Retreat Overview

- Transportation in Alameda County Today
- Alameda CTC’s Role in Transportation
- Future Trends and Factors Affecting Transportation
- Opportunities for Moving Forward
Transportation Fuels the Economy

- Transportation underlies the strength of California as the largest U.S. economy
- CA is the 9th largest economy in the world
- San Francisco Bay Area ranked 20th largest economy in the world
- Alameda County is a central part of the Bay Area’s economic engine
Transportation in Alameda County Supports California’s Economy

• Alameda County is:
  - 1 of 9 congestion management agencies in Bay Area
  - Second largest County in Bay Area
  - 1 of 19 Self-Help Counties in CA
  - 81 percent of CA’s population live in Self-Help Counties
  - $3-$4 billion each year are infused in CA’s transportation system
  - Alameda County is the 7th largest in the State

• Alameda County 2nd largest sales tax generator in Bay Area
  - Alameda CTC allocates over $160 million/year ($1.6 billion over 10 years), including approximately $30 million/year in state and federal funds

• Moves people and goods through:
  - Roadways/highways
  - Port of Oakland
  - Transit
  - Bicycle and pedestrian routes and trails
**ROADS/ HIGHWAYS: Connect Regions, Move People and Goods**

- Nearly 25 percent of all vehicle miles traveled in the Bay Area are on Alameda County roadways.
- Highways connect Alameda County to neighboring counties and Silicon Valley:
  - I-80, I-238, I-580, I-680, I-880, I-980, SR 84, SR 92
- Roadway networks carry freight, autos, transit, bicyclists and pedestrians:
  - 3,800 miles of roadway network maintained in the county.

Most Travel Occurs on Freeways

PERCENT OF VEHICLE MILES TRAVELED IN ALAMEDA COUNTY (2005)

- Freeway + Ramps: 69%
- Arterial: 22%
- Collector: 5%
- Local: 4%

Source: Alameda Countywide Travel Demand Model

The Port Helps Move the Region

- Generates over 73,000 jobs across the region
- East Bay is home to 2/3s of Port-related jobs
- Proximity to the Port of Oakland is one reason why businesses locate in the region

Source: Port of Oakland
The Port Helps Power the Region

- Above-average wage jobs
- Jobs that can’t be exported
- Blue collar and entry level jobs
- More than $617 million in local, state and federal tax revenues
- Support of local and disadvantaged business

Source: Port of Oakland
**TRANSIT:** Provides Vital Regional and Local Mobility and Accessibility

- **BART,** the fifth-busiest heavy-rail rapid transit provider in U.S.
  - Serves 118 million riders annually
  - 20 of its 44 stations are in Alameda County (45 percent)
- **AC Transit,** the third-largest public bus system in CA
  - Serves 53 million riders annually
  - Serves 13 cities and adjacent unincorporated areas in Alameda and Contra Costa counties
- **Union City Transit, WHEELS, ACE, Capitol Corridor/Amtrak, ferries, shuttles**

---

**California Seaports**

**CONTAINERIZED IMPORTS THROUGH CALIFORNIA**

- Volume, in millions of TEU, through the ports of Los Angeles, Long Beach and Oakland.
- Los Angeles
- Long Beach
- Oakland

Source: Port Reports, Port of Oakland

---

**BART Daily Average Ridership**

- **Within Alameda County**
- **To/From Alameda County**
- **Through Alameda County**
- **Non-Alameda County**

Source: Annual riders reported by operators for 2012 Alameda CTC Performance Report; BART Monthly Ridership Reports, July 2011 – June 2012; AC Transit 2012 Annual Ridership Memorandum; Memo 12-028
BICYCLE AND PEDESTRIAN ROUTES AND TRAILS: Provide Access and Healthy Options

- Critical to first/last mile transit access
- Major urban trails and networks
  - Bay Trail, East Bay Greenway, Iron Horse Trail, Ohlone Greenway
  - 394 miles of countywide bicycle network + bikeways on local roads
  - Additional pedestrian and bicycle facilities
- Alameda CTC initiatives:
  - Bicycle and pedestrian Plans
  - Safe Routes to Schools
  - BikeMobile
  - Senior Walking Programs

Source: Alameda CTC 2012 Alameda Countywide Bicycle Plan, Alameda CTC Bike and Ped County Programs, 2002 - 2011
System Management

