ALAMEDA
County Transportation
Commission

ACCMA ▪ 1333 Broadway, Suite 220 ▪ Oakland, CA 94612 ▪ PH: (510) 836-2560
ACTIA ▪ 1333 Broadway, Suite 300 ▪ Oakland, CA 94612 ▪ PH: (510) 893-3347

www.AlamedaCTC.org

Community Advisory Working Group
Meeting Agenda
Thursday, February 3, 2011, 1 to 5 p.m.
1333 Broadway, Suite 300, Oakland, CA 94612

Meeting Outcomes:
- Participate in the Outreach Toolkit Workshop
- Receive an update on the Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) activities since last meeting
- Receive an outreach status update
- Finalize the Briefing Book
- Review and discuss draft performance measures and process
- Discuss and provide input on a land use approach
- Receive an update on the Sustainable Communities Strategy (SCS)/Regional Transportation Plan (RTP) process

OUTREACH TOOLKIT WORKSHOP

1:00 – 1:10 p.m. **1. Welcome and Introductions**
01_Map_and_Acronyms.pdf – **Page 1**

1:10 – 2:00 p.m. **2. Outreach Toolkit Training**   I

2:00 – 2:30 p.m. **3. Adjournment and 30 minute break**

REGULAR MEETING AGENDA

2:30 – 2:35 p.m. **1. Welcome and Introductions**

2:35 – 2:40 p.m. **2. Public Comment**   I

2:40 – 2:45 p.m. **3. Approval of January 6, 2011 Minutes**   I
03_CAWG_Meeting_Minutes_010611.pdf – **Page 3**

2:45 – 2:55 p.m. **4. Update on CWTP-TEP Activities Since Last Meeting**   I
04_Memo_CWTP-TEP_Updates.pdf – **Page 13**

2:55 – 3:10 p.m. **5. Outreach Status Update**   I
05_Memo_Outreach_Approach.pdf – **Page 15**
05A_Focus_Group&Stakeholder_Interview_Summary.pdf **Page 19**
05B_Draft_Stakeholder_List.pdf – **Page 37**
05C_Memo_TitleVI_Compliance_Requirements.pdf – **Page 43**

3:10 – 3:25 p.m.	**6. Finalizing Briefing Book** _06_Briefing_Book_Comments.pdf_ – (handout posted on website prior to meeting) _06A_Themes_from_December_2010_Board_Retreat.pdf_ – **Page 45** _06B_Themes_from_CAWG.pdf_ – **Page 67**	I
3:25 – 3:45 p.m.	**7. Overview of Performance Measures and Land Use Process** _07_Draft_Performance_Measures.pdf_ – **Page 73** _07A_Memo_on_Land_Use_Process_Overview.pdf_ – (handout at meeting)	I
3:45 – 4:20 p.m.	**8. Breakout Session: Discussion on Performance Measures and Process and Land Use Process**	
4:20 – 4:35 p.m.	**9. Report Back from Breakout Session**	
4:35 – 4:50 p.m.	**10. SCS/RTP: Update on Countywide and Regional Processes** _10_Memo_Regional_SCS-RTP_CWTP-TEP_Process.pdf_ – **Page 87** _10A_Summary_CW_Regional_Planning_Activities_ – **Page 91** _10B_CWTP-TEP-SCS_Development_Impl_Schedule.pdf_ – **Page 93** _10C_Alameda_County_Planning_Director_Memo.pdf_ – **Page 97** _10D_RTP-SCS_Schedule.pdf_ – **Page 103**	I
4:50 - 5:00 p.m.	**11. Update: Steering Committee, CAWG, and TAWG and Other Items/Next Steps** _11_CWTP-TEP_Committee_Meetings_Schedule.pdf_ – (handout at meeting) _11A_CAWG_Roster.pdf_ – **Page 107** _11B_Memo_Response_to_Comments.pdf_ – **Page _109** _11B1_CWTP-TEP_Comments_and_Responses.pdf_ – **Page _111**	I
5:00 p.m.	**12. Adjournment**	

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

Next Meeting:
        Date: March 3, 2011
        Time: 2:30 to 5 p.m.
        Location: Alameda CTC Offices, 1333 Broadway, Suite 300, Oakland, CA 94612

Staff Liaisons:

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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.com/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.

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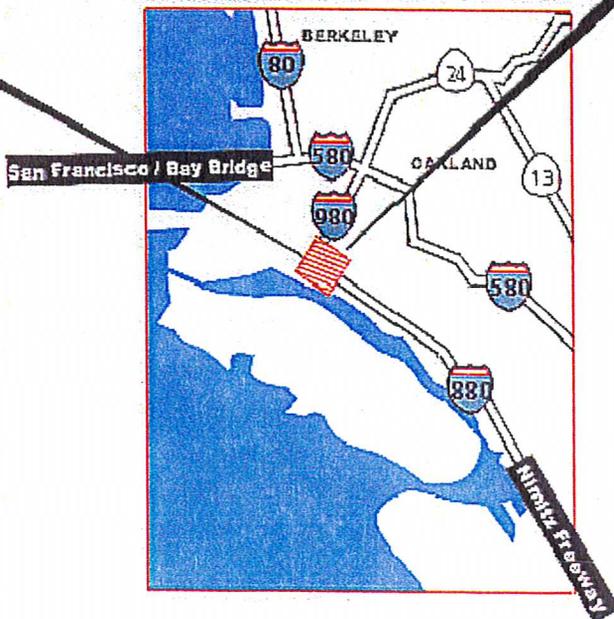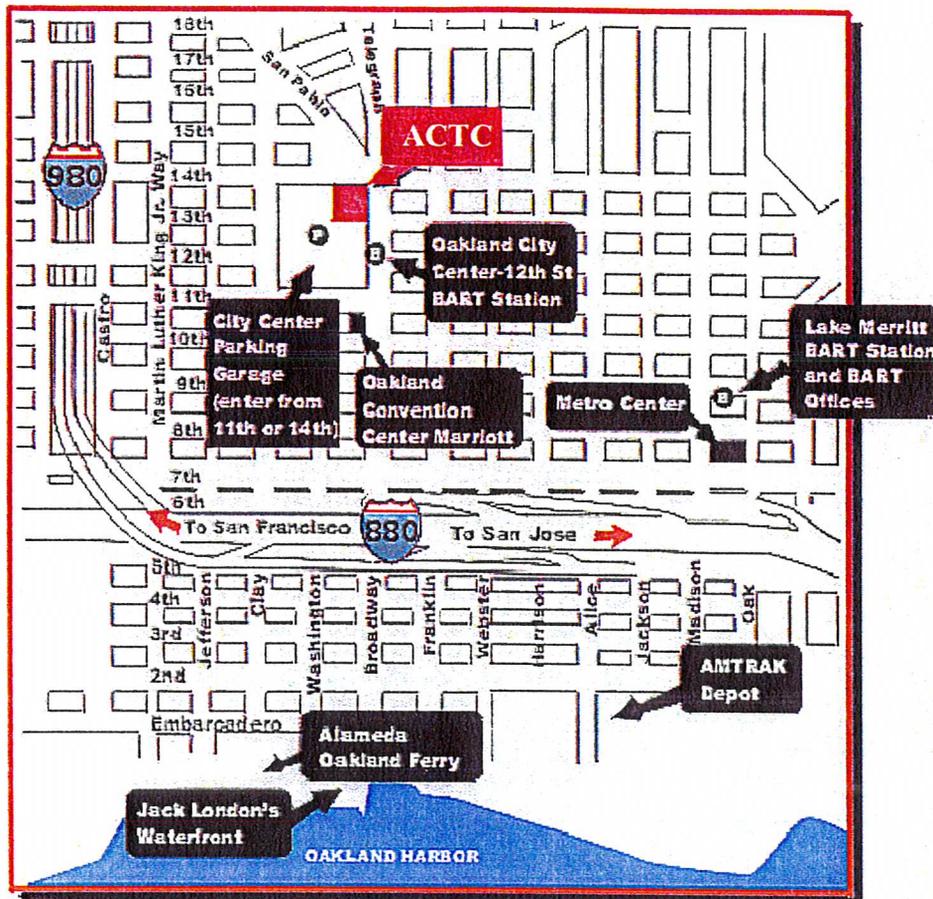
Public Transportation Access

