Staff Liaisons:

Beth Walukas, Deputy Director of Planning
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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.org/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.



Alameda CTC Technical Advisory Working Group Meeting Minutes
Thursday, July 14, 2011, 1:30 p.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> Tina Spencer
<u>A</u> Aleida Andrino-Chavez	<u>A</u> Paul Keener	<u>A</u> Iris Starr
<u>A</u> Marisol Benard	<u>A</u> Obaid Khan	<u>A</u> Mike Tassano
<u>A</u> Kate Black	<u>A</u> Wilson Lee	<u>A</u> Lee Taubeneck
<u>A</u> Jeff Bond	<u>A</u> Tom Liao	<u>A</u> Andrew Thomas
<u>P</u> Jaimee Bourgeois	<u>A</u> Albert Lopez	<u>A</u> Jim Townsend
<u>A</u> Charlie Bryant	<u>P</u> Joan Malloy	<u>P</u> Bob Vinn
<u>P</u> Ann Chaney	<u>A</u> Dan Marks	<u>P</u> Marine Waffle
<u>P</u> Mintze Cheng	<u>A</u> Gregg Marrama	<u>A</u> Bruce Williams
<u>P</u> Keith Cooke,	<u>P</u> Val Menotti	<u>A</u> Stephen Yokoi
<u>A</u> Brian Dolan	<u>P</u> Neena Murgai	<u>P</u> Karl Zabel
<u>P</u> Soren Fajeau	<u>P</u> Matt Nichols	<u>A</u> Farooq Azim (Alternate)
<u>P</u> Jeff Flynn	<u>P</u> Erik Pearson	<u>A</u> Carmela Campbell (Alternate)
<u>P</u> Don Frascinella	<u>P</u> James Pierson	<u>P</u> Gary Huisinigh (Alternate)
<u>A</u> Susan Frost	<u>A</u> Jeri Ram	<u>P</u> Nathan Landau (Alternate)
<u>A</u> Jim Gannon	<u>A</u> David Rizk	<u>A</u> Cory LaVigne (Alternate)
<u>A</u> Robin Giffin	<u>A</u> Mark Roberts	<u>A</u> Larry Lepore (Alternate)
<u>A</u> Mike Gougherty	<u>A</u> Brian Schmidt	<u>A</u> Kate Miller (Alternate)
<u>A</u> Terrence Grindall	<u>A</u> Peter Schultze-Allen	<u>P</u> Bob Rosevear (Alternate)
<u>A</u> Cindy Horvath	<u>P</u> Jeff Schwob	

Staff:

<u>P</u> Art Dao, Alameda CTC Executive Director	<u>P</u> Bonnie Nelson, Nelson\Nygaard
<u>P</u> Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation	<u>P</u> Diane Stark, Senior Transportation Planner
<u>P</u> Beth Walukas, Deputy Director of Planning	<u>P</u> Saravana Suthanthira, Senior Transportation Planner
	<u>P</u> Angie Ayers, Acumen Building Enterprise, Inc.

1. Welcome and Introductions

Beth Walukas called the meeting to order at 1:35 p.m. The meeting began with introductions.

Guests Present: Gillian Adams, Association of Bay Area Governments (ABAG); Ashley Brooks, City of Livermore; Steve Decker, Cambridge Systematics, Inc.; Jamey Dempster, Cambridge Systematics, Inc.; Jane Kramer, STAND; Betty Mulholland, Community Advisory Working Group (CAWG); Laurel Poeton, Alameda CTC

2. Public Comments

There were no public comments.

3. Review of May 12, 2011 Minutes

TAWG members reviewed the meeting minutes from May 12, 2011 and by consensus approved them as written.

4. Update on CWTP-TEP Activities Since Last Meeting

Tess Lengyel gave an update on the Countywide Transportation Plan (CWTP) activities since the last meeting. She informed the committee that Alameda CTC has done a great deal of technical analysis, and the group will hear an overview presentation about this work. Other activities since the last meeting include updating the *Transit Sustainability and Integration* and *Transportation Demand Management and Parking Management* issue papers based on the comments received from the Community Advisory Working Group (CAWG) and TAWG. On July 7, staff reviewed preliminary information on project evaluation outcomes with CAWG and as a result of that meeting, staff has scheduled an additional meeting for both CAWG and TAWG on July 21 to review the project evaluation results.

Beth stated that Alameda CTC staff had planned on reviewing the project evaluation results with the group; however, 112 pages of data was generated for review and before releasing the information, staff wants to ensure that the data is accurate. At the July 21 meeting, staff will share a project evaluation outcomes report with CAWG and TAWG.

5. Presentation on CWTP-TEP Planning Process

Bonnie Nelson gave a presentation on the planning process for the CWTP, TEP, and the Regional Transportation Plan (RTP). She reiterated that the CWTP and the TEP will be produced together with the help of CAWG and TAWG, and the Metropolitan Transportation Commission (MTC) will produce the RTP. Bonnie stated that the CWTP is a gateway document because projects and programs must be in the CWTP to get into the TEP and the RTP. She stated that in September, the first draft of the CWTP will be ready for the group to review; discussion of projects and programs for the TEP will continue through the fall, as well as discussion on the upcoming outreach and polling.

6. Presentation on CWTP Evaluation Outcomes

Steve Decker gave a presentation describing the performance evaluation process Alameda CTC used to analyze the results of projects and programs. He stated that the vision, goals, and performance measures adopted by Alameda CTC guided the evaluation process. He reviewed each of the steps in the evaluation process and gave an example of a project and program outcomes.

Questions/feedback from the members:

- Is the outcome of groups, projects, and programs a separate list from those packaged in the scenarios? Steve said yes, it's a separate list that will be a combination of the screened projects/programs and scenario results.
- How did you assign projects and programs in the land-use scenario? Bonnie stated that projects and programs were chosen that serve Priority Development Areas (PDAs) and new development so that projects/programs are matched to areas of new density.

- Will one project fit into more than one category? Steve said that one project can fit into multiple scenarios but was included in no more than two.
- In the last round of projections, before the RTP, the future projections in the model did not take into account the feedback loops that one might expect from changing development plans. For example, the model would put a lot of new development in an area but did not adjust for people's ability to do walk trips and go to the store without driving. Will this be addressed in this go round? Beth responded that staff will look into whether the modeling process can do this.
- How will the mode choice work in the model? The expectation is for the percentage of the biking and walking trips to increase with this model, and it will not. The member stated that the previous version of the model had the same percentage as the baseline in the current model. Steve said the mode choice model is multimodal. Saravana stated that the current model is valid for the total number of trips for biking and walking.
- Eight goals are shown, and it appears that the ninth goal is missing. Bonnie stated that goal 7 *Well Maintained* and goal 9 *Supportive of a Healthy and Clean Environment* were not measured in the screening phase. She stated that they were measured in the scenarios.
- Have the cities seen the screening performance measures? Beth said that performance measures were adopted in spring after a multi month review period and they will also be available at the Wednesday, July 21 and staff will present it at the Evaluation Outcomes meeting.
- Why does the I-880 high-occupancy vehicle (HOV)/high-occupancy toll (HOT) Lane project score low in congestion relief? Beth said that staff will look at this and get back to the group with an answer, and that project scoring was based upon packages of projects and programs that were scored relative to one another.
- Are the goals weighted equally? Jamey Dempster said yes.
- How can we look at the mode share of the biking and walking trips? How will we know the number of people travelling to BART on bikes? Staff responded that walking and bicycling trips are both included in the travel model and attract trips based on factors in the model such as trip distance and the available transportation network. Walking and bicycling trips made to access public transportation (such as BART) are specifically accounted for in the Alameda County travel model. Non-motorized trips to access transit are included in the total walking and bicycling trips summarized and presented in the Evaluation Report.
- How do you bridge multimodal at a project level and system level? For example, the I-880 HOV/HOT Lane project shows low at a project level. : Staff responded that translating scenario modeling results, which represented a mix of projects and program investment assumptions, into performance results for individual projects was chosen as one way to present evaluation results. Designed initially as a high-level evaluation of transportation scenarios, the methodology does not provide detail on how individual projects contributed to the modeling scenario; an individual transportation change usually produces changes too small to be evident at a countywide level. The modeling scenarios were created using similar project types to the extent possible given the number of projects, funding targets and other

elements required as part of the analysis and the travel model is designed to represent changes at a large (scenario-level) scale. The values shown were only one part of a larger evaluation process that attempted to blend the large scale scenario modeling results with individual project-level results from the screening evaluation. What is the approach on safety for the I-880 HOV/HOT Lane project, which is rated low? How will a transit project fit into this evaluation process for safety? Staff responded that the analysis for "safety" was based on project location and assumed that any project would improve safety conditions on the roadway segment through the incorporation of various elements during the construction phase. Another assumption was that the greatest safety improvements would be made in areas where historical crash rates were above-average. The measure reflects how much a project could potentially address safety concerns, based on regional research. The measure does not reflect whether a project was estimated to be safe or not safe, but rather if it addresses these areas. This level of analysis is often used for high-level regional prioritization analysis in order to compare projects to each other but not to provide specific safety thresholds. Project-specific analysis that could deem project expectations to be "safe" or "not safe" are done during other phases of project development to implement safety features.

Beth informed the group to submit comments in writing by August 5. She stated that staff will distribute the Evaluation Outcomes Report for discussion at the July 21 meeting with CAWG and TAWG.