2013 Commission Retreat

ALAMEDA COUNTY TRANSPORTATION COMMISSION
Transportation Network Use

2013 Commission Retreat
More Than a Third of Regional Commutes Touch Alameda County

WORKERS LIVING AND WORKING IN NINE-COUNTY BAY AREA REGION

- 64.0%
- 36.0%

Commuters Within, To/From, or Through Alameda County Other Regional Commuters

Source: Longitudinal Employer-Household Dynamics OnTheMap Tool, 2010, U.S. Census Bureau

How Alameda County Workers Get to Work

- 66.1%
- 11.4%
- 10.6%
- 3.6%
- 1.6%

Drove Alone
Carpool
Public Transport
Bike
Walk
Work from Home

Source: 2007-2011 American Community Survey 5-Year Estimate, U.S. Census Bureau
Mode Share Trend Toward Transit and Telecommuting


Approximately 50% of Alameda County Residents Stay and 50% Leave for Work

Source: Longitudinal Employer-Household Dynamics OnTheMap Tool, 2010, U.S. Census Bureau
Almost 30% of People Live in the Area in Which They Work

Source: Longitudinal Employer-Household Dynamics OnTheMap Tool, 2010, U.S. Census Bureau

Alameda County’s Share of Regional Roadway Travel

Source: California Public Roads Data, 2011, Caltrans
Roadways Are Handling Increasing Travel Demands

- 20% increase in VMT
- Speeds stay within +/- 5%

Source: California Public Roads Data, 1996-2011; Caltrans; Level of Service Monitoring Study, 1996-2012; Alameda County Congestion Management Authority/Alameda CTC

Congestion Remains a Problem

- Four of 10 most-congested facilities in Bay Area are in Alameda County
- Travel time reliability – drivers must add extra time to their trips to avoid being late

Source: Mobility Performance Report, 2012 Q3; Caltrans; Figure data derived from Caltrans Performance Measuring System (PeMS) Database
East Bay Employment Concentration and Wages by Industry - 2009

Source: Quarterly Census of Employment and Wages, California Employment Development Department. Courtesy of East Bay EDA
East Bay Employment Density

Source: Strategic Economics, 2011; Compass Economics, 2011; National Establishment Time Series (NETS), 2009; U.S. Census, ESRI, Metropolitan Transportation Commission. Courtesy of East Bay EDA.

East Bay Employment Share by Subarea, 2009

Source: Strategic Economics; Compass Economics; National Establishment Time Series (NETS). Courtesy of East Bay EDA.
Key Industries Employ 40%

**Utilities**
- Water, sewage and other systems
- Construction

**Construction**
- Highway, street & bridge construction

**Manufacturing**
- Petroleum & coal products
- Industrial machinery
- Semiconductor & electronic components
- Electronic instruments
- Pharmaceuticals & medicines

**Wholesale trade**
- Chemical merchant wholesalers
- Commercial equipment wholesalers
- Electric goods merchant wholesalers

**Information**
- Software publishers
- Motion picture and video industries

**Finance & insurance**
- Other financial investment activities
- Insurance carriers

**Real estate & Rental Leasing**
- Offices of agents & brokers

**Professional, Scientific, & Technical Services**
- Research & development
- Computer systems design and related services
- Architectural & engineering
- Management & technical consulting

**Public administration**
- Administration & economic programs

---

Employment Density of “Key” Industries

Share of Employment in “Key Industries” by Subarea, 2009

- South Alameda County: 21%
- Central Alameda County: 12%
- North Alameda County: 25%
- Central Contra Costa County: 15%
- Tri-Valley: 15%
- East Contra Costa County: 5%
- West Contra Costa County: 7%

Source: Strategic Economics; Compass Economics; National Establishment Time Series (NETS). Courtesy of East Bay EDA

Share of East Bay Jobs Near Transit

- % Near BART
- % Near Rapid Bus
- % Near Rapid Transit

Source: East Bay EDA
Distribution of Jobs Near BART, 2009

Source: East Bay EDA

Alameda CTC’s Role in Transportation
Alameda CTC’s Role in Transportation Delivery

• Leadership by 22-member Commission
• Highest level of accountability
• Advisory committees support public access and accountability
  ▪ Alameda County Technical Advisory Committee
  ▪ Bicycle and Pedestrian Advisory Committee
  ▪ Citizens Advisory Committee
  ▪ Citizens Watchdog Committee
  ▪ Paratransit Advisory and Planning Committee