BART: City/Center 12th Street Station

AC Transit:
Lines 1, 1R, 11, 12, 13, 14, 15, 18, 40, 51, 63, 72, 72M, 72R, 88, 314, 800, 801, 802, 805, 840

Auto Access
- Traveling South: Take 11th Street exit from I-980 to 11th Street

- Traveling North: Take 11th Street/Convention Center Exit from I-980 to 11th Street

- Parking: City Center Garage – Underground Parking, enter from 11th or 14th Street

Glossary of Acronyms

ABAG	Association of Bay Area Governments	MTC	Metropolitan Transportation Commission
ACCMA	Alameda County Congestion Management Agency	MTS	Metropolitan Transportation System
ACE	Altamont Commuter Express	NEPA	National Environmental Policy Act
ACTA	Alameda County Transportation Authority (1986 Measure B authority)	NOP	Notice of Preparation
		PCI	Pavement Condition Index
ACTAC	Alameda County Technical Advisory Committee	PSR	Project Study Report
		RM 2	Regional Measure 2 (Bridge toll)
ACTIA	Alameda County Transportation Improvement Authority (2000 Measure B authority)	RTIP	Regional Transportation Improvement Program
ADA	Americans with Disabilities Act	RTP	Regional Transportation Plan (MTC's *Transportation 2035*)
BAAQMD	Bay Area Air Quality Management District	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act
BART	Bay Area Rapid Transit District	SR	State Route
BRT	Bus Rapid Transit	STA	State Transit Assistance
Caltrans	California Department of Transportation	STIP	State Transportation Improvement Program
CEQA	California Environmental Quality Act	STP	Federal Surface Transportation Program
CIP	Capital Investment Program	TCM	Transportation Control Measures
CMAQ	Federal Congestion Mitigation and Air Quality	TCRP	Transportation Congestion Relief Program
CMP	Congestion Management Program	TDA	Transportation Development Act
CTC	California Transportation Commission	TDM	Travel-Demand Management
EIR	Environmental Impact Report	TFCA	Transportation Fund for Clean Air
FHWA	Federal Highway Administration	TIP	Federal Transportation Improvement Program
FTA	Federal Transit Administration	TLC	Transportation for Livable Communities
HOT	High occupancy toll	TMP	Traffic Management Plan
HOV	High occupancy vehicle	TMS	Transportation Management System
ITIP	State Interregional Transportation Improvement Program	TOD	Transit-Oriented Development
LATIP	Local Area Transportation Improvement Program	TOS	Transportation Operations Systems
		TVTC	Tri Valley Transportation Committee
LAVTA	Livermore-Amador Valley Transportation Authority	VHD	Vehicle Hours of Delay
LOS	Level of service	VMT	Vehicle miles traveled

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**Alameda CTC Community Advisory Working Group and
Technical Advisory Working Group Meeting Minutes
Thursday, January 6, 2011, 3 p.m., 1333 Broadway, Suite 300, Oakland**

Attendance Key (A = Absent, P = Present)

CAWG Members:

P	Lindsay Arnold	P	JoAnn Lew	A	Carmen Rivera-
A	Joseph Cruz	P	Teresa McGill		Hendrickson
P	Charissa Frank	P	Gabrielle Miller	P	Anthony Rodgers
A	Arthur Geen	P	Betsy Morris	A	Raj Salwan
P	Chaka-Khan Gordon	P	Betty Mulholland	A	Diane Shaw
P	Earl Hamlin	P	Eileen Ng	P	Sylvia Stadmire
A	Unique Holland	P	Carli Paine	P	Midori Tabata
P	Lindsay Imai Hong	P	James Paxson	P	Pam Willow
P	Roop Jindal	P	Patrisha Piras	P	Beth Wilson
A	David Kakishiba				

Staff:

P	Tess Lengyel, Programs and Public Affairs Manager	P	Ryan Greene-Roesel, Cambridge Systematics
P	Beth Walukas, Manager of Planning	P	Diane Stark, Senior Transportation Planner
P	Joan Chaplick, MIG	P	Saravana Suthanthira, Senior Transportation Planner
P	Stephen Decker, Cambridge Systematics	P	Cathleen Sullivan, Nelson\Nygaard
P	Bonnie Nelson, Nelson\Nygaard	P	Angie Ayers, Acumen Building Enterprise, Inc.

1. **Welcome and Introductions**

   Tess Lengyel called the meeting to order at 3 p.m. Due to the number of items on the agenda, no introductions were made.

   Guests Present: John Gilbert, Greenbelt Alliance, and Jim Haussener, CWC, attended the meeting.

   Beth Walukas informed the Community Advisory Working Group (CAWG) that Alameda CTC received written comments from the group, which are in the agenda packet. She stated that staff is preparing responses to the comments that they will distribute at a later meeting. Beth also said that Alameda CTC is developing a structure for tracking and responding to comments for this process. She informed the group that if members wish to get comments to the Steering Committee, they must do it in writing. Alameda CTC is setting up an approach on the website to receive comments.

Tess informed the group that the timing on agenda items *5 Introduction to the Briefing Book and Key Transportation Needs* and *6 Discussion and Input on Polling Questions* will be changed to allow for discussion in break-out sessions (small groups).

