



## Memorandum

**DATE:** May 23, 2013

**TO:** Alameda County Transportation Commission

**FROM:** Beth Walukas, Deputy Director of Planning  
Kara Vuicich, Senior Transportation Planner

**SUBJECT:** **Summary of Comments on Draft Plan Bay Area from other Jurisdictions, CMAAs and Agencies**

### Recommendation

This item is for information only.

### Discussion

The Alameda CTC received copies of comment letters from the following Alameda County jurisdictions:

- Alameda County
- City of Dublin
- City of Hayward
- City of Livermore
- City of Oakland
- City of Emeryville

Comments varied by jurisdiction, but, in general, focused on the following:

- The need for additional funding for infrastructure improvements and community services needed to support additional jobs and housing growth.
- The need to address displacement of existing low-income households in certain Priority Development Areas (PDAs) and the need for additional funding to improve transit service.
- Job growth projections that were either too high or too low.
- The distribution of jobs and housing growth, its disproportionate impacts on local jurisdictions and the need to fund infrastructure and services to address those impacts.
- The need for funding to support key transportation investments that facilitate future jobs and housing growth and address equity.
- The importance of specifically addressing goods movement and freight needs.
- Concerns about the One Bay Area Grant (OBAG) process and the lack of funding for roadway maintenance and inadequate funding for infrastructure needs in all Alameda County PDAs.

Copies of jurisdiction letters are available upon request.

Copies of comment letters from Caltrans and BART were also received. BART expressed concern that future BART ridership was underestimated in the Draft Plan, that additional funding is needed for maintenance, and that the Draft Plan did not provide clear policy direction for addressing the “regional edge”. BART also noted that the Draft Plan should focus more on developing a reverse commute transit market. Caltrans expressed concerns over the Draft Plan’s minimal reference to freight and goods movement and the need to identify how the Draft Plan’s goals, policies and strategies coordinate and connect with statewide goals and plans.

**Fiscal Impact**

This item is for information only. There is no fiscal impact.