We plan, fund and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.
Alameda CTC Funding for Transportation

- Alameda CTC funds over $160 million per year ($1.6 billion each decade) in projects and programs for multimodal needs of the county
  - Local streets and roads
  - Mass transit
  - Paratransit
  - Bicycle and pedestrian
  - Transit oriented development/priority development areas

Measure B

- Voter-approved sales tax measures

1986 Expenditure Plan

- Local Transportation: 40%
- Capital Projects: 40%
- Special Transportation for Senior and Handicapped: 20%
- Bicycle and Pedestrian Safety: 1.5%
- Transit Operations: 1.2%

Over 1 Billion
56.5% voter support

2000 Expenditure Plan

- Local Transportation: 22%
- Capital Projects: 40%
- Special Transportation for Senior and Handicapped: 18%
- Transit Operations: 13%
- Bicycle and Pedestrian Safety: 4%

(Transit Center Development Fund: 2.9%)

Over 3 Billion
81.5% voter support
**FUNDING:**

Vehicle Registration Fee (VRF) Funds

- Measure F was placed on 2010 ballot for a $10 vehicle registration fee to fund local transportation and transit improvements throughout the county
- $10.7 million per year generated by VRF
- In May 2011, fee collection began
- Fund allocation guided by 2010 VRF Expenditure Plan and Master Program Funding Agreements

Funding

- Major leveraging of regional state and federal funds
  - $756 million in capital investments results in over $4 billion in projects
  - $331.8 million in bond funds for projects totaling $697.4 million
Summary of Project and Program Investments

- $4.3B in projects over 20 years
- $1.2B+ in programs over 20 years

$4.3B in Capital Projects Delivery (2002 - current)

<table>
<thead>
<tr>
<th>Number of Projects</th>
<th>Project Type</th>
<th>Total Cost ($ x Million)</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>Mass Transit</td>
<td>$2,268</td>
</tr>
<tr>
<td>27</td>
<td>Highway</td>
<td>$1,208</td>
</tr>
<tr>
<td>7</td>
<td>Local Streets &amp; Roads</td>
<td>$338</td>
</tr>
<tr>
<td>2</td>
<td>Bicycle &amp; Pedestrian</td>
<td>$26</td>
</tr>
<tr>
<td><strong>43</strong></td>
<td><strong>Active Projects (subtotal)</strong></td>
<td><strong>$3,840</strong></td>
</tr>
<tr>
<td><strong>14</strong></td>
<td><strong>Completed Projects</strong></td>
<td><strong>$440</strong></td>
</tr>
<tr>
<td><strong>57</strong></td>
<td><strong>Total Projects</strong></td>
<td><strong>$4,280</strong></td>
</tr>
</tbody>
</table>

*14 completed projects, including two capital program planning projects
Active Capital Projects
Project Location Map

1. I-80 Integrated Corridor Mobility (CMIA, TLSP)
2. I-80 North Safety Operational Improvements (TCIF)
3. I-880 Southbound HOV Lane - North Segment (CMIA)
4. I-880 Southbound HOV Lane - South Segment (CMIA)
5. I-580 Eastbound HOV Lane - Segments 1 & 2 [Complete]
6. I-580 Eastbound HOV Lane - Segments 3 [AUX] (CMIA)
7. I-580 Westbound HOV Lane - East Segment (CMIA)
8. I-580 Westbound HOV Lane - West Segment (CMIA)
9. I-880 / Isabel Ave. (Route 84) Interchange [Complete]
10. Route 84 Expressway - North Segment (CMIA)
11. Route 84 Expressway - South Segment
**Funding: Measure B and VRF Program Funds**

**Measure B**
- Pass-through and grant distribution funds - 60 percent of funds distributed to five programs
- Over $600,000 million in last 10 years to cities, county, transit for operations and maintenance

**Vehicle Registration Fee**
- $10.7 million per year generated by VRF
- In May 2011, fee collection began
- Fund allocation guided by 2010 VRF Expenditure Plan and Master Program Funding Agreements

**Economic Vitality: Job Creation**
- Over $495 million in the past decade went to Alameda County businesses
  - Continued job creation through contracts with local companies
  - Efficient movement of people and goods that stimulates the economy
  - Continued investments in transportation systems to attract and retain businesses
- Alameda CTC supports over 5,100 jobs per year through four Measure B pass-through programs and capital projects
Success: Exceptional Value Through Accountability