2. **Public Comments**
   There were no public comments.

3. **Review of December 16, 2010 Meeting Minutes**
   CAWG members reviewed the meeting minutes from December 16, 2010, and stated that the minutes reflected Earl Hamlin, Beth Wilson, Pam Willow, and Gabrielle Miller as being absent incorrectly.

   Sylvia Stadmire moved that CAWG approve the December 16, 2010, minutes with the above corrections. Jo Ann Lew seconded the motion. CAWG members approved the minutes with the changes. Betty Mulholland abstained.

4. **Review and Adoption of the Final Working Vision and Goals**
   Bonnie Nelson stated that the vision and goals presented are based on feedback received from the Steering Committee, Technical Advisory Working Group (TAWG), and CAWG. TAWG members endorsed the draft vision and goals in their January 4, 2011, meeting. Bonnie said that this is an opportunity for CAWG to make additional comments before presenting the vision and goals statement to the Steering Committee at its next meeting on January 27, 2011, from 12 to 2 p.m. prior to the full Commission meeting.

   Questions/feedback from the members:
   - CAWG members inquired if the draft vision and goals as written on page 11 in the agenda packet was being presented to the Steering Committee. No, the comments received from the Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) committees will be incorporated into a modified statement that will be presented to the Steering Committee.
   - A member suggested adding "cost effectiveness."
   - CAWG members requested receiving the vision and goals statement before staff submits it to the Steering Committee. Staff stated that the commentary will be crafted and sent to the Steering Committee, TAWG, and CAWG concurrently due to time constraints. It will be available on the Alameda CTC website approximately one week prior to the Steering Committee meeting.
   - A member prefers the Metropolitan Transportation Commission (MTC) vision statement and wants to see Alameda CTC use a similar format.
   - A member mentioned that she thought the Steering Committee had already approved the vision statement. Staff responded that the Steering Committee established the first cut to bring to TAWG and CAWG for their comments. Staff will present a final vision and goals statement at the next Steering Committee for approval.

Page 4

Staff announced to the group that the Steering Committee will meet the fourth Thursday of the month right before the Commission meeting.

5. **Presentation/Discussion: Introduction to the Briefing Book and Key Transportation Needs**
Bonnie gave a presentation that introduced the group to the briefing book and highlighted transportation needs in Alameda County.

Bonnie mentioned that the introduction of the briefing book serves as an executive summary. Updates to the briefing book will be made based on the comments received from the Steering Committee, TAWG, and CAWG. Comments on the briefing book are due January 28, 2011.

Feedback on needs from the members:
- Members inquired about how the CWTP-TEP process addresses needs that are larger than Alameda CTC, such as Caltrans-type issues. It was noted that issues are raised as a result of public policy, technical policy, etc. Staff said that Alameda CTC will look at policies (public, technical, planning, etc.) and bring this information back to the group. Staff reminded the group that this is the first time they've looked at needs for this Plan update, and the topic will come before CAWG again.
- A member requested the briefing book acknowledge how land use, transportation, and the Sustainable Community Strategy (SCS) integrate with each other.

The CAWG members separated into three groups to give input on transportation needs, prioritization, projects, and polling questions. At the end of the breakout session, each group gave a summary of the information covered in its individual group to the full CAWG group.

Members' input on transportation needs, prioritization, potential projects and polling follows. More detailed notes and a summary of common themes are attached in the agenda packet, Agenda Item 06B.

Group A – Bonnie Nelson Facilitator

<u>Needs:</u>
- Affordability (transit)
  - ➢ Bus passes for youth
- Safety and Security (transit)
  - ➢ Bus stop enhancements
- Attractiveness of transit
- Multi-modal trips
  - ➢ Bike lockers at transit
  - ➢ Walk/transit trips
- Language access/education

Priorities:
- Overall safety and security (not just automobiles)
  - ➢ We are promoting dangerous modes
- Access and connectivity
- Consider multi-modal use of arterials
  - ➢ Air quality
- Maintenance
  - ➢ In broadest sense including transit
  - ➢ Make transit work
- Provide affordable options
- Prioritize robust alternatives
- Transit operating funds

Potential Projects:
- Bike lanes wherever possible
  - ➢ Focus on safety (separated lanes; other facilities too; cycle tracks)
- Dedicated stable operating funds for transit operations
- Consider displacement in Transit Oriented Development (TOD) areas
- Bus stop enhancement especially with low income areas
- Improve paratransit (more service; reduce waits; reduce bureaucracy; access to all)
- Education on use of alternative modes and language resources; senior resources
- "Mobility advocate" – " humanize 511"
- Youth bus pass for middle and high school

Group B – Tess Lengyel Facilitator

Needs and Priorities:
- Maintenance
- Transit – available, affordable, and seamless (connectivity)
  - o Operations are Important
  - o Access to transit should be prioritized via safe walking and biking, including bike access on transit
  - o Transit – passenger safety (well lit stops, no muggings)
  - o Traveler information systems that support transit users and interconnections between transit services

- Senior and disabled transport needs must be met/addressed
- Parking Demand Management
- Goods Movement
- Better roadway system management, including Travel Demand Management (TDM) and Intelligent Transportation System (ITS)
  - ➢ Better involvement of businesses in supporting transit use incentives (businesses offer transit passes)

Page 6

Polling Questions:
- What is the rate of satisfaction on current and different modes (ask for all modes)
- Ask what voters would like to see changed
- Ask for prioritization/real tradeoffs (transit/roads; expenditures/maintenance)
- Ask voters for their top three transportation priorities
- Do they know about Measure B and do they think it has been delivered as promised

Prioritization:
- Ensure projects are assessed with regards to the greater needs of communities and in relation to other projects being implemented, so that the best (most effective) use of funds occurs
- Maintain before expanding
  - Fix it for all (i.e., allow road maintenance funds to be used for complete streets)
- If transit is capital expansion is supported, demonstrate a source of operations so that the existing services are not negatively affected

Group C – Beth Walukas Facilitator

Needs and Priorities:
- Prioritize maintaining (level of satisfaction) of existing before new (We need to deliver existing projects and maintain the existing system in hopes of attracting new projects. Voters won't support new projects if the existing ones aren't working.)
- Need to be overarching, coordinated effort for good of county (Our efforts appear to be piecemealed (trying to have a little bit for everybody so they will support them) rather than collaborative. For example, the goals are trying to give a little bit to everybody rather than being overarching for the benefit of the whole county. Our approach to developing the CWTP and TEP should be coordinated and not hodgepodge.)
- Include school access, closing gaps to trails, no BART to downtown Livermore
  - Include disability access
- Encourage kids walking to school (some of our biggest traffic jams are cars going to schools)
- Road maintenance, not expansion
- Emphasize transit more, less roads (We will always have congested points and roads will always have congestion, so focus on transit as a way to relieve congestion)
  - Increase transit capacity
  - More than one way to relieve road congestion (e.g., by providing transit)
- Future oriented solutions (While we are trying to solve current problems, our solutions should be future oriented.)
- Education is key to selling and implementing the plan
- Transit pass for students (providing transit passes to middle and high schoolers relieves current congestion and makes future transit riders.)
- Roads and transit must work together – buses need streets (Don't be too hard on roads and the need for roadway improvements. Buses use roads and streets have sidewalks for pedestrians. We need roads to enhance other purposes.)