7. Discussion on Constraining the Projects and Programs List

Beth led the discussion on constraining the projects and programs lists and reviewed with the group a number of other factors that should be considered in addition to the sustainability goals. She stated that between July and September, Alameda CTC must develop a financially constrained list. The first draft list would be available in September and it would need to be finalized by December. Beth requested input from TAWG on criteria presented to use to start constraining the list. She mentioned that we have goals oriented toward developing PDAs and reducing single occupancy vehicles and inquired if the group has input beyond the goals. For example, some projects may be high cost, high performers, but only need a relatively small request to be completed such as a project that costs \$100 million and only needs \$2 million to complete it. Alameda CTC may consider bringing these types of projects to the top of the list since it takes very little to complete them and commitment has already been demonstrated. A member inquired how staff will factor in ongoing maintenance costs with the total project costs. Beth said that submissions included their operating budgets within the total costs.

8. Presentations and Discussion on TEP Financial Projections and Parameters

Bonnie gave a presentation and led the discussion on the TEP financial projections and parameters. The presentation provided an overview of:

- Schedule for the TEP development
- TEP parameter survey results

- Financial parameters
 - Amount
 - Duration
 - Split/programs/projects
- Financial parameters and programs

Questions/feedback from members:

- What happens if the sales tax is in perpetuity, and Alameda CTC goes back to the voters in 20 years, and the measure does not pass at that time? Tess explained that Alameda CTC will go back to the voters in X number of years (X must be defined in the Expenditure Plan) to amend and/or provide a confirmation to the voters if we are on track. Under these conditions, it will not require a two-thirds vote to pass. Bonnie informed the group that Alameda CTC will need to write in the plan the number of years it will go back to the voters. She stated that the number of years will be tested in the next poll.
- Will the new category, project development/innovation/technology (PDIT), be applied to project development if it falls to a new program? Bonnie said that it could be either a project or a program.
- Did we have polling questions relative to the project/program split? Tess stated that programs ranked high, and projects were much lower in the poll. She said that in September, Alameda CTC will be discussing preliminary projects and programs for the TEP. TAWG will also see a list of polling questions for the October 2011 poll. Another poll will take place around May 2012 to determine if the TEP will be successful if placed on the ballot. Tess said the challenge is there will be many revenue enhancements locally and from the state that will likely be on the ballot and could impact the TEP measure in 2012.
- A member stated that the deciding factor on the project/program split is if Alameda CTC will augment the sales tax and have the ability to put more funding toward projects.
- How common are measures in perpetuity around the state? Bonnie stated that measures in perpetuity are most common in Los Angeles and San Francisco. She stated that in the Bay Area, five counties out of seven passed the Vehicle Registration Fee measure in perpetuity. Tess mentioned that Los Angeles has two measures in perpetuity and one measure that passed in 2008 for 30 years.
- To compare the different options, can Alameda CTC get the information out there for the impact per household? How much will the sales tax cost me and my family? Tess said that staff can put together the benefit and the cost for a household.
- Many of the TAWG members agreed that having a measure that is in perpetuity is a good approach.

Bonnie requested input on what criteria TAWG would like to see used for projects and programs to go from the CWTP to the TEP. For example, if we look at capital projects, they should be shovel-ready. Tess stated if we look at project readiness, which will most likely be included in the TEP, Alameda CTC may need to ask for additional information from the jurisdiction on the submitted projects to determine readiness. Tess stated that in the

current Expenditure Plan, Alameda CTC has two required deadlines: 1) environmental clearance within five years; 2) a full funding plan within 5 years. She said that we want to look at things like this, especially if we are looking at an in perpetuity measure.

Question/feedback from the members:

- In regards to what is shovel-ready, start with the information in the current measure and adjust it if necessary.
- Look for things that are difficult to get funding for but are important.
- Tess stated that if we do the PDIT, we may need to define project readiness.
- How will we get projects through environmental clearance in five years when the measure is for 40 years? Bonnie stated that the current measure required all capital projects to be through environmental review in 5 years. One year extensions are allowable with a vote of the Board. In the current TEP parameters, it is recommended that this be extended to 7 years. Although the expenditure plan is likely to extend well beyond this time, projects are generally front loaded to ensure they get built or the funding for them can be reprogrammed.

Tess gave a presentation on the sales tax measures around the state. The presentation provided a historical overview on the different measures in the state and how Alameda CTC is preparing for its third sales tax measure in Alameda County. The items covered in the presentation included the following:

- California Self-help Counties
- The evolution of transportation sales tax measures
- Funding volatility
- Transportation sales tax measures in the last decade
- Measures around the state that passed in the 21st Century
- Cumulative statewide investments
- The Alameda County sales tax evolution

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

Beth gave highlights on the countywide and regional update processes as follows:

- Alameda CTC will receive the discretionary budgets at the end of July, and staff will share this information with TAWG.
- There are no meetings in August.
- MTC released the descriptions of the proposed draft alternative land-use and transportation scenarios, which include five land-use options and two transportation options. The details of what is in those options will be prepared in August.

Public Comment:

Jane Kramer with Stand stated that when she has participated in a phone survey, her experience has been to answer a question one way, and if the same question is asked another way, her answer to the second question may contradict the first answer. In one case, the poll taker was not pleased and stated that the survey was not valid. She stated

that she is sure that the poll was discarded because of the contradictory answers. Jane encouraged Alameda CTC to not discard questionnaires with contradictory answers, and she suggested that the contradictions may spark discussion within the agency.

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

Tess gave an update on the fall outreach approach. She mentioned that Alameda CTC will repeat the strategy for the first round of outreach in the fall as follows:

- Hold five community workshops around Alameda County.
- Provide the ability to perform outreach via the website.
- Administer an Outreach Toolkit at community events/meetings.

Tess stated that the results of the first outreach showed that the public participation from the Asian and Hispanic communities was low as compared to the relative percentage of the county population. She informed the group that there will be an increase in coordination and targeted outreach to Asian and Hispanic populations. Tess mentioned that staff will present the outreach approach and strategy for the fall to the Steering Committee at the July 28 meeting for approval. Tess requested input from TAWG for ideas on how to reach more people with the second round of outreach.

Feedback from the members:

- A member suggested that the schools would be an effective way to reach a large group of people at one time.
- A member suggested an e-news alert of public outreach. Tess requested the jurisdictions put a link on their website to the online survey to help reach the general public.

11. Member Reports/Other Business

None

12. Adjournment

The meeting adjourned at 4:15 p.m.

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MEMORANDUM

To: Alameda CTC
From: Bonnie Nelson
Date: August 5, 2011
Subject: Parameters for Development of the Transportation Expenditure Plan

The attached table summarizes the basic parameters that staff seeks approval on for developing a framework for creating a draft Transportation Expenditure Plan. These parameters provide guidance and may be changed as a result of polling, public input, or the needs of the specific projects and programs selected for the plan. It should be noted that these parameters would pertain only to the new funding generated by augmentation of Measure B, and would not affect the current Measure.

These parameters will be finalized in much more detail through the development of the expenditure plan guidelines, which will describe in detail how funds will be allocated and what expenses will be eligible for funding. More formal guidelines will be developed after a draft project and program list is developed.

The proposed TEP Parameters build on the success of the current measure, retaining the basic allocation of funds, 60% to programs and 40% to capital projects. It is important to recognize that maintenance of the 60/40 split ensures significant increases in real dollars for projects and programs since a new half cent will essentially double the existing available funds. Funds for planning and development would be specifically eligible under both the project and program category to ensure that projects and programs continue to be made ready for future funding cycles. Projects selected for the TEP would be expected to be "construction ready" (including project phases) within 7 years of plan adoption. While a time extension may be possible by a vote of the Alameda CTC Board, projects that do not appear able to meet this criterion would not be selected for funding in this plan cycle. Other factors to be used to select projects for sales tax funding include ability to meet the adopted plan goals, public support and the ability to leverage investments and transportation improvement outcomes across multiple projects. Program funds would be distributed in almost all cases on a combination of pass through or "formula funds" and grant based funds to foster innovation and coordination across jurisdictions.

It should be noted that these parameters focus the planning efforts on a half cent augmentation of the current tax through 2022 which would then become a 1 cent tax in perpetuity. Priorities, in the form of an updated expenditure plan, would go back to the voters in 2042 and every 20 years thereafter.

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TEP Parameters Recommendations, September 2011

	Issue/Parameter	Current Measure B	Recommendation for New TEP ¹
A	Duration of Tax	20 years	A permanent extension with reconsideration of the expenditure plan by voters every in 2042 and every 20 years thereafter (50% vote for expenditure plans)
B	Amount of Tax	½ cent	<ul style="list-style-type: none"> 2012-2022: Augment current tax by ½ cent if polling suggests this could pass Beyond 2022: 1 cent tax Pending results of polling (Oct 2011)
C	Division of funds between Programs and Projects	60% Programs 40% Projects	<ul style="list-style-type: none"> 60% Programs 40% Projects Include project/program development as eligible for funding in both categories.
D	Program Categories	Program categories and shares of programmatic expenditures: <ul style="list-style-type: none"> Local Streets & Roads: 22.34% Mass Transit: 21.92% Specialized Transportation for Seniors & People w/Disabilities: 10.45% Bicycle & Pedestrian Safety: 5.00% Transit Center Development Funds: 0.19% 	Keep current categories and add: <ul style="list-style-type: none"> PDA/TOD/Climate Action (which will replace the current Transit Center program) Parking & Transportation Demand Management (TDM) Technology and Innovation Environmental Mitigation Goods Movement Planning and Project Management Other? Guidelines will determine how funds are allocated in each program.

¹ These parameters will provide guidance for development of the Transportation Expenditure Plan and may be changed based upon poll results, public input, or the need of specific projects and programs selected for the plan.