- 100 percent clean audits for 10 years
- Citizens Watchdog Committee (CWC) reviews and reports annually to the public
- On-going savings as a result of the merger
- Close work with regional, state and federal governments to fund valuable programs to:
  - Extend the life of aging infrastructure
  - Increase safety
  - Protect the environment
  - Improve transportation access for all communities
  - Create jobs
Policy Direction Shapes How Things Are Done

- Funding Policies
- Contracting Policies
- Legislative Program
- Planning and Programming Policies
- Transportation Expenditure Plan

Planning Is the Cornerstone for Future Investment

- Planning sets the stage for how the county will develop over the next several decades
- Work to improve the transportation system will influence the region, state and beyond
- Integrating transportation, land use with economic development will shape the best use of resources and affect:
  - Economic vitality
  - Job creation
  - Sustainability
  - Future growth in the county
Planning Areas

• North County: Alameda, Albany, Berkeley, Emeryville, Oakland, Piedmont
• Central County: Hayward, San Leandro, unincorporated county
• South County: Fremont, Newark, Union City
• East County: Dublin, Livermore, Pleasanton, unincorporated county
Relationship to Regional Planning Efforts

- Alameda CTC coordinates countywide planning efforts to provide premier transportation to residents and workers, which ties to the:
  - Regional Transportation Plan (MTC)
  - Sustainable Communities Strategy (ABAG)
  - Air Quality Standards and Community Air Risk Evaluations (CARE) Program (BAAQMD)
  - Adapting to Rising Tides and Sea Level Rise (SFBCDC)

Alameda CTC Vision and Goals for Transportation

Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities.
Recent Long Range Countywide Planning Efforts

- 2012 Countywide Transportation Plan
- 2012 Countywide Bicycle Plan
- 2012 Countywide Pedestrian Plan
- 2013 Draft PDA Investment and Growth Strategy

Current Shorter Range Planning, Programming and Monitoring Efforts

- 2011 Congestion Management Program
  - Level of Service Report
  - Performance Report
  - Countywide Travel Demand Model
  - Land Use Analysis Program
  - Capital and Programs Improvement Program
- Update of 2013 Congestion Management Program underway
The Changing Needs in Alameda County

- Demographic changes
- Mobility changes
- Future business and economic changes
- Land use changes
Population, Households and Jobs Are Growing

Source: 2012 Alameda Countywide Transportation Plan, Alameda CTC

Alameda County’s Population Is Aging

Sources: American Community Survey 2005 1 Year Estimate, U.S. Census Bureau; 2012 Alameda Countywide Transportation Plan, Alameda CTC
Alameda County Residents’ Ages: Today and Tomorrow

![Bar chart showing the number of residents in different age groups in 2010 and 2040.](image)

Source: State and County Population Projections by Race/Ethnicity, Age, and Gender, 2010-2060, 2012, California Department of Finance

Alameda County’s Race and Ethnicity Is Changing

![Pie charts showing race and ethnicity percentages in 2010 and 2040.](image)

Source: State and County Population Projections by Race/Ethnicity, Age, and Gender, 2010-2060, 2012, California Department of Finance
Resulting in Increased Travel

**DAILY TRIPS BY MODE**

<table>
<thead>
<tr>
<th>Mode</th>
<th>2005</th>
<th>2035</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk</td>
<td>9%</td>
<td>7%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>7%</td>
<td>2%</td>
</tr>
<tr>
<td>Transit</td>
<td>30%</td>
<td>31%</td>
</tr>
<tr>
<td>Carpool</td>
<td>2%</td>
<td>10%</td>
</tr>
<tr>
<td>Drive Alone</td>
<td>52%</td>
<td>50%</td>
</tr>
</tbody>
</table>

Source: 2012 Alameda Countywide Transportation Plan, Alameda CTC

Alameda County Continues to Be a Transportation Hub for Autos...

**VEHICLE MILES OF TRAVEL IN ALAMEDA COUNTY, 2035 - AUTO**

- Within Alameda County: 37%
- Between Alameda and another area: 31%
- Contra Costa County: 9%
- Napa and Sonoma Counties: 8%
- Santa Clara and San Mateo Counties: 6%
- Ventura, Marin, Santa Cruz: 5%
- San Francisco: 4%
- Other: 1%

Source: Alameda Countywide Travel Demand Model
... and Freight

Most Travel Will Continue to Be on Freeways

- Arterials expected to carry larger share of travel in future

Source: Alameda Countywide Travel Demand Model
Transportation Network Critical to Business Location Decisions

- Transportation, warehousing, and wholesale trade employ 8.4 percent of the region’s workforce
- Port surpassed Los Angeles in value of California goods exported

Source: East Bay EDA

Half of All Jobs...