Page 7

- Complete streets to provide for all uses
- Plan must take care of fundamentals and be a back to basics plan (In areas where we scaled back service e.g. low income and underserviced communities, we lessen the difference between the haves and have nots in transit and provide transit for the entire spectrum of communities in county.)
- Complete streets
- Programs that send pricing signals (e.g. parking pricing policies) (We need to include types of programs that send pricing signals to incentivize the right behavior. The Briefing Book should address this more. This is the time to retrain the way people think and retrain them to move around the county in different ways, such as driving less and walking and taking the bus more.)
- Gap closure (for all modes)
  - Trails
  - High Occupancy Vehicle (HOV) networks
  - Complete streets
  - High Occupancy Toll (HOT) lanes without disenfranchising HOV users (When promoting HOT lanes, we need to be careful not to disenfranchise HOV users. Forcing HOV users into the same limited access lane entry patterns as paying customers has the potential to deter HOV use. There is not enough monitoring going on with regard to HOT lanes and their usage.)
- Prioritize need for transportation, especially seniors (Grandparents take kids to school)
- Cut down on congestion and transportation gets better,
  - Get on-time/reliable buses
- Give priority to things that overlap and leverage each other (We need to refrain from identify needs and assigning funds by mode. We need to change the game and look at system interdependencies and from a specialized needs perspective. The Plans should give high priority to understanding interconnections and the cost and benefits of travel choices.)
- Gap filling
- Need to acknowledge people with different travel needs and schedules
- Identify costs and benefits of travel choices, including driving

Polling:
- Explore how useful it would be to know the cost of a person's current transportation like what is being done with smart houses where a person can tell the cost of leaving the heat on and the lights on all day. We could have meters on people's cars that show them how much it costs as they drive (pay as you drive concept). How would information about the cost of driving affect a person's choices?
- Ask dashboard questions like:
  - How much does your current transportation cost you?
  - Would having "Pay as you drive" cost information help you make different choices?
  - Would they support a 3rd - car tax?

Page 8

> ➤ What do you value regarding air quality and public health? (Poll should include questions about the values of air quality and public health)
- Are there other programs or taxes that could supplement this? (Tease out whether there are other programs and taxes that would help implement our vision)
- What would benefit you and your family? (Ask questions to help differentiate between whether they support a tax or fee from an individual perspective and a community perspective (eg., would they support for the greater benefit of all vs. just themselves or vice versa)
- What would benefit you and your community? (See above)
- Performance measures
- People need to vote on something they can see and that catches their eye
- How would information about real costs of driving affect your travel choices?

6. **Discussion and Input on Polling Questions**
   Tess informed the group that a consultant team qualified in performing market research and administering public opinion surveys will conduct two surveys. Staff will make a recommendation for approval of the consultant team to the Alameda CTC on January 27, 2011.

   CAWG members' input on polling questions was covered in the breakout session and is summarized under item number 5.

7. **Presentation/Discussion: Performance and the Prioritization Discussion and Input**
   Stephen Decker and Ryan Greene-Roesel gave a presentation on the draft concepts of performance and prioritization process for the CWTP-TEP. Ryan informed the group that this is an initial concept, and the details will be formulated next.

   The presentation covered the following:
   - Purpose and approach: Ryan said that we need a prioritization process to determine which projects and programs to select for the CWTP-TEP. Ryan said that the performance and prioritization approach will be based on the MTC process, which will be modified for Alameda CTC.
   - Major steps: Ryan covered how Alameda CTC's work fits into the regional process.
   - Goals and performance measures: the goals will be based on the ones identified in the final vision and goals statement. The performance measures must be defined.
   - Example measures based on CWTP goals and MTC Regional Transportation Plan and Alameda CTC Congestion Management Program (CMP) were presented.
   - An overview of a project/program screening process, with both qualitative quantitative screening was presented including a diagram showing sample results of an existing program, call for projects, and public outreach feeding into the two-fold screening process.

Questions/feedback from members:
- Can Alameda CTC tell us what the call for projects is and when it will take place? Will the cities provide information on how they will handle identifying projects? Staff stated that Alameda CTC will issue a call for projects with MTC. MTC will issue guidance and information to Alameda CTC in February. The online application will be available in early March; submissions are due by the end of April. Alameda CTC and MTC will concurrently generate a call for projects. Staff said that the call for projects process and discussion will come to CAWG at the February meeting for input.
- Members would like to see the impact of projects on public health along with greenhouse gas emission reductions as part of this process. The group also wants to see the integration of transportation and SCS with the outreach approach.
- Members want to see earlier in the process how land use, transportation, and the SCS integrate with each other.
- How will Alameda CTC ensure that the public is being heard? It appears that Alameda CTC staff is asking for community input after the call for projects process. Staff said that the community outreach activities will take place during February and March, along with the project work in March and April. All information will go to the public.
- Will committed projects be screened along with new projects submitted? It appears that items are missing from the goals and performance measures. Staff stated that the information listed on the slides is from the draft vision and goal statement and this is an example only. Staff said that once the vision and goal statement is finalized, they will update this information.

8. **Discussion and Input Review Outreach Approach**
   Joan Chaplick discussed the revised outreach approach. She said that the recommendation is to reduce the number of community workshops from 12 to four, develop an Outreach Toolkit (a short version and a detail version) for use by CAWG and TAWG members and other community groups to collect feedback, and begin outreach at the January 20, 2011, Central County Transportation Forum. The outreach activities will take place from January 20, 2011, through mid-March 2011.

   Joan informed the group that training on the toolkits will be available to CAWG and TAWG members. Staff will notify the members via e-mail of the training schedule. Joan encouraged CAWG members to conduct outreach activities in their communities if community and/or city meetings are already planned/scheduled.

   Questions/feedback from the members:
   - Can staff generate a flyer to encourage members to share with each other?
   - Can an outreach activity take place in North County? Yes, an outreach activity will take place at Alameda CTC for North County. Can a senior center be used in addition to Alameda CTC for an outreach activity? Yes, staff is looking for many opportunities such as senior centers and other similar venues to perform outreach.
   - Will information be published in newspapers? Yes.