	Issue/Parameter	Current Measure B	Recommendation for New TEP ¹
E	Performance Measures (to select projects and programs for funding)	<ul style="list-style-type: none"> Plan developed with extensive public involvement in two year process Funding for programs intended to reflect geographic equity based on 2005 population projections Projects have five years from the first year of revenue collection (up to April 1, 2007) to receive environmental approvals and to have a fully funded project. If projects cannot meet requirement, one-year time extensions can be requested. If projects still cannot meet requirement, funds are re-allocated. If project becomes infeasible or unfundable, funds can be re-allocated. Leveraging of outside funding sources is encouraged 	<ul style="list-style-type: none"> Maximum performance according to adopted goals² and implementation policies, such as a complete streets policy (to be brought to the commission in fall 2011) Public Support/Polling: Based on polls conducted March and October 2011 and CWTP/TEP Workshops and Toolkits Projects: <ul style="list-style-type: none"> Able to be constructed within 7 years of passage of expenditure plan (full funding plan and environmental clearance within 7 years of adoption); Funds able to be reallocated if full funding is not identified or project becomes infeasible; Constructability Leverage (both \$\$ and outcomes): Establish maximum contribution from sales tax for construction phases, as a percentage of construction cost; fund feasibility studies, early design, outreach and environmental work at a higher percentage. One year time extensions may be requested if measurable progress has been made towards full funding and development.
F	Flexibility	<ul style="list-style-type: none"> No formal way to build in flexibility, however examples of flexibility in past TEP include: <ul style="list-style-type: none"> Paratransit "gap grant" program to fill mobility gaps. Bike/Ped Program allocates funding through competitive grant process Transit operators have flexibility to determine priorities for funds 	<ul style="list-style-type: none"> New program for technology innovation to allow for new ideas to be funded during the life of the plan. Flexible use of grant funds within program categories. Development of a priority list for receiving funds if a project becomes unfundable or if excess funds are available. Rainy day fund maintained to ensure minimum levels of service in program categories.

² Adopted CWTP/TEP Goals: Multimodal; Accessible, Affordable and Equitable; Integrated with land use patterns and local decision making; Connected across the county, within and across the network of streets, highways, transit, bicycle and pedestrian routes; Reliable and Efficient; Cost Effective; Well Maintained; Safe; and Supportive of a Healthy and Clean Environment

	Issue/Parameter	Current Measure B	Recommendation for New TEP ¹
G	Distribution of program funds (formula-based "pass-through" or grants)	<ul style="list-style-type: none"> Programmatic funds disbursed monthly on a set formula to each program category, distribution within each program varies: <ul style="list-style-type: none"> Mass Transit: Pass-through to transit operators who determine priorities for funds Local Streets and Roads: Pass through to cities; formula weighted 50% by population and 50% on number of road miles. Bike/Ped Safety: Competitive grants, 25% allocated to regional projects and 75% to cities- each city can receive up to their proportional share based on population. Specialized Transportation Srs/Disabled: pass-through formula determined by PAPCO, generally based on population of seniors and disabled plus small "gap grant program." Transit Center Dev't: Competitive grants. 	<ul style="list-style-type: none"> Transit Operations: Pass through to be spent on maintaining or increasing service levels. Annual reporting on use of grant funds. Specialized Transportation: Combination of pass through and innovation grant funds, with funds allocated to the planning area rather than to individual cities to encourage coordination. Bike/Ped Program: Pass through plus grant-based program Local Streets and Roads: Pass through program for local roads plus a grant program for major corridors. Pass through allocated based on a combination of daytime population, nighttime population and road miles subject to upholding complete streets policy. (see row E) PDA/TOD/Climate Action (which will replace the current Transit Center program) (new) grants based Parking & Transportation Demand Management (TDM) (new): grant-based program Technology and Innovation (new): grant-based program Environmental Mitigation (new): grant-based program Goods Movement (new): grant-based program Planning and Project Management (new): agency administered for planning and project implementation costs
H	Rainy Day Fund	<ul style="list-style-type: none"> If annual receipts less than projected, funds would be programmed based on annual Strategic Plan 	<ul style="list-style-type: none"> Up to 50% of excess funds that result from higher than expected receipts, lower than expected project costs or the addition of leveraged funds from other sources will be maintained as funding for years with reduced receipts. 50% of these funds may be reallocated to accelerate implementation of high priority projects at the discretion of the Alameda CTC. Grant funding levels may be adjusted to allow for maintenance of base service levels and/or additional planning funds.
I	Other Considerations	<ul style="list-style-type: none"> Programs submit annual audits documenting use of funds. Independent oversight by CWC. Tier 2 list of projects to be funded if excess funds remain after accelerating Tier 1 projects and funding unmet senior and disabled needs. 	<ul style="list-style-type: none"> Continue policies for annual audits of programs. Continue oversight by CWC. If excess funds are available, allocate up to 50% to accelerate projects and programs and remainder to fund unanticipated needs and rainy day fund.

	Issue/Parameter	Current Measure B	Recommendation for New TEP ¹
		<ul style="list-style-type: none"> Projects are allowed 1 year funding extensions by majority vote of the Board if needed. 	<ul style="list-style-type: none"> Projects are allowed 1 year funding extensions by majority vote of the Commission if needed and if project can demonstrate progress toward implementation.
I	Excess Funds	<ul style="list-style-type: none"> In the event of excess revenue as a result of higher than expected receipts, lower than expected project costs, or the addition of leveraged funds from other sources: <ul style="list-style-type: none"> All excess revenue will be programmed in the Strategic Plan and disbursed based on geographic equity First priority will be to meet unanticipated requirements of Tier 1 projects (but no project may be given more than 15% over anticipated estimate) Second priority: address gaps in special transportation service for seniors/people with disabilities Next priority: funding Tier 2 projects based on Strategic Plan priorities and geographic equity 	<p>Excess revenue will be utilized as a rainy day fund and to accelerate high priority projects and programs.</p>



MEMORANDUM

To: Alameda CTC CAWG and TAWG Members
From: Bonnie Nelson
Date: August 9, 2011
Subject: Transportation Expenditure Plan (TEP) Allocation Exercise

Transportation projects and programs in Alameda County are supported by a variety of funding sources from federal, state and local sources. The Transportation Expenditure Plan directs the expenditure of funds from a single source, the local sales tax, which is dedicated to transportation purposes. In Alameda County, Measure B currently allocates a ½ cent sales tax for local transportation needs, including 40% to capital projects – projects that build infrastructure, and 60% to transportation programs, which are primarily maintenance, operations and grant focused expenditures.

Measure B will continue to be in place until 2022 when it will sunset. Many of the projects that were described in Measure B have already been delivered and the need for projects and programs continues to outpace the availability of funds. To augment and extend the current measure, Alameda CTC is currently planning to put a new sales tax measure on the ballot in 2012. The goal of this measure is to provide additional revenue to address ongoing and future transportation needs in Alameda County.

One option for the proposed new sales tax is to augment the current half cent tax by an additional half cent, and then extend the combined full cent into the future. This exercise allows you to program the new funds that would be collected by an “augment and extend” measure between 2012 and 2042.

Purpose and Use of this Exercise

The purpose of this exercise is to generate structured input into a proposal for a new sales tax measure that would augment and extend the current Measure B. This exercise will be implemented in small groups at TAWG and CAWG meetings in September. A version will also be made available on the web and at outreach meetings this fall. The intent is to share the outcomes of these exercises with the Steering Committee in September along with staff’s assessment of the emerging themes and priorities considering all of the results from all of the groups.

It is important to note that no decision has been made regarding the duration or amount of the tax. We are beginning with a long duration, high revenue alternative in the belief that it will be easier to establish consensus in the small group sessions with more funding to allocate. We may need to come back to revisit this exercise if a lower percentage or shorter duration tax is pursued.

It is also important to note that no single version of this is likely to become “the plan”. The exercise is intended as one of several mechanisms to generate input into the plan – polling and public outreach will provide other important inputs to the process. The exercise simply provides

for a structured way to begin the debates around the issues that will continue to be discussed until a final TEP is adopted by the Commission in January.



MEMORANDUM

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

re **Proposed CWTP/TEP Community Outreach Approach and Strategy: Fall 2011**

date **9/2/11**

OVERVIEW

This memorandum describes the proposed outreach approach and strategy for the second round of community outreach for the Alameda Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan (TEP), which was approved by the Steering Committee on July 28, 2011. Actual dates of the meetings will be provided to CAWG, TAWG, and the Steering Committee members once finalized.

The purpose of these outreach activities is to:

- Remind participants of the purpose of the CWTP and its relationship to the Transportation Expenditure Plan (TEP)
- Present the draft CWTP for review and comment; and
- Present preliminary TEP project, program and financial information.

Based on experience developed during the first round of outreach on the CWTP, conducted January through March 2011, the outreach team recommends that a suite of materials be developed for use in three main outreach strategies – Community Workshops, Web-based Outreach and an Outreach Toolkit. This will ensure clear and consistent messaging in multiple mediums. It will also enable the outreach team to collect comments on the draft CWTP through a variety of methods, allowing for more comprehensive data analysis.

This overarching strategy also responds to the lessons learned from the initial round of outreach done in the spring of 2011, as documented in the Summary of Public Participation Findings. In implementing these strategies, there will be an increase in coordination with stakeholder groups, with targeted outreach to Asian and Latino populations in order to achieve a level of participation representative of county demographics. There will also be an emphasis on increasing participation of residents in the central and southern planning areas of the county.

OUTREACH MATERIALS

MIG, along with Alameda CTC staff, will assemble a suite of materials that will educate the public on the key elements of the draft CWTP and enable the Alameda CTC to collect comments and feedback on the draft CWTP. These materials will also aid in explaining the TEP development process, the preliminary projects, programs and financial information and how it integrates with the CWTP process. These materials will be flexible enough to be incorporated in a number of outreach strategies, such as Community Workshops and online efforts.