<table>
<thead>
<tr>
<th>Industry</th>
<th>Share of East Bay Employment</th>
<th>Projected Avg Annual Growth Rate, 2008-2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Health Care and Social Assistance</td>
<td>14.6%</td>
<td>2.3%</td>
</tr>
<tr>
<td>Retail Trade</td>
<td>12.2%</td>
<td>0.4%</td>
</tr>
<tr>
<td>Educational Services</td>
<td>9.9%</td>
<td>2.4%</td>
</tr>
<tr>
<td>Accommodation and Food Services</td>
<td>8.2%</td>
<td>0.7%</td>
</tr>
</tbody>
</table>

Source: East Bay EDA
Where Are We Headed?

**TOTAL NONFARM EMPLOYMENT - EAST BAY, Q1 - 2000 to Q4 - 2016**

- **Thousands of Employees, SA**
  - Actual
  - Forecast

Source: Forecasts by Beacon Economics. Courtesy of East Bay EDA.

2013 Commission Retreat

---

ALAMEDA COUNTY TRANSPORTATION COMMISSION

BREAK - 15 MINUTES
Future Challenges

• Funding
• Transit/paratransit
• Goods movement
• Creating “complete communities”
• Ongoing cooperation and coordination
• Economic development
• System management
• Maintenance
• How to keep up with technological advances
**CHALLENGES: Funding**

- Decreased funding and volatility create challenges for adequately delivering multimodal needs

  ![Graph showing funding levels over time](image)

- Legislative mandates:
  - AB32: Global Warming Solutions Act – reduce GHG emissions to 1990 levels by 2020
  - SB 375: Transportation planning, sustainable communities strategy, environmental review to reduce GHG emissions

---

**CHALLENGES: Funding**

**PROJECTED TRANSPORTATION ALLOCATIONS ADJUSTED FOR CONSTRUCTION COST INDEX IN FISCAL YEAR 2011-12 DOLLARS**

![Graph showing projected transportation allocations](image)

2012 Alameda County Measure B1 Vote by Precinct

Challenges: Goods Movement

• Increased demand, but fewer supportive land uses
• Increased competition for roadway space
• Increased competition for passenger vehicle, freight, and rail infrastructure needs
• Climate change and sea level rise
• Minimizing impacts on neighborhoods
**Freight Leakage**

**PORT EXPORT STUDY CONCLUSIONS**

- Port of Oakland is leaking 1 million TEUs – nearly 50 percent of volume – of imports and exports out of the region – that stuff at Bed, Bath & Beyond came through LA!

- Even in the immediate 9-county Bay Area – Oakland is handling about 67 percent of ALL container traffic, with 17 percent going through Los Angeles and Long Beach, and the rest all over the country

- Why? Lack of competitive rail; pre-existing higher costs (pilotage, dredging, etc.)

Source: Port of Oakland
Oakland Versus Southern California Capital Programs

- In California, Oakland is being outspent nearly 20 to 1 on seaport infrastructure investment.
- Los Angeles and Long Beach are spending in one year on just their seaports about what we’re spending in five on our seaport and airport, etc.

### FY 2013 - 17 Oakland CIP

<table>
<thead>
<tr>
<th></th>
<th>5-Year ($ millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aviation</td>
<td>469.3</td>
</tr>
<tr>
<td>Maritime</td>
<td>153.0</td>
</tr>
<tr>
<td>CRE</td>
<td>6.7</td>
</tr>
<tr>
<td>Other Divisions</td>
<td>9.3</td>
</tr>
<tr>
<td>Total</td>
<td>638.2</td>
</tr>
</tbody>
</table>

*Source: Port of Oakland*

### Current Year Capital Investment

<table>
<thead>
<tr>
<th></th>
<th>#’s in $100,000s</th>
</tr>
</thead>
<tbody>
<tr>
<td>LA</td>
<td></td>
</tr>
<tr>
<td>LB</td>
<td></td>
</tr>
<tr>
<td>Oakland</td>
<td></td>
</tr>
</tbody>
</table>

