


**SCS/RTP/
CWTP-TEP Update**

May 2012



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)
- Develop 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
- Release 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, \$35B 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 and*
 - *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; CMAAs 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?