The materials will include:

- An Executive Summary or Summary of Key Sections from the draft CWTP, and preliminary TEP information
- A Fact Sheet explaining the CWTP/TEP process
- A Questionnaire in hard copy and web-based formats

OUTREACH STRATEGIES

1. Community Workshops (5)

Alameda CTC will host one two-hour workshop in each of the five supervisorial districts. The workshops will be held on weekday evenings, Monday through Thursday, during the months of October and early November. The outreach team will begin scheduling the workshops, and if available, host them in the same ADA and transit-accessible venues used in the first round of workshops. These potential venues include:

- Oakland City Hall
- Fremont Public Library
- Hayward City Hall
- San Leandro Library
- Dublin Public Library

Those participants who shared their email contact information during the first round of workshops will be invited via email to attend the second round of workshops. MIG will utilize existing media contacts to publicize the community workshops. MIG will also coordinate with Alameda CTC staff and advisory committee members to advertise the workshops through existing communication channels such as the Alameda CTC website, newsletters and email announcements.

The following list identifies workshop outreach methods and materials:

Workshop Outreach Method

E-Mail Announcement
Public Service Announcements
Press Release
Website Announcement
Newspaper advertisements

Workshop Materials

Agenda
Draft CWTP and preliminary TEP materials
PowerPoint Presentation
Display Boards
Workshop Handouts (CWTP Executive Summary, CWTP-TEP Process Graphic, TEP preliminary materials)
Comment Form (to include additional demographic information questions such as which planning area of the county participants live and/or work)

The E-mail announcement will do the following:

- Encourage community members to attend a workshop;
- Encourage community members to take the online web questionnaire;
- Offer to translate project materials, including the fact sheet and questionnaire, into requested languages for community members; and
- Offer to meet in-person to make a presentation on the plan and participate in a discussion with existing community groups at their regularly scheduled meetings.

2. Web-based Outreach

Website Updates

Using information taken from the suite of materials, MIG will update the Alameda CTC website appropriately. As a major communication tool, the web will be used to advertise the public meetings, as well as provide a link to an online survey where members of the public can share their opinions on the draft CWTP and preliminary TEP information.

Online Questionnaire

Using the questionnaire developed as part of the suite of materials, MIG will implement an online survey which will be hosted on the Alameda CTC website. Within this survey MIG will collect important demographic information, including which County planning area (North, Central, East or South) the participant lives and works in. The online questionnaire will also inquire as to the level of review of the draft CWTP survey participants were able to complete before commenting.

Email Blasts

Email will be an important method for both educating the public on the CWTP-TEP process and inviting them to share their opinions regarding the draft CWTP and preliminary TEP information. Emails will be used to:

- Inform members of the public about the release of the draft CWTP and preliminary TEP information;
- Direct members of the public to the online questionnaire;
- Invite members of the public to attend Community Workshops; and
- Offer opportunities for an on-site meeting to be conducted with local groups using the outreach toolkit.

3. Outreach Toolkit

During the first round of outreach, MIG developed an outreach toolkit, which was used by CAWG, TAWG, CAC, PAPCO, CWC and Commission members and other trained Alameda CTC and consultant team staff. Using the toolkit, staff and advisory group members were able to inform and receive comment from 724 community members. The outreach team recommends these relationships be strengthened with a second round of outreach efforts based on the toolkit concept.

The outreach toolkit will also be used for more concentrated outreach to under-served communities that were not fully represented in the first round of outreach.

The toolkit can also be used for a meeting in a culturally-appropriate location if requested by a community group or organization. The outreach tool will be used to help promote the five community workshops, so anyone seeking a more in-depth participation opportunity is encouraged to attend.

The outreach toolkit is anticipated to include the following:

1. Moderator Guide
2. Fact Sheet
3. Participant Questionnaire
4. Outreach Recording Template
5. Self-Addressed Stamped Envelope (SASE)

MIG will provide a second round of training to Advisory Committee members in order to familiarize them with the updated toolkit and methods for getting input on the draft plan.

TITLE VI COMPLIANCE

MIG has compiled a broad stakeholder list that identifies a variety of groups representing the ethnic and cultural diversity of Alameda County. Groups will be contacted by email with an announcement that will:

- Encourage community members to attend one of the five conveniently located workshops;
- Encourage community members to take the online web questionnaire;
- Offer to translate project materials, including the fact sheet and questionnaire into requested languages for community members; and
- Offer to meet in-person to make a presentation on the plan and participate in a discussion with existing community groups at their regularly scheduled meetings.

The Questionnaire and workshop handouts will be translated into Spanish and Mandarin, and will be available in additional languages upon request.

The outreach team will monitor the results of the toolkit to track demographic representation in the process. Should gaps in participation be identified, the outreach team will directly contact groups and organizations that represent the needed communities.

DOCUMENTATION AND PRESENTATION

MIG will fully document the results of these methods and prepare a summary report and comments database similar to that prepared for the first round of outreach. Staff and consultants will present these results at meetings of the Steering Committee, CAWG and TAWG in the late fall.

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Telephone Survey of Alameda County Voters

EMC 11-4453

n=802

DRAFT September 2, 2011

Region	Quota
Central	176
East	150
North	300
South	176

QUESTIONNAIRE

Tracked questions are indicated by the designation "(T)."

Hello, my name is _____, may I speak with **(NAME ON LIST)**. **(SPEAK TO NAME ON LIST ONLY)**

Hello, my name is _____, and I'm conducting a survey for EMC Research to find out how people in your area feel about some of the different issues facing them. We are not trying to sell anything, and are collecting this information on a scientific and completely confidential basis.

AGE FROM SAMPLE

1. 18-29
2. 30-39
3. 40-49
4. 50-64
5. 65+
6. BLANK

1. **SEX (Record from observation)**

1. Male
2. Female

2. Are you registered to vote in Alameda County?

1. Yes → CONTINUE
2. No → **TERMINATE**

3. (T) Do you think things in Alameda County are generally going in the right direction, or do you feel that things are pretty seriously off on the wrong track?

1. Right Direction
2. Wrong Track
3. (Don't Know)

4. (T) What is the most important problem facing Alameda County today? **(OPEN END, 1 response, insert precode list)**
5. (T) And what would you say is the most important transportation problem facing Alameda County today? **(OPEN END, 1 response, insert precode list)**

(BEGIN A/B SPLIT: HALF OF THE SAMPLE IN EACH REGION GETS EACH VERSION OF THE BALLOT QUESTION)

(SAMPLE A)

6. The following measure may be on the ballot next year in Alameda County:

Shall a new Alameda County Transportation Expenditure Plan be implemented to address the County's current and future transportation needs? Approval of this measure will keep all funds in Alameda County, authorizes extending the existing transportation sales tax and increasing it by 1/2 cent, with voter approval every 20 years on a new expenditure plan, with continued citizen oversight and a local jobs creation program. No money can be taken by the state.

If this measure were on the ballot today, are you likely to vote yes to approve it, or no to reject it?

(IF UNDECIDED/DON'T KNOW: Which way do you lean — toward voting "Yes" to approve, or toward voting "No" to reject?)

1. Yes, approve
2. (Lean yes)
3. No, reject
4. (Lean no)
5. (Undecided/Don't know)

(SAMPLE B)

7. The following measure may be on the ballot next year in Alameda County:

Shall a new Alameda County Transportation Expenditure Plan be implemented to address the County's current and future transportation needs? Approval of this measure will keep all funds in Alameda County, authorizes a ½ cent transportation sales tax, with voter approval every 20 years on a new expenditure plan, with citizen oversight and a local jobs creation program. No money can be taken by the state.

If this measure were on the ballot today, are you likely to vote yes to approve it, or no to reject it?

(IF UNDECIDED/DON'T KNOW: Which way do you lean — toward voting "Yes" to approve, or toward voting "No" to reject?)

1. Yes, approve
2. (Lean yes)
3. No, reject
4. (Lean no)
5. (Undecided/Don't know)

(END A/B SPLIT: RESUME ASKING ALL)

Now I'm going to read you some of the specific elements of the ballot measure. After each please tell me if you support or oppose that particular element.

(AFTER EACH ELEMENT: Do you support or oppose this element of the ballot measure?)

(IF SUPPORT/OPPOSE: Would you say you strongly support/oppose that element, or somewhat support/oppose that element?)

SCALE:

1. Strongly support	2. Somewhat support
3. Somewhat oppose	4. Strongly oppose
	5. (Don't Know)

This measure would...

(RANDOMIZE LIST)

8. Maintain and enhance mass transit programs that have a demonstrated ability to get people out of their cars, including supporting AC Transit services and the ACE Train, which runs from the Central Valley through the Pleasanton area and on to San Jose, extending BART to Livermore, and expanding express and feeder bus services.
9. Improve the County's aging highway infrastructure. The plan authorizes major new projects to improve interchanges and highway efficiencies to improve traffic flow, and improve surface streets and arterial roads that feed key commute corridors.
10. Maintain and improve local streets and roads. The current expenditure plan provides critical funds to every Alameda County city for maintenance and upkeep of local streets and roads. This new plan will continue to repave streets, fill potholes, and upgrade local transportation infrastructure.
11. Complete major bike and pedestrian routes and improve safety. The plan funds completion of trails along key commute corridors, including the East Bay Greenway, Iron Horse Trail, and Bay Trail, and makes significant road and bikeway improvements to minimize traffic disruption and maximize safety for cyclists and pedestrians
12. **(SAMPLE A)** Extend the current transportation sales tax.
13. **(SAMPLE A)** Increase the transportation sales tax by ½ cent.
14. **(SAMPLE B)** Establish a new ½ cent transportation sales tax.
15. Establish a permanent transportation sales tax for the County to guarantee long-term funding for roads, transit systems, bicycles and pedestrians, that cannot be taken by the State.
16. Ensure an independent Citizens Watchdog group audits the transportation agency and reports yearly to the public in local newspapers to insure the funds are spent as directed by the voters.
17. Allow the county to continue delivering key road and transportation improvements as they did from prior measures in 1986 and 2000, which included improving I-880, bringing BART to Pleasanton and Warm Springs, and easing traffic bottlenecks at key interchanges like I-580 and I-680, and Highways 24 and 13.