- Will Alameda CTC be able to pay a small stipend to local nonprofits to host an event? No, that is not in this approach.
- Will the outreach activities be a part of groups or organizations? Can it also be part of farmers markets? Yes, any of these forums may work. We need to make sure that the facilitators are trained on the toolkit. The toolkit is not exclusive to CAWG.
- In addition to CAWG members, will staff perform outreach activities? Yes.
- Can CAWG members submit organizations to Alameda CTC? Yes, staff wants you to help with who is participating in outreach activities. MIG will keep a list of participants and prospective participants.
- When will training take place for CAWG? What is the timeframe for the efforts of the community workshops? Joan said the timeframe for the training and efforts related to the workshops will be worked out with Alameda CTC staff. Alameda CTC will notify CAWG via e-mail when training on the outreach toolkit will occur.
- If only the short form is translated into other languages, what will be done for a broad language outreach? If translation is needed for the longer form, someone speaking the language will need to run that particular workshop. The information received from the activity can be translated.
- A member suggested that staff will need to ensure that the facilitator of the community workshops has strong time-management skills. Staff assured the group that the agenda will be reviewed prior to the meetings and will be developed to allow adequate time for presentations and discussions.

9. **SCS/RTP: Update on Countywide and Regional Processes**
   Staff encouraged members to review the materials in the packet for this topic.

10. **Steering Committee, CAWG, and TAWG Update**
    Staff reminded the group that the Steering Committee will now meet the fourth Thursday of the month right before the Commission meeting. The next Steering Committee meeting is scheduled for Thursday, January 27, 2011, from 12 to 2 p.m.

11. **Other Business**
    Staff said that comments on the briefing book must be received by January 28, 2011.

12. **Adjournment.**
    The meeting adjourned at 5 p.m. Staff requested CAWG members to agree on a time change for future meetings. The group agreed, and the new time for the CAWG meetings is from 2:30 to 5 p.m.

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Memorandum

DATE: January 28, 2011

TO: Community Advisory Working Group (CAWG)

FROM: Tess Lengyel, Manager of Programs and Public Affairs
                Beth Walukas, Manager of Planning

SUBJECT: Update on CWTP-TEP Activities Since Last Meeting

Recommendations:
This item is for information only.

Summary:
The following activities have taken place since the last CAWG meeting:

Activity	Date Completed
Community Outreach Kickoff: • Citizens Advisory Committee and Transportation Forum Meeting, Hayward • Outreach Toolkit Training	January 20, 2011 February 3, 2011, CAWG
Vision and Goals: Approved by Steering Committee	January 27, 2011
Briefing Book: All comments submitted	January 28, 2011
Performance Measures Draft distributed to CAWG	January 28, 2011

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M I G

MEMORANDUM

to **Alameda CTC Steering Committee**

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

re **Revised Outreach Approach and Description of Outreach Toolkit, Trainings and Community Workshops**

date **1/28/2011**

RECOMMENDATION
It is recommended that the CAWG review and provide feedback on the attached, draft stakeholder outreach list, Attachment 05A. In addition, it is requested that CAWG members interested in attending a CWTP-TEP outreach toolkit training, and not able to attend the February 3, 2011 training, sign up for future training during the CAWG meeting. The next training will take place February 10, noon to 1:00 p.m. at the Alameda CTC office, 1333 Broadway, Suite 300, Oakland, CA.

OVERVIEW
Based on input received at the December 16, 2010 Joint CAWG/TAWG meeting and at the Steering Committee meeting on January 27, 2011, a revised approach to the twelve community workshops that were scheduled to be conducted in January 2011 to collect public input for the CWTP has been developed. Some CAWG/TAWG members commented that they were seeking a more creative approach and one that was more likely to engage participation from people who do not usually attend transportation planning workshops. There was also concern expressed that the time available to publicize the workshops was limited and would likely impact attendance.

A revised approach that reduces the number of traditional larger scaled community workshops and redirects these resources to other, more grassroots -oriented outreach activities focuses on the outreach efforts of CAWG, TAWG, Alameda CTC Community Advisory Committees, and Commission members and staff (agency-related members). The end result will be many more meetings throughout the County which are smaller scaled and focused on existing gathering places and groups that are already meeting. Through this approach, we believe we can increase participation, particularly from those who would normally not attend a traditional public workshop, which can assist in helping to meet Title VI requirements.

Specifically, MIG recommends:
- Reducing the number of large scaled community workshops from in each planning area;
- Developing an Outreach Toolkit for use by CAWG and TAWG members and other Alameda CTC community advisory committees, elected officials and staff to collect feedback in a variety of settings;
- Using the outreach toolkit as a way to promote participation in the community workshops; and

- Initiating the outreach activities on January 20 at the Alameda CTC Transportation Forum and conducting the bulk of the outreach in February and early March.

COMMUNITY WORKSHOPS (4)
Community workshops in each planning area will be scheduled.

OUTREACH TOOLKIT
The toolkit allows trained CAWG/TAWG and other Alameda CTC agency-related members to collect feedback on behalf of the plan and help reach a broad audience that is representative of the County. Using the toolkit, most existing meetings of any organization or committee can be turned into an outreach meeting for the CWTP development. The toolkit can also be used in settings such as churches, senior centers, and other places where people meet. Our experience suggests that by going to the places where people naturally congregate we will receive broader and more comprehensive input than concentrating only on large format meetings that are focused solely on the CWTP. People using the outreach toolkits also help promote the four large workshops, so anyone seeking a more in-depth participation opportunity is encouraged to attend a workshop.

MIG believes CAWG, TAWG and Alameda CTC agency-related members can play an important role with helping to insure there is broad participation in the planning process. For example, given the number of CAWG and TAWG members, if each member conducted one activity to solicit input from a group (average size ~ 10 -15 people), the effort could help reach an estimated 400-700 people, including many people not likely to attend a community workshop.

The kit will also be translated into other languages, including Spanish, Chinese and additional languages, depending on community interest. We will be reaching out to a very diverse group of community-based organizations, especially those who serve low-income, minority and limited English proficient residents, to ensure they are represented in the planning process and that public participation activities are responsive to Title VI requirements. Based on MIG's experience working with other state and regional transportation agencies who are seeking to more effectively engage low-income, minority and limited English proficient residents, the small group format hosted by a local contact has consistently been proven effective. The results reporting and questionnaires also provide documentation that these participants have been reached and have provided input.

An initial list of stakeholder groups is attached at the end of this memorandum (Attachment A). The list will be updated weekly throughout the process to ensure that a balanced range of groups are contacted and participate, and we anticipate that Steering Committee, CAWG and TAWG members will be able to provide many helpful additions to this list.