Source: Port of Oakland

Regional Freight Strategy Comparison

**SOUTHERN CALIFORNIA FREIGHT STRATEGY**

- **Studied:** FHWA Funded Regional Freight Strategy
- **Unified:** Five-county public-private signatories
- **Branded:** FreightWorks – “Southern California Delivers the Goods”
- **Funded:** Measure R, poised for federal and other funding

*Source: Port of Oakland*
Regional Freight Strategy Comparison

NORTHERN CALIFORNIA FREIGHT STRATEGY

- **Studied:** Not adequately
- **Unified:** There is not a unified effort
- **Branded:** No
- **Funded:** Some, but not positioned for future funding

Source: Port of Oakland

Challenges: Creating Complete Communities

2013 Commission Retreat
Challenges: Ongoing Cooperation and Coordination

- Multiple and diverse jurisdictions, agencies and stakeholders
- Balancing local vs. regional needs and issues
East Bay Lost 1 in 10 Jobs

Source: East Bay EDA

Job Loss by Sector

Source: East Bay EDA
Challenges: Economic Development

- Challenges to doing business in CA (new state legislative mandates, CEQA, etc.)
- Specific challenges for businesses located in Alameda County
- Incorporating economic development needs into our short- and long-range transportation planning
- Evaluating the economic effectiveness of our transportation planning and delivery in relation to business needs

Source: East Bay EDA

Opportunities to Move Forward
Multiple Centers of Innovation

Livermore Valley Open Campus

LAWRENCE LIVERMORE AND SANDIA NATIONAL LABS

- Over 120-acres of shared open collaborative research space
- Collaborative research facilities:
  - National Ignition Facility
  - Combustion Research Facility
  - High Speed Computing Facility
- 5,000 jobs projected

Source: East Bay EDA
About 140 acres
Multiple research facilities
- Energy
- Life sciences
- Environmental systems
- Technology
2,000 jobs projected

Source: East Bay EDA; map data ©2011 Google

Economy, Policy and Planning

- Engaging the business community early will create more opportunities to plan transportation systems that directly support economic needs
- Working closer with Alameda CTC and regional agencies to craft policies that are supportive of business needs
- Evaluating planning and project selection on benefit to businesses and the economy

Source: East Bay EDA
Planning Shapes the Future

- CWTP is our long-range plan
  - Establishes vision and objectives over a 25-year time period

- CMP/Strategic Plan is our short-range plan
  - Establishes our near-term objectives and strategy
  - Identifies capital and program investments over the next five to seven years

- Funding allocation and implementation: on-the-ground projects and programs

- Measure and monitor performance
  - Critical feedback for measuring success as well as defining objectives and strategies

How We Move Forward

- **Prioritize specific studies and plans** to better understand needs and identify potential solutions and strategies

- **Plans we have and update regularly**
  - Countywide Transportation Plan
  - Countywide Bicycle and Pedestrian Plans
  - PDA and PCA Investment and Growth Strategy
  - Community Based Transportation Plans
  - Congestion Management Program
How We Move Forward

• Modal plans we need to inform future decisions
  • Transit
  • Goods Movement
  • Multimodal and Arterial Corridors
  • Comprehensive Transportation Demand and System Management Plan/Parking Management

Today’s Crystal Ball Is Tomorrow’s Reality

• This work is far-reaching, affecting transportation in the region and beyond, and establishes a foundation to advocate for transportation investments
• Planning now will impact transportation of people and goods for generations to come, supporting a diverse set of transportation needs
• Your work on prioritizing will determine how Alameda County becomes ready for future investments
Break-out Session Questions

• Creating a strong foundation to support advocacy for funding
  ▪ How can Alameda CTC work more closely with local jurisdictions and regional agencies through planning and policy efforts to establish a foundation of transportation needs and priorities so that we can advocate for investments critical to Alameda County?

• Balancing diverse needs
  ▪ How can Alameda CTC most effectively balance economic growth demands and demographic changes—both of which have very different needs but are interrelated?
    - Who are the partners that should be at the table during Alameda CTC’s next planning phases?
    - How can we best incorporate economic development needs and analyses in short- and long-range plans?
Break-out Session Questions

• **Establishing priorities to ensure readiness**
  - For future updates of Alameda County’s short and long-range plans, how can Alameda CTC prioritize its planning and policy work plans to ensure that we have programs and projects ready to receive funding as it becomes available?
  - What other planning and/or policy efforts are necessary for future planning updates to meet Alameda County’s transportation needs?