(END RANDOMIZE)

18. Given what you have heard, if the election on this ballot measure were held today, are you likely to vote yes to approve it, or no to reject it?

(IF UNDECIDED/DON'T KNOW: Which way do you lean — toward voting “Yes” to approve, or toward voting “No” to reject?)

1. Yes, approve
2. (Lean yes)
3. No, reject
4. (Lean no)
5. (Undecided/Don't know)

I'm going to read you some statements about the transportation sales tax ballot measure. After each statement, please tell me if it would make more likely to support the measure or more likely to oppose the measure, or if it makes no difference. **(IF SUPPORT/OPPOSE: Is that much more likely to support/oppose the measure, or somewhat more likely to support/oppose the measure?)**

- SCALE:**
1. Much more likely to support
 2. Somewhat more likely to support
 3. (More likely to oppose)
 4. No difference
 5. (Don't know)

AFTER EACH QUESTION: Does that make you more likely to support or oppose the measure, or does it make no difference?

(RANDOMIZE ENTIRE LIST)

Streets & Roads

19. This measure will make the carpool lane on I-880 continuous between Oakland and Fremont;
20. This measure will fund installation of new technologies on I-880 to improve traffic flow;
21. This measure will improve Route 84 between I-580 and I-680 near Livermore and Pleasanton to relieve both local and commuter traffic;
22. This measure will fund improvements to major regional roads, like Ashby Avenue in Berkeley, Broadway in Oakland, Mission Boulevard in Hayward, Union City and Fremont, and Stanley Boulevard in Pleasanton;
23. This measure will fund major improvements along the I-80 corridor, including at the on and off ramps at Gilman, University, Ashby, and Powell Streets, that make the corridor safer and less congested;
24. This measure funds major improvements that will make it easier and faster to get between I-680 and I-880 in Fremont;
25. This measure will fund major improvements along the I-680 corridor between Dublin and Fremont to make the corridor safer and less congested;
26. This measure will make the carpool lane on I-680 continuous between Dublin and Fremont;
27. This measure will fund installation of new technologies on I-680 to improve traffic flow;
28. This measure will make our streets, roads, and highways safer and more efficient;
29. This measure funds the completion of major improvements that will help traffic flow better throughout Alameda County;

Public Transit

30. This measure will restore some of the essential public transit services that have been eliminated due to state budget shortfalls;
31. This measure will provide critical funding needed to extend BART to Livermore;
32. This measure will extend commuter trains and buses over the Dumbarton Bridge to improve the commute to Silicon Valley;
33. This measure creates a Bus Rapid Transit system that can move people more quickly into and through the Oakland and Berkeley areas from other parts of the county;
34. This measure will expand express and rapid bus services;
35. This measure makes it easier to use multiple forms of transit in a single trip by creating coordinated transit centers;
36. This measure will keep public transit service affordable for those who depend on it, including seniors, youth, and people with disabilities;
37. This measure will make it easier to get to work and school using public transportation;
38. This measure will support commuter ferry services;
39. This measure ensures that seniors and people with disabilities can get where they need to go on public transit;
40. This measure will increase track capacity through the BayFair BART station, allowing BART to run trains more efficiently and improve on-time performance throughout the BART system.
41. This measure encourages transit use by the next generation by providing all elementary, middle, and high school students in the county with a free transit pass;

Bike/Ped

42. This measure will complete important bicycle and pedestrian trails in the East Bay, including commute corridors like the Bay Trail, Iron Horse Trail, and the East Bay Greenway;
43. This measure will make our streets and roads safer for pedestrians and bicyclists, including the county's 340,000 school-age children;

Goods Movement

44. This measure will make it safer and easier for trucks to get to and from the Port of Oakland without creating backups and traffic congestion;
45. This measure will reduce the pollution and traffic congestion caused by the trucks that carry goods on our streets and roads;

Air Quality/Emissions Reduction

46. This measure will improve air quality by reducing traffic congestion, promoting bicycling, walking, and public transit use, and reducing truck traffic on our roads and highways;

Economic Benefit

47. With the Federal Government in Washington unable to act and severe cuts from Sacramento, this measure will stimulate the local economy and create thousands of jobs right here in Alameda County;
48. This measure will fund multi-use development projects that include housing, restaurant, retail, and businesses, with convenient access to existing and new transportation systems and options;
49. The expenditure plan for this measure invests in every part of Alameda County, and is the result of years of outreach, collaboration, and public involvement;

(END RANDOMIZE)

(BEGIN A/B SPLIT)

(SAMPLE A)

50. Now I'd like to read you the measure again:

Shall a new Alameda County Transportation Expenditure Plan be implemented to address the County's current and future transportation needs? Approval of this measure will keep all funds in Alameda County, authorizes extending the existing transportation sales tax and increasing it by 1/2 cent, with voter approval every 20 years on a new expenditure plan, with continued citizen oversight and a local jobs creation program. No money can be taken by the state.

Given all you have just heard, if this measure were on the ballot today, are you likely to vote yes to approve it, or no to reject it?

(IF UNDECIDED/DON'T KNOW: Which way do you lean — toward voting "Yes" to approve, or toward voting "No" to reject?)

1. Yes, approve
2. (Lean yes)
3. No, reject
4. (Lean no)
5. (Undecided/Don't know)

51. And what if the measure was for ¼ cent, instead of ½ cent? If this measure were on the ballot today for ¼ cent, are you likely to vote yes to approve it, or no to reject it?

(IF UNDECIDED/DON'T KNOW: Which way do you lean — toward voting "Yes" to approve, or toward voting "No" to reject?)

1. Yes, approve
2. (Lean yes)
3. No, reject
4. (Lean no)
5. (Undecided/Don't know)

(SAMPLE B)

52. Now I'd like to read you the measure again:

Shall a new Alameda County Transportation Expenditure Plan be implemented to address the County's current and future transportation needs? Approval of this measure will keep all funds in Alameda County, authorizes a ½ cent transportation sales tax, with voter approval every 20 years on a new expenditure plan, with citizen oversight and a local jobs creation program. No money can be taken by the state.

Given all you have just heard, if this measure were on the ballot today, are you likely to vote yes to approve it, or no to reject it?

(IF UNDECIDED/DON'T KNOW: Which way do you lean — toward voting "Yes" to approve, or toward voting "No" to reject?)

1. Yes, approve
2. (Lean yes)
3. No, reject
4. (Lean no)
5. (Undecided/Don't know)

53. And what if the measure was for ¼ cent, instead of ½ cent? If this measure were on the ballot today for ¼ cent, are you likely to vote yes to approve it, or no to reject it?

(IF UNDECIDED/DON'T KNOW: Which way do you lean — toward voting "Yes" to approve, or toward voting "No" to reject?)

1. Yes, approve
2. (Lean yes)
3. No, reject
4. (Lean no)
5. (Undecided/Don't know)

(END A/B SPLIT: RESUME ASKING ALL)

54. Some people say now is not the time to raise our taxes, but that we should try to secure long-term local funding for transportation, since the State and Federal Governments are not reliable sources of transportation money. If Alameda County proposed only extending the current ½ cent transportation sales tax with no increase to provide long-term funding for a basic set of transportation projects and programs, would you be likely to vote yes to approve it, or no to reject it?

(IF UNDECIDED/DON'T KNOW: Which way do you lean — toward voting "Yes" to approve, or toward voting "No" to reject?)

1. Yes, approve
2. (Lean yes)
3. No, reject
4. (Lean no)
5. (Undecided/Don't know)

Now I'd like to ask you a few questions for statistical purposes only.

55. In terms of your job status, are you employed, unemployed but looking for work, retired, a student, or a homemaker?
1. Employed
 2. Unemployed
 3. Retired
 4. Student
 5. Homemaker
 6. (Other)
 7. (Don't know)
56. Do you rent or own your home or apartment?
1. Rent/other
 2. Own/buying
 3. (Don't know/Refused)
57. Thinking about a political scale where 1 is very liberal and 7 is very conservative, where would you place yourself on that scale? **(Code 1-7, 8=Don't know)**
58. What is the last grade you completed in school?
1. Some grade school
 2. Some high school
 3. Graduated high school
 4. Technical/Vocational
 5. Some college
 6. Graduated college [including Bachelors, BA]
 7. Graduate/Professional [including Masters, PhD, etc]
 8. (Don't know/Refused)
59. Would you consider yourself to be Hispanic or Latino, Black or African American, White, Asian or Pacific Islander, or something else?
1. Hispanic/Latino
 2. Black/African-American
 3. White
 4. Asian or Pacific Islander
 5. (Bi-racial/ Multi-racial)
 6. Something else/ other
 7. (Refused)

60. In what year were you born? **(Do not read categories, code as appropriate)**

1. 1936 or earlier (75+)
2. 1937-1941 (70-74)
3. 1942-1946 (65-69)
4. 1947-1951 (60-64)
5. 1952-1956 (55-59)
6. 1957-1961 (50-54)
7. 1962-1966 (45-49)
8. 1967-1971 (40-44)
9. 1972-1976 (35-39)
10. 1977-1981 (30-34)
11. 1982-1986 (25-29)
12. 1987-1993 (18-24)
13. (Refused)

THANK YOU!