Each Outreach Toolkit includes the following:

1. Moderator Guide
The guide provides a script for the moderator to conduct the outreach activity and includes an overview of the planning process and a series of key questions related to the transportation needs of community members. There is a short form (15-20 minutes) and long form (45-60 minutes) version of the activity. The guide provides step-by-step instructions to help the moderator manage the group.

2. Fact Sheet

The fact sheet includes a basic text overview of the planning process, major project milestones and public input opportunities.

3. Participant Questionnaire

The questionnaire seeks feedback on transportation priorities and trade-offs. Each participant will complete a questionnaire.

4. Outreach Recording Template

A) Short-form (15-20 minute exercise)

The moderator guide includes a tally sheet that prompts the moderator to report the number of participants, date, location and the general characteristics of the group.

B) Long-form (40-60 minute exercise)

A secondary sheet is provided for recording the key points of results of the longer discussion, especially the key points and topics that generated the most discussion.

5. Self-Addressed Stamped Envelope (SASE)

An SASE is included in every outreach toolkit so that moderators have an easy way to send back the collected information to the Alameda CTC Project Team for data input and analysis.

OUTREACH TOOLKIT TRAINING

Outreach Toolkit Trainings will be conducted in the following ways:

1. In-person trainings

Two in-person trainings will be conducted. The trainings will last one hour. The first training is scheduled for February 3rd at 1 pm, in advance of the CAWG meeting at the Alameda CTC offices at 1333 Broadway, Suite 300, Oakland. The target audiences for this training are members of the consultant team, CTC staff, CAWG members, Alameda CTC community advisory committee members, and other interested parties.

A second training is scheduled for February 10th from noon-1pm before the TAWG meeting at the Alameda CTC offices. This session will be held to provide a training opportunity for TAWG members and others interested in using the toolkit. Additional trainings will be conducted at regularly scheduled Alameda CTC community advisory committee meetings. These dates can be found at http://www.alamedactc.com/events/month/now

2. Online video training

Based on the questions received during the in-person trainings, MIG will post on the Alameda CTC website an online video training by February 8, 2011, for CAWG, TAWG, and agency-related members. To view the training and download the materials, participants will be required to input their contact information. This will allow MIG to track and follow-up with groups or individuals that download the outreach toolkit. MIG will follow-up with those who download materials to encourage them to submit their outreach results as soon as possible. Completed questionnaires and reporting templates can be scanned and submitted to Alameda CTC. Alameda CTC will provide a return SASE upon request.

3. Web-based trainings
A web-based training using MIG's WebEx account will be scheduled during the week of February 14, 2011. The training time will be posted on the Alameda CTC website. This training will also be for those who feel they need more in-depth training than provided by the online video training. The web-based training serves as a virtual training opportunity that allows participants to log-on, receive instruction and view.

The Alameda CTC launched the public outreach activities for the Alameda Countywide Transportation Plan (CWTP) on January 20th at the Transportation Forum.

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Focus Group and Stakeholder Interview Summary Report
Final

JANUARY 2011

CONTENTS

FOCUS GROUP AND STAKEHOLDER INTERVIEW SUMMARY

INTRODUCTION

Between November, 2010 and January, 2011, the consultant team assisting Alameda CTC with the development of the Alameda Countywide Transportation Plan (ACWTP) and the Transportation Expenditure Plan (TEP) conducted a series of key stakeholder interviews and focus groups to gather insights on project approach, key issues and concerns. Stakeholder interviewees and focus group participants were selected based on their current position, expertise, interest and experience in transportation planning in Alameda County.

Stakeholder interviewees and focus group participants were asked a series of about 20 questions related to both the ACWTP and the TEP. Overall, nine stakeholder interviews and four focus groups were conducted.

The following summary report highlights major findings from the interviews and focus groups as well as findings by topic areas.

The individuals and groups interviewed have a broad range of experiences and attitudes towards transportation planning. This summary has been designed to identify the varying opinions by topic area. The findings are organized by topic area and identify the main points of agreement and range of opinions.

Major Findings include: maintenance, access, equity, connectivity, coordination, leadership and economic development.

A Topic by Topic summary that roughly corresponds to the question list is included following the Major Findings section.

MAJOR FINDINGS

Maintenance

Most participants feel strongly that maintenance of the existing transportation system should be the highest priority goal for the CWTP. Many emphasized that every effort should be made to maintain the quality of existing infrastructure and ensure there are adequate funds to maintain future investments in a state of good repair.

Access

Most participants identified increased access to transportation as a key measure to be used to determine where investments should be made.

It was suggested that the transportation planning process should support the development of a system that ensures accessibility for all, regardless of physical ability, age, race, income or mode. The system should be safe and focus on overall mobility, not just for cars.

Participants also suggested that the transportation planning process should ensure that traffic can move smoothly into, out of and around Alameda County.

Equity

Participants recognized that the transportation system works very differently for various users and that the Plan should strive to ensure equity for all users. Some felt that the needs of a high-income driver who relies on HOT lanes are often better met than those of a transit-dependent employee who works evening and weekend shifts.

Participants recognized that users have varying levels of impact on the system. Some participants suggested that users should contribute a "Fair Share" based on their impact.

Connectivity

Most participants agreed that the Transportation Plan should strive to ensure the development of a system that provides connectivity across the entire county, within and across the local street, highway, bicycle and pedestrian network.

It was suggested that the Plan should focus on fostering connectivity for local, non-commute trips and improving the related infrastructure for biking and walking to meet these transportation needs.

Participants also noted that the transportation planning process should focus on gap closure and identify opportunities for enhancing regional and interregional connectivity, especially along key corridors.

Coordination

The transportation planning process and related goals should support and coordinate with a variety of ongoing related planning efforts. Such coordination may result in a Plan that concentrates development near existing infrastructure and population centers as promoted by MTC and ABAG through Priority Development Areas (PDAs), Transit Oriented Development (TOD), and activities responding to SB 375 legislation including Sustainable Community Strategies and the RTP.

Coordination would also inform the development of the TEP, as there are ongoing polling efforts currently being conducted by MTC. Other agencies, including MTC and AC Transit, are considering going to voters in 2012 to approve funding measures, and these efforts should be considered when developing the TEP.

Planning for a Mix of Users

Participants recognize the diversity of transportation needs and types in Alameda County, including the movement of people and goods. Planning efforts need to account for the varying types of trips and modes in the County.

