Presentation Overview

- Update on SCS/RTP
  - Release of Preferred Land Use and Transportation Investment Strategy
- Update on CWTP-TEP
  - Status of Transportation Expenditure Plan Approvals
  - Update on Next Steps
Regional Planning Schedule

- Adopted Performance Targets (January 2011)
- Approved Scenario Definitions (July 2011)
- Released Project Performance Results and Guidance for Developing Compelling Cases (November 2011 to February 2012)
- Developed Scenario Details/Test Target Results (December 2011)
- Public Workshops (March 2011 and January 2012)
- Released Draft Preferred SCS: Jobs-Housing Connection Scenario (March 2012) – Alameda CTC Comments Submitted
- Released Transportation Investment Strategy and Receive Compelling Cases (April 2012)
- Adopt Preferred Land Use and Transportation Investment Strategy and Cycle 2 OBAG (May 2012)
- Release/Adopt SCS/RTP EIR (November 2012 – April 2013)

Summary of Preferred Land Use and Transportation Investment Strategy

- Regional Transportation Plan (RTP)
  - 9-county region long term transportation investment policy
  - $277 Billion 28-year investment plan: $186 Billion committed, $85B conditioned discretionary, $56 Billion discretionary
- Sustainable Communities Strategy (SCS)
  - 2013 RTP first one to include a Sustainable Communities Strategy (SCS)
  - SCS serves as the land use component to the RTP. By 2040:
    - Job Growth: 1,120,000 (253,170 in Alameda County)
    - Household Growth: 660,000 units (160,400 in Alameda County)
- Mandatory Targets Met
  - Reduce GHG per capita 7% by 2020 and 15% by 2035: Achieved 17% in 2035
  - Provide adequate housing across all income levels: Achieved
- Other Targets Mixed
  - Of 13 additional: met 3, fell short on 6, moved in wrong direction on 4
Summary of Preferred Land Use and Transportation Investment Strategy

- Plan Bay Area reinforces land use and transportation integration
  - PDAs organized around transit corridors; enhancing mobility, return on investment, ridership
  - Transportation “Fix It First” commitment coupled with in-fill housing strategy
  - Incentivizes housing production, especially for low-income residents and encourages local governments to adopt policies to reduce displacement risk of existing residents
  - New transit expansion adjacent to 800,000 jobs and housing units in TODs
  - Housing and transportation elements guided by three E's of sustainability: building a stronger economy, protection natural environment, enhancing opportunities for residents

Cycle 2 One Bay Area Grant Program

- Under development since summer 2011
  - Several versions released
  - Comments submitted and collaborated with MTC/ABAG
  - Future cycles will be applied to implementing transportation investments in the RTP
- Alameda CTC supports OBAG
  - Understands the relationship to advancing the SCS
  - Wants to deliver high quality and effective transportation investments to the public based on sound policies and practices
- CMA role and responsibility is transportation investment policy, not housing elements and local development regulation
- OBAG as currently written
  - Applies housing criteria for allocating transportation funds
  - Creates difficult challenges for project delivery of projects and programs
  - Could cause delays in delivery
Cycle 2 One Bay Area Grant Program

- Recommend:
  - Make this funding cycle a transition period to allow jurisdictions time to develop local policies to support the proposed OBAG requirements
  - Allow more time to meet the intent of the Complete Streets requirement: recommend July 2013
  - Change PDA Investment and Growth Strategy to PDA Transportation Investment Strategy; CMAs have no jurisdiction over housing elements and local development regulations
  - Allow projects that meet the intent of OBAG to be advanced now

Countywide Transportation Plan

- Adopted Vision and Goals (January 2011)
- Adopted Performance Measures (March 2011)
- Call for Projects & Programs (March - May 2011)
- First Evaluation of CWTP (July 2011)
- Conducted Polling & Outreach (Spring & Fall 2011)
- Released Administrative Draft CWTP (September 2011)
- Scenario Evaluation Results (revised January 2012)
- Adopted TEP (January 2012)
- Released Draft CWTP (March 2012)
Next Steps

• Steering Committee and Commission approves Revised Draft CWTP and Final TEP (May 2012)
• CWTP incorporates final land use scenario adopted by MTC with RTP/SCS (May 2012)
• Conduct final round of evaluation, if needed (June 2012 – June 2013)
• Revised CWTP Released, if needed (August 2013)
• TEP on ballot (November 2012)

2012 Transportation Expenditure Plan Approvals

• 12 cities and the Board of Supervisors, representing a majority of the population have supported the TEP
  ▪ Fremont, Livermore, Union City, Hayward, Emeryville, San Leandro, Oakland, Piedmont, Board of Supervisors, Albany, Dublin, Pleasanton, Newark
  ▪ Two cities extended their approval dates
  ▪ AC Transit and BART have supported TEP
  ▪ All other cities and Board of Supervisors scheduled to take action on the TEP
• Chambers of Commerce, business, labor and other groups are acting on positions on the TEP
• Alameda CTC is actively educating and seeking support throughout the county
Questions?