PARTY REGISTRATION FROM SAMPLE

Democrat
Republican
Other
DTS

CITY CODE FROM SAMPLE

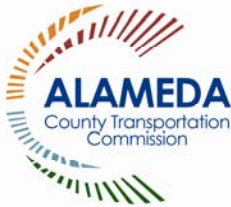
Alameda
Albany
Berkeley
Dublin
Emeryville
Fremont
Hayward
Livermore
Newark
Oakland
Piedmont
Pleasanton
San Leandro
Union City
Other/Unincorporated

ZIP CODE FROM SAMPLE

CITY FROM SAMPLE

SUPERVISOR DISTRICT FROM SAMPLE

1. 1
2. 2
3. 3
4. 4
5. 5



Memorandum

DATE: September 1, 2011

TO: CWTP-TEP Technical Advisory Working Group

FROM: Beth Walukas, Deputy Director of Planning
Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation

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

Recommendation

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

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

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

August and September 2011 Update:

This report focuses on the months of August and September 2011. A summary of countywide and regional planning activities for the next three months is found in Attachment A and a three year schedule for the countywide and the regional processes is found in Attachments B and C, respectively. Highlights include the release of the One Bay Area Alternative Land Use Scenarios and the development of the two transportation networks to support those scenarios by ABAG and MTC and the release of the first draft of the Alameda Countywide Transportation Plan, preliminary TEP projects and program packaging parameters, and fall 2011 outreach process and polling questions by the CWTP-TEP Steering Committee, CAWG and TAWG.

1) MTC/ABAG: Development of Alternative Land Use and Transportation Scenarios

On August 26, 2011, ABAG released the One Bay Area SCS Alternative Land Use Scenarios: Core Concentration, Focused Growth, and Outer Bay Area Growth. In July, ABAG's Executive Board and the MTC Commission approved five alternative scenarios to be used to inform the development of the Preferred SCS. Two of the scenarios are based on unconstrained growth, assume very strong employment growth, and unconstrained funding to support housing affordability. The Alternative Land Use Scenario Report presents the land use patterns for three scenarios: Core Concentration, Focused Growth, and Outer Bay Area Growth and assesses them based on economic growth, financial feasibility and reasonable planning strategies.

Concurrently, MTC has been working with the stakeholders to develop two transportation networks: Transportation 2035 and Core Capacity Transit networks. Two meetings were held in August to present the land use and transportation information. MTC staff will begin its scenario analysis and project performance assessment in September with results anticipated to be released in October.

2) CWTP-TEP

The first draft of the Countywide Transportation Plan is being released in September along with financially constrained project and program scenarios for discussion at the CAWG, TAWG and Steering Committee meetings. This information can be found on the website and will be brought to the advisory groups, Committees and Commission in October and November for input. The CWTP-TEP Steering Committee is anticipated to approve the Transportation Expenditure Plan strategic parameters. Based on the approved parameters, a preliminary package of Transportation Expenditure Plan projects and programs will be developed with input from the Committee and Advisory Groups. Public outreach on the CWTP and TEP will occur in October. Dates are still being finalized, and will be presented as soon as they are available.

3) 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: TBD	September 22, 2011 October 27, 2011
CWTP-TEP Technical Advisory Working Group	2 nd Thursday of the month, 1:30 p.m. Location: Alameda CTC	September 8, 2011 October 13, 2011
CWTP-TEP Community Advisory Working Group	Typically the 1 st Thursday of the month, 3:00 p.m. Location: Alameda CTC	September 15, 2011 October 6, 2011
SCS/RTP Regional Advisory Working Group	1 st Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	September 6, 2011 October 4, 2011
SCS/RTP Equity Working Group	2 nd Wednesday of the month, 11:15 a.m. Location: MetroCenter, Oakland	September 14, 2011 October 12, 2011
SCS Housing Methodology Committee	10 a.m. Location: BCDC, 50 California St., 26th Floor, San Francisco	September 22, 2011
Northern Alameda County SCS Summit Hosted by Supervisor Keith Carson	1 p.m. Location: TBD	October 12th, 2011

Fiscal Impact

None.

Attachments

Attachment A:	Summary of Next Quarter Countywide and Regional Planning Activities
Attachment B:	CWTP-TEP-RTP-SCS Development Implementation Schedule
Attachment C:	One Bay Area SCS Planning Process

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Summary of Next Quarter Countywide and Regional Planning Activities (September through December)

Countywide Planning Efforts (CWTP-TEP)

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

- Coordinating with ABAG and local jurisdictions to provide comments on the Alternative Land Use Scenarios for the Sustainable Communities Strategy (SCS);
- Coordinating with the local jurisdiction to develop a draft Alameda County Locally Preferred SCS to test with the financially constrained transportation network in October;
- Responding to comments on the CWTP Evaluation Report;
- Identifying a financially constrained list of projects and programs for the CWTP;
- Releasing the first draft of the CWTP (September) and developing the second draft (December);
- Developing countywide 25-year revenue projections and opportunities that are consistent and concurrent with MTC's 25-year revenue projections;
- Approving Transportation Expenditure Plan strategic parameters (September) and developing first draft Transportation Expenditure Plan list of projects and programs (December);
- Conducting public outreach and a second poll (October)

Regional Planning Efforts (RTP-SCS)

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

- Conducting a scenario analysis of five land use options (Alternative Land Use Scenarios released by ABAG on August 26, 2011) and two transportation network options (committed projects and first draft uncommitted projects released by MTC on August 31, 2011);
- Releasing the results of the scenario analysis and project performance assessment (October);
- Refining draft 25-year revenue projections; and
- Adopting a RHNA Methodology.

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

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

Key Dates and Opportunities for Input

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

Sustainable Communities Strategy:

Presentation of SCS information to local jurisdictions: Completed
Initial Vision Scenario Released: March 11, 2011: Completed
Draft Alternative Land Use Scenarios Released: Completed (released August 26, 2011)
Preferred SCS Scenario Released/Approved: February 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: Completed
Call for RTP Transportation Projects: Completed
Conduct Performance Assessment: May 2011 - October 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 Alameda County Locally Preferred SCS Scenario: May – December 2011
Call for Projects: Completed
Plans Outreach: January 2011 - December 2011
Draft List of CWTP constrained Projects and Programs: September 2011
First Draft CWTP: September 2011
Preliminary TEP Program and Project list: September 2011
Draft CWTP and TEP Released: January 2012
Outreach: January 2012 – June 2012
Adopt CWTP and TEP: May 2012
TEP Submitted for Ballot: August 2012

Calendar Year 2010

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

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

Calendar Year 2012

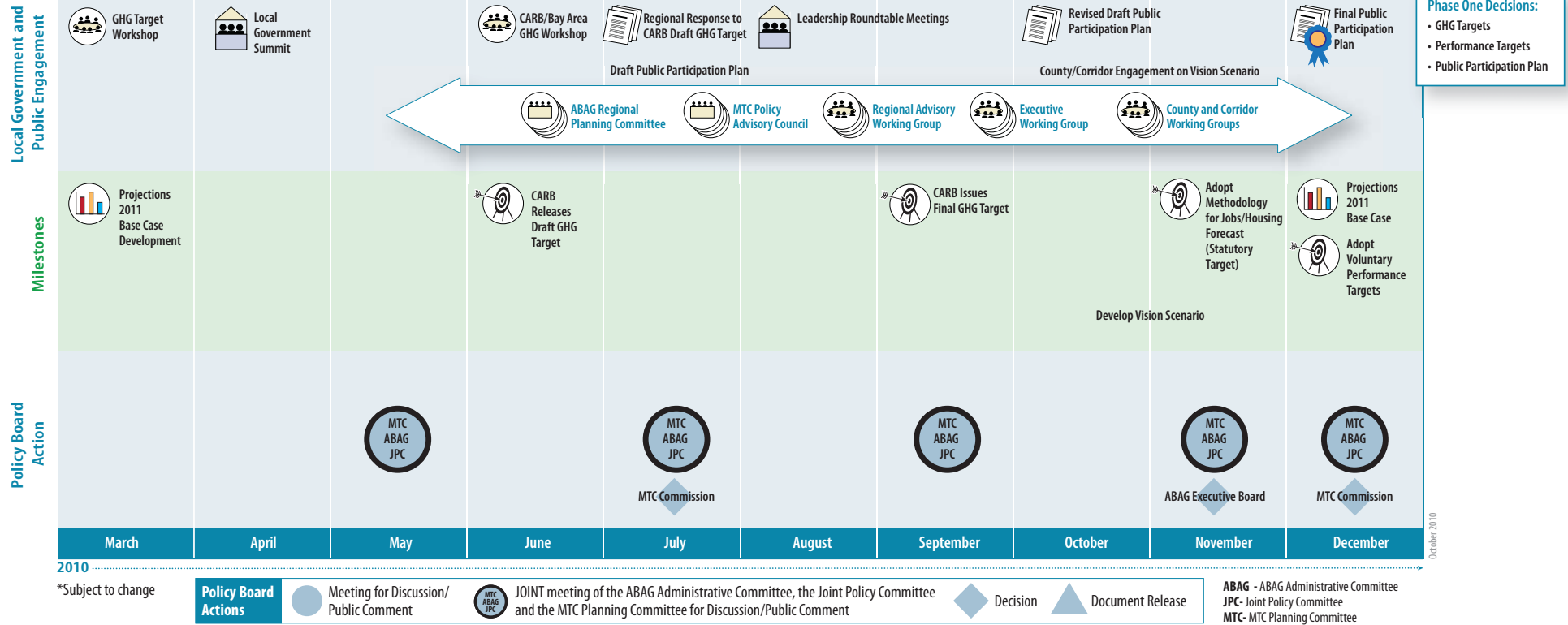
	2012					FY2011-2012					
Task	January	February	March	April	May	June	July	August	Sept	Oct	November
Alameda CTC Committee/Public Process											
Steering Committee	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed	Adopt Draft Plans	Adopt Final Plans	Expenditure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

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

Phase 1: Performance Targets and Vision Scenario

OneBayArea



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

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

OneBayArea

Phase Two Decisions:

- Vision Scenarios
- Financial Forecasts
- Detailed SCS Scenarios
- RHNA Methodology
- Preferred SCS Scenario
- Draft RHNA Plan

Scenario Planning

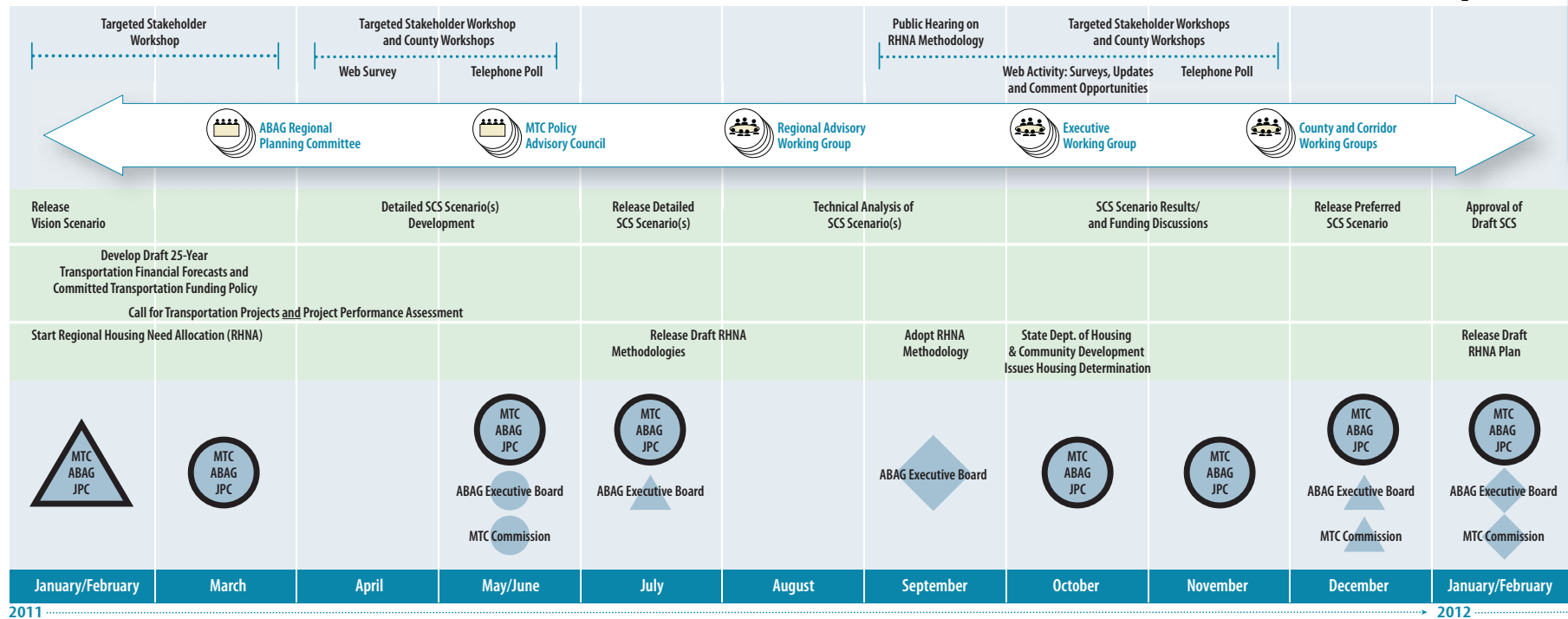
Transportation Policy and Investment Dialogue

Regional Housing Need Allocation

Local Government and Public Engagement

Milestones

Policy Board Action



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

OneBayArea

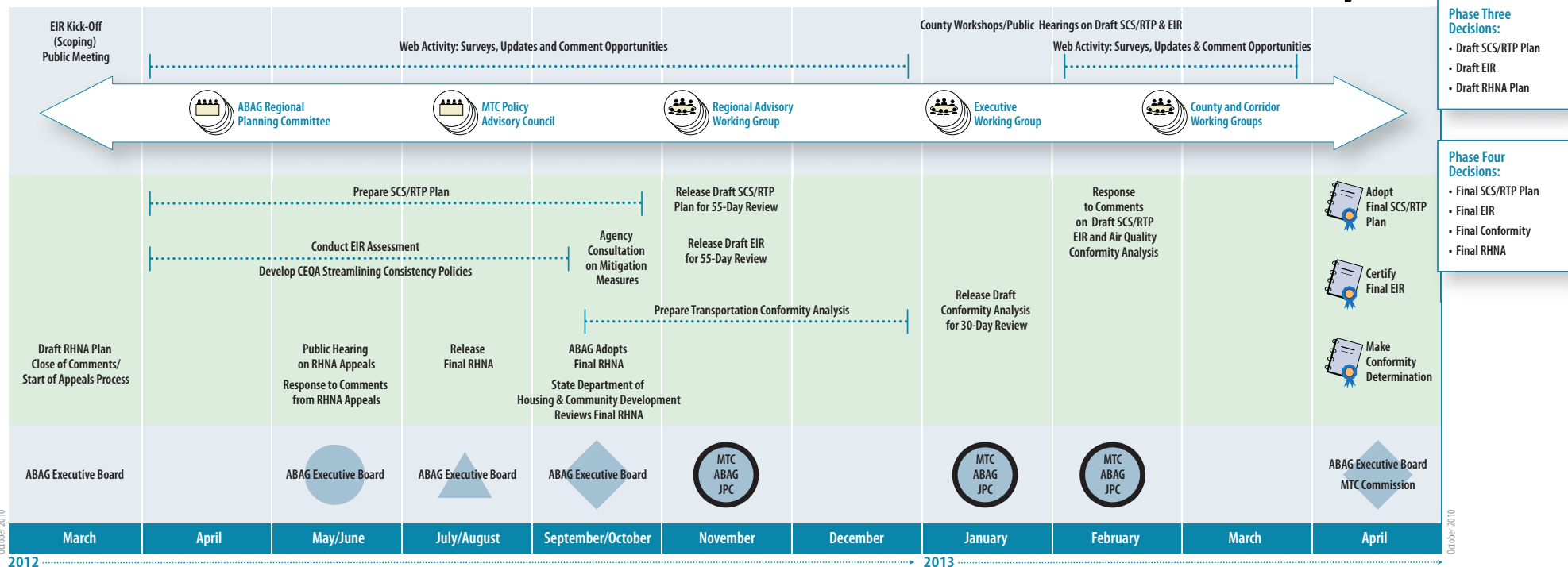
Phase 3: Housing Need Allocation, Environmental/Technical Analyses and Final Plans

Phase 4: Plan Adoption

Local Government and
Public Engagement

Milestones

Policy Board
Action



*Subject to change

Policy Board
Actions

Meeting for Discussion/
Public Comment

JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment

Decision

Document Release

ABAG - ABAG Administrative Committee
JPC - Joint Policy Committee
MTC - MTC Planning Committee

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Upcoming Advisory and Steering Committee Meetings Schedule

ALL MEETINGS at Alameda CTC, 1333 Broadway, Suite 300, Oakland, CA

	Meeting Date/Function	Outcomes	Agenda Items
1	<p>CAWG February 3, 2011 2:30 p.m. – 5 p.m.</p> <p>TAWG February 10, 2011 1:30 – 4 p.m.</p> <p>Steering Committee February 24, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> Receive an update on Regional and Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) activities and processes Receive overview and schedule of Initial Vision Scenario Review the Metropolitan Transportation Commission (MTC) draft policy on committed funding and projects and call for projects Receive an outreach status update and approve the polling questions Discuss performance measures 	<ul style="list-style-type: none"> Update on CWTP-TEP Activities Since Last Meeting Update on Countywide and Regional Processes Discuss the initial vision scenario and approach for incorporating SCS in the CWTP Review and comment on MTC's Draft Policy on Committed Funding and Projects, Approve Alameda CTC Call for Projects process and approve prioritization policy Outreach status update and <i>Steering Committee approval of polling questions</i> Continued discussion and refinement of Performance Measures Update: Steering Committee, CAWG, TAWG, and Other Items/Next Steps
2	<p>CAWG March 3, 2011 2:30 p.m. – 5 p.m.</p> <p>TAWG March 10, 2011 1:30 – 4 p.m.</p> <p>Special TAWG March 18, 2011 11:30 a.m. to 1:30 p.m.</p> <p>Steering Committee March 24, 2011 11 a.m. – 1 p.m.</p>	<ul style="list-style-type: none"> Receive an update on outreach Adopt Final Performance Measures Initiate discussion of programs Receive update on MTC Call for Projects and Alameda County approach Comment on transportation issue papers subjects Provide input to land use and modeling and Initial Vision Scenario (TAWG) Update on Initial Vision Scenario and Priority Conservation Areas (TAWG) Receive update and finalize Briefing Book Discuss committed funding policy 	<ul style="list-style-type: none"> Update on Outreach: Workshop, Polling Update, Web Survey <i>Approve Final Performance Measures & link to RTP</i> Discussion of Programs Overview of MTC Call for Projects and Alameda County Process Discussion of Transportation Issue Papers & Best Practices Presentation Discussion of Land use scenarios and modeling processes (TAWG) Update on regional processes: Initial Vision Scenario and Priority Conservation Areas (ABAG to present at TAWG) Finalize Briefing Book TAWG/CAWG/SC update
3	<p>CAWG April 7, 2011 2:30 p.m. – 5 p.m.</p>	<ul style="list-style-type: none"> Receive update on outreach activities Provide feedback on policy for projects and programs packaging Provide comments on Alameda County land use scenarios 	<ul style="list-style-type: none"> Update on Workshop, Poll Results Presentation, Web Survey Discuss Packaging of Projects and Program for CWTP Discussion of Alameda County land use scenarios

	Meeting Date/Function	Outcomes	Agenda Items
	<p>TAWG April 14, 2011 1:30 – 4 p.m.</p> <p>Steering Committee April 28, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> • Receive update on Call for Projects outcomes • Comment on refined Transportation Issue Papers • Comment on committed projects and funding policy and Initial Vision Scenario 	<ul style="list-style-type: none"> • Discuss Call for Projects results: <i>Draft project list to be approved by SC to send to MTC</i> • Transportation Issue Papers & Best Practices Presentation • Update on regional process: discussion of policy on committed projects, refinement of Initial Vision Scenario • TAWG/CAWG/SC update
4	<p>CAWG May 5, 2011 2:30 p.m. – 5 p.m.</p> <p>TAWG May 12, 2011 1:30 – 4 p.m.</p> <p>Steering Committee May 26, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> • Review outcomes of initial workshops and other outreach • Review outcomes of call for projects, initial screening and next steps • Discuss TEP Strategic Parameters & alternative funding scenarios • Recommend land use scenario for CWTP and provide additional comments on Initial Vision Scenario • Receive information on Financial projections and opportunities • Title VI update and it's relation to final plans to CAWG & TAWG meetings 	<ul style="list-style-type: none"> • Summary of workshop results in relation to poll results • Outcomes of project call and project screening- Present screened list of projects and programs. <i>Steering Committee recommends final project and program list to full Alameda CTC commission to approve and submit to MTC after public hearing on same day.</i> • Discussion of Financials for CWTP and TEP and TEP Strategic Parameters - duration, potential funding amounts, selection process • Update on regional processes: Focus on Financial Projections, Initial Vision Scenario: <i>Steering Committee recommendation to ABAG on land use (for both a refined IVS and other potential aggressive options)</i> • Title VI update • TAWG/CAWG/SC update
	No June Meeting		
5	<p>CAWG July 7, 2011 12:00 – 5 p.m.</p> <p>TAWG July 14, 2011 1:30 – 4 p.m.</p> <p>Steering Committee July 28, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> • Project Evaluation 101 (CAWG only; 12 -1 p.m.) • Provide comments on outcomes of project evaluation • Comment on outline of Countywide Transportation Plan. • Continue discussion of TEP parameters and financials • Provide feedback on proposed outreach approach for fall 2011 	<ul style="list-style-type: none"> • Results of Project and Program Packaging and Evaluation • Review CWTP Outline • Discussion of TEP strategic parameters and financials • Discussion of fall 2011 outreach approach • Update on regional processes • TAWG/CAWG/SC update
6	<p>CAWG September 1, 2011 1 – 5 p.m.</p>	<ul style="list-style-type: none"> • Comment on first draft of Countywide Transportation Plan • Comment on potential packages of projects and programs for TEP • Prepare for second round of public meetings and second poll 	<ul style="list-style-type: none"> • Presentation/Discussion of Countywide Plan Draft • Presentation/Discussion of TEP candidate projects • Refine the process for further

	Meeting Date/Function	Outcomes	Agenda Items
	<p>TAWG September 8, 2011 1:30 – 4 p.m.</p> <p>Steering Committee September 22, 2011 12 – 2 p.m.</p>		<p>evaluation of TEP projects</p> <ul style="list-style-type: none"> • Discussion of upcoming outreach and polling questions • Update on regional processes • TAWG/CAWG/SC update
7	<p>CAWG October 6, 2011 2:30 – 4:30 p.m.</p> <p>Joint Steering Committee/CAWG October 7, 2011 Noon to 2 p.m.</p> <p>TAWG October 13, 2011 1:30 to 3:30</p> <p>Steering Committee October 27, 2011 Noon to 3 p.m.</p>	<ul style="list-style-type: none"> • Comment on first draft of Countywide Transportation Plan, including project and program financially constrained list • Comment on preliminary Transportation Expenditure Plan candidate projects and programs • Receive update on second round of public meetings and second poll 	<ul style="list-style-type: none"> • Further refine Countywide Transportation Plan financially constrained list • Discussion of Transportation Expenditure Plan preliminary projects and programs lists • Update on public outreach and poll • Update on region processes • TAWG/CAWG/SC Update
8	<p>CAWG November 3, 2011 2:30 p.m. – 5 p.m.</p> <p>TAWG November 10, 2011 1:30 – 4 p.m.</p> <p>Steering Committee November 17, 2011 12 – 3 p.m.</p>	<ul style="list-style-type: none"> • Comment on second draft of Countywide Transportation Plan • Review and provide input on first draft of Transportation Expenditure Plan Projects and Programs • Review results of second poll and outreach update 	<ul style="list-style-type: none"> • Presentation/Discussion of Countywide Plan second draft • Presentation/Discussion of TEP Projects and Programs (first draft of the TEP) • Presentation on second poll results and outreach update • Update on regional processes • TAWG/CAWG/SC update
9	<p>Steering Committee December 1, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> • Review and comment on TEP 	<ul style="list-style-type: none"> • Review and comment on TEP
10	<p>CAWG January 5, 2012 2:30 p.m. – 5 p.m.</p> <p>TAWG January 12, 2012 1:30 – 4 p.m.</p> <p>Steering Committee January 26, 2012 12 – 2 p.m.</p>	<ul style="list-style-type: none"> • Discussion (as needed) on CWTP and TEP • Review final outcomes of outreach meetings 	<ul style="list-style-type: none"> • Presentation/Discussion of updates on CWTP and TEP • Presentation of Outreach Findings and next steps • Update on regional processes • TAWG/CAWG/SC update

Future Meeting Dates:

Additional meetings are anticipated in March, May and June 2012 to refine both the CWTP and TEP.

TAWG will continue to meet as needed through final adoption of MTC and ABAG's RTP/SCS anticipated for April 2013

Definitions

CWTP: Countywide Transportation Plan, TEP: Transportation Expenditure Plan

Alameda County Transportation Commission

Technical Advisory Working Group (TAWG)

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

Alameda County Transportation Commission

Technical Advisory Working Group (TAWG)

	Planning Area	First Name	Last Name	Title	Business Name
15	Central	Don	Frascinella	Transportation Manager, PWD	City of Hayward
16	East	Susan	Frost	Principal Planner	City of Livermore
17	South	Jim	Gannon	Manager of Transportation Services	Fremont Unified School District
18	East	Robin	Giffin	Senior Planner	City of Pleasanton
19	CW	Mike	Gougherty	Transportation/Environmental Planner/Analyst	Water Emergency Transportation Authority
20	South	Terrence	Grindall	Community Development Director	City of Newark
21	North	Cindy	Horvath	Senior Transportation Planner	Alameda County Planning
22	North	Diana	Keena	Associate Planner	City of Emeryville
23	Central	Paul	Keener	Senior Transportation Planner	Alameda County Public Works Agency
24	North	Obaid	Khan	Supervising Civil Engineer	City of Alameda - Public Works Department
25	South	Wilson	Lee	Transit Manager	City of Union City
26		Tom	Liao	Planning and Housing Manager	City of San Leandro
27		Albert	Lopez	Planning Director	Alameda County
28	South	Joan	Malloy	Economic and Community Development Director	City of Union City

Alameda County Transportation Commission

Technical Advisory Working Group (TAWG)

	Planning Area	First Name	Last Name	Title	Business Name
29	CW	Gregg	Marrama	Department Manager, Capital	BART
30	CW	Val	Menotti	Department Manager, Planning	BART
31		Neena	Murgai	Epidemiologist	CAPE
32	North	Matt	Nichols	Principal Planner, PWD	City of Berkeley
33	Central	Erik	Pearson	Senior Planner, Planning	City of Hayward
34	South	James	Pierson	Public Works	City of Fremont
35		Jeri	Ram		City of Dublin
36		David	Rizk	Development Services Director	City of Hayward
37	East	Marc	Roberts		City of Livermore
38	CW	Brian	Schmidt	Director of Planning, Programming and Operations	ACE Rail
39	North	Peter	Schultze-Allen	Environmental Analyst, PWD	City of Emeryville
40	South	Jeff	Schwob	Interim Community Development Director	City of Fremont
41	North	Tina	Spencer	Director of Service Development and Planning	AC Transit
42	North	Iris	Starr	Division Manager of Infrastructure Plans and Programming	Public Works Agency

Alameda County Transportation Commission

Technical Advisory Working Group (TAWG)

	Planning Area	First Name	Last Name	Title	Business Name
43	East	Mike	Tassano	City Traffic Engineer	City of Pleasanton
44	CW	Lee	Taubeneck	Deputy District Director - District 4	Caltrans
45	North	Andrew	Thomas	Planning Services Manager	City of Alameda
46	North	Jim	Townsend	Trails Development Program Manager	East Bay Regional Park District (EBRPD)
47	East	Bob	Vinn	Assistant City Engineer	City of Livermore
48	East	Marnie	Waffle	Senior Planner	City of Dublin
49	North	Bruce	Williams	Senior Transportation Planner	City of Oakland
50	CW	Stephen	Yokoi	Office Chief, Office of Regional Planning - District 4	Caltrans
51	Central	Karl	Zabel	Operations and Development Supervisor	Hayward Area Recreation and Park District (HARD)
Alt	South	Farooq	Azim	Principal Civil Engineer	City of Union City
Alt	South	Carmela	Campbell	Planning Manager	City of Union City
Alt	East	Gary	Huisingh	Director of Public Works	City of Dublin
Alt	CW	Nathan	Landau		AC Transit

Alameda County Transportation Commission

Technical Advisory Working Group (TAWG)

	Planning Area	First Name	Last Name	Title	Business Name
Alt	North	Cory	LaVigne	Director of Service Development and Planning	AC Transit
Alt	Central	Larry	Lepore	Park Superintendent	Hayward Area Recreation and Park District (HARD)
Alt	North	Kate	Miller	Capital Planning/Grants Manager	AC Transit
Alt	CW	Bob	Rosevear	Associate Transportation Planner	ACE Rail