Providing Leadership

All participants see the transportation planning effort as an opportunity for Alameda County to provide leadership in the region for developing an accessible, safe and multi-modal transportation system. Identified opportunity areas for direction included:

- Taking a leadership role in the RTP process;
- Requiring cities to comply with sustainability TOD policies to receive funding rather than incentivizing them with grant dollars. Local municipalities do not have the resources to apply for and manage grants;
- Providing planners and engineers with the training, resources and direction they need to develop a transportation system that truly supports multi-modal travel; and
- Ensuring that the new Plan does not provide subsidies for drive alone and park alone trips.

Economic Development

Participants recognize the crucial role that the transportation system plays in the local and regional economy and want to ensure that the planning process emphasizes the role that transportation plays in economic development, job creation and supporting existing transit operators and operations.

Many interviewees thought that the economic development focus should be on creating and maintaining jobs for local residents and ensuring that residents have affordable options to get to their jobs.

Participants also explained that the Transportation Plan provides an opportunity to leverage federal dollars for a variety of projects with regional and interregional impact.

TOPIC BY TOPIC SUMMARY

The following section details findings that are grouped by topic area.

Transportation System Vision and Goals

Participants envision a system that:

- Aligns with regional planning programs like FOCUS that encourage development near existing infrastructure;
- Is guided by a complete streets policy that allows for flexibility between streets and roads and bike and pedestrian funds so that there is an emphasis on completing and maintaining multimodal streets;
- Provides strategic transit options that maximize the efficiency of the existing system;
- Supports goods movement;
- Connects existing gaps;
- Does not exacerbate existing social inequities
- Improves air quality, reduces regional greenhouse emission levels and encourages residents to exercise and be active;
- Minimizes injuries;
- Secures stable funding sources; and
- Maintains what is built.

Planning Process Focus

Participants consider access to be a key measure of the transportation system that this planning process should address. Interviews identified two types of opinions regarding the Transportation Plan.

Some expressed concerns that density issues are controversial and have the potential to bog down the process. Interviewees with this opinion generally felt that the transportation planning process should remain focused on transportation and established performance measures such as congestion relief. The Transportation Plan should not attempt to solve social problems. The focus should be on capital investment and projects that create jobs.	Other participants suggested that the countywide transportation planning process is an opportunity to integrate a variety of land use planning issues, develop performance measures to address air quality and personal/environmental health, and address the jobs/housing balance issue.

System Needs and Priorities

There was general agreement about system needs and priorities, including:

- Providing adequate funding for local street and road repair;
- Ensuring adequate funding for transit;
- Supporting and implementing Transit-Oriented Development in identified areas;
- Providing users of all modes with education and information to make the most efficient use of the system with ease and confidence;
- Focusing on identifying and implementing low-cost, highly effective strategies and projects throughout the county; and
- Coordinating the distributions of funds strategically.

Some participants suggested that all transportation projects should include funding for bicycle and pedestrian infrastructure improvements. The provision of housing was also suggested as a pre-requisite to receive funding.	Others felt that needs and priorities should be identified based on established factors such as congestion relief, congestion management, increased safety, improved reliability, reduced travel time and connectivity.

Performance Measures

Participants identified a number of potential Performance Measures that could guide the transportation planning process, sorted by category below:

Access

- Percentage of population within ½ mile of a transit line operating at 15 minute service or better;
- Percentage of population within ½ mile of a Class 2 bikeway;
- Percentage of population within ¼ mile of an arterial street with PMI of 20;
- Completion of network and gap closure;
- Developing a multi-modal LOS. (eliminating conventional LOS as a performance measure);
- Mode-shift (group noted this is difficult one to measure);
- Employment/Residential density; and
- "Negatrips" – a measure of number of SOV trips reduced by a project and an alternative to VMT reduction.

Environmental Quality

- Cost/tons of greenhouse gases reduced;
- VMT reduction; and
- Improved air quality.

Equity

- Maximized operational efficiency of existing transit system, especially in low-income neighborhoods.
- Affordability

Health and Safety

- Improved air quality, especially in low-income neighborhoods;
- Increased physical activity; and
- Collision reduction.

Congestion

- Reductions in delay;
- Congestion relief/management; and
- Pricing, parking, vehicle ownership pricing (registration fee, gas pricing).

Committed Projects

When asked to consider if the funding for committed projects should be reconsidered, the majority of participants suggested that costly projects that have not started construction should be reevaluated for compliance with a range of potential social, environmental and effectiveness criteria.	Some participants noted that having committed funding for projects is an important tool for leveraging additional outside funding and that projects should only have to re-justify themselves if they are asking for *additional funding* in the new Plan. Others felt that committed projects should be funded and built.

Project and Program Mix

Participants were generally supportive of the existing 60/40 funding split for Programs and Projects in the Transportation Expenditure Plan (TEP), while some were strongly in favor of a larger share for project funding. Those in favor of a larger share for projects expressed concern that any more funding for programs would take away potential jobs from capital projects. The Program/Project distinction is one that is generally lost on the public. People are interested in learning about the programs and projects that impact their daily lives. Telling the story of the Programs/Projects supported with TEP funding will be essential to generating support for a future measure.

Capital Projects

Participants identified a variety of capital projects that had varying levels of support. In general, participants were in favor of capital projects that would provide the greatest benefits to the greatest number of people and clustering these improvements in population centers. Specific projects identified, but not supported by all, included:

- BART to Livermore
- Oakland Airport Connector
- Highway 84 expansion
- Broadway Streetcar
- Hegenberger Corridor Light Rail
- TODs
- ACE
- Bus Rapid Transit
- Rail projects (Dumbarton and BART)
- Shuttle connections to Oak to 9th
- Increased ferry service
- Bay Trail connections

Use of Technology

Most participants were supportive of the variety of ITS tools that support enhanced transportation and transit system safety and efficiency, including:

- Congestion pricing;
- Ramp metering;
- Incident management;
- Signal coordination; and
- Parking and other TDM measures.

Planning Areas

Participants are generally supportive of the four planning areas and acknowledge the need for them based on the diverse geography, land use and population of the county. Participants encouraged planning and discussion at the planning area level, followed by a broader conversation at the county level to integrate the sub-area needs. Participants recognized that transportation issues vary by planning area and noted transit strategies in Berkeley/Oakland versus the Tri-Valley as an example.

Participants suggested that all planning areas should adhere to broad countywide goals and objectives as a baseline, and that each planning area may have unique strategies. To support these efforts, there could

be a small planning area funding stream with some rules but a good deal of flexibility, and a regional funding stream that would be focused on meeting performance goals.

Participants also suggested that, if funds are dispersed by formula, the formula should integrate daytime population and usage and deemphasize overall population and lane miles.

Key Themes and Messages for the TEP

Participants suggested looking to polling results for other regional transportation measures for insights, as well as the success of other local funding measures such as the Vehicle Registration Fee and East Bay Regional Park District's Measure WW. Participants generally deferred to polling results as a recommended basis for decisions regarding the TEP, but wanted to emphasize that voting for the TEP will extend an existing, successful, tax measure.

General suggestions for the TEP included insuring the public that the TEP will:

- Focus on wise and strategic investments that have value to the county;
- Fund specific projects that people support;
- Fund specific programs people are familiar with and support, like Safe Routes to School; and
- Provide a "safety valve" for reprogramming fund if necessary funding packages are not compiled.

TEP Timing, Duration and Amount

There was general support for putting the TEP on the 2012 ballot, assuming the economy is stronger and the ballot is not crowded with other local transportation funding related measures.

There was little agreement regarding the amount of sales tax. Opinion ranged from keeping it the same to increasing it by a ¼ cent.

While the majority of participants wanted to extend the measure in perpetuity, there was broad recognition that this may not be acceptable to the voters. Time frames of 7, 15 and 30 years were suggested.

One caveat suggested for a proposed "in perpetuity" measure that might appeal to voters was a mandated project review and evaluation process every 7-10 years.

Some participants cautioned that funders of the previous TEP have been hit very hard by the economic downturn and may not be able to provide significant funding support to the potential ballot measure.

Appendix A

Table 1 Stakeholder Interviewees

Name	Position/Title
Omar Benjamin	Executive Director, Port of Oakland
Joe Cruz	California Alliance for Jobs
Jim Ghielmetti	Alameda County Developer, CA Transportation Commissioner
Mark Green	Mayor, Union City/Alameda CTC Chair/ABAG Chair
Scott Haggerty	Supervisor, Alameda County
Rebecca Kaplan	Oakland City Council member
Larry Reid	Oakland City Council member
James Paxson	Hacienda Business Park Owners Association/Vice-Chair, Alameda County Workforce Investment Board
Tina Spencer	Planning Manager, AC Transit

Table 2 Focus Groups by Type

Focus Group
Environmental/Social Justice
Non-Motorized Interests
ACTAC Sub-Group
Paratransit Advisory and Planning Committee (PAPCO)

Appendix B

Additional Stakeholder Groups Suggested During Interviews and Focus Groups	
Persons with Disabilities	East Bay Regional Park District
Seniors	Sierra Club
Low-Income Populations	East Bay Bicycle Coalition
Schools, including those participating in Safe Routes to Schools programs	Bike Alameda
Building Opportunities for Self Sufficiency	AARP
Asian Pacific Environmental Network	Parents' groups
Alliance of Californians for Community Empowerment (ACCE)	Neighborhood Councils
Genesis	Local Mayors
Causa Justa: Just Cause	City Councils
Communities for a Better Environment	Board of Supervisors and other electeds, such as Barbara Lee
Californians for Justice	Tri-Valley Business Council
United Seniors of Oakland and Alameda County	San Joaquin, Contra Costa, Santa Clara CMAs
Center for Cities and Schools	Homebuilders' Associations
Ed Roberts Center	Unions
City CarShare	AAA
Great Communities Collaborative local partners	Bay Area Council
Oakland Climate Action Coalition Members	Public Health Officials
Waterfront Action	Freight groups
Coalition for Clean and Safe Ports	Alameda County Chamber of Commerce
Greenbelt Alliance	
Health Departments	
American Lung Association	
African American groups and organizations	
California League of Women's Voters	

Appendix C

Guide Questions

1. **Introductions:** Have you been involved in a CWTP update? Or in development of either of the past two sales tax expenditure plans? What has your role been?

2. **Vision:** The Countywide Plan and TEP will share a common vision for our transportation future. Implementation of that vision will guide the development of both Plans. What would you like Alameda County's transportation system to aim for in the next 25 years? What should the focus of the Plan be?

3. **Consistency with MTC's Vision:** MTC's Regional Transportation Plan is guided by the 3 E's: Economy, Environment and Equity; and has seven goals: maintenance and safety, reliability, freight, clean air, climate protection, access and livable communities. We want our projects to be competitive for funding at the regional level, but we also want to develop a Plan that is appropriate for our county. How do you think Alameda County's Plan should align with or differ from this regional vision?

4. **Issues/Needs:** What are the biggest issues/problem our transportation system faces in the coming years? What are the most pressing transportation needs in Alameda County in the near term and over the next 25 years?

5. **Priority:** If you had to prioritize, what is the single biggest issue the CWTP should seek to address? Are there any "deal breaker" projects that you feel must be included in the Plan? Are there any projects that would be deal breakers for you if they showed up in the Plan?

6. **Priorities:** As you may know, the CWTP has to prioritize all the projects according to some established set of criteria. What are the top three performance measures that should be used to evaluate projects and rank them? For example, congestion management, greenhouse gas emissions reduction, safety (i.e. reducing collisions and fatalities), reduce VMT, increase reliability, increase affordability, reduce travel time and increase connectivity are all possible criteria by which projects could be evaluated and ranked.

7. **Committed Projects:** As you may know, MTC may be opening up the question of committed projects. These are projects that had already been adopted in previous plans that have not yet been fully delivered. In some cases, significant money may already have been spent on project development and full funding may already be in place, assuming we don't rethink priorities and reallocate funds away from these projects. Some examples include the BART Oakland Airport Connector, I-580 Eastbound Truck Climbing Lanes, City of Hayward I-880/SR 92 Reliever Route/Clawiter/Whitesell/SR 92 Interchange, and the Dumbarton Rail Corridor Project. How do you feel about committed projects? Should they be honored in this CWTP or should all funds be considered from scratch? What about projects that are already under construction? Is there some point at which a project should go forward?

8. **Land Use/SB 375:** As I mentioned at the start, coordination with land use is a new topic that has to be incorporated into this CWTP for the first time due to SB375's requirements to consider the impacts of land use on GHG emissions. How do you think the CWTP should incorporate land use issues? For example, what alternatives should be considered regarding future land use patterns? What would be effective ways that the CWTP could address transportation in relation to land use patterns?

Are there other ways that integration of land use and transportation should be addressed in the CWTP?

9. **The process:** As you know, SB 375 and the new SCS process opens a new door to how we define priorities in the CWTP. What would you change from past CWTP updates, especially the process of creating priorities or the performance measures we use to prioritize projects?? What has worked well that you would like to maintain?

10. **What do you think about technology as a potential solution to transportation needs** (i.e. corridor management, real time information, etc.)? What kinds of technologies should be considered?

11. **Planning Areas:** In the past, Alameda County has done most of its transportation planning in the four planning areas, recognizing that each area may have slightly different values, land use patterns, existing transportation infrastructure, and demographics. Do you feel this process is helpful/necessary? Do you think it's possible to develop a Countywide Plan based on a countywide evaluation of projects regardless of geographic location?

12. **Other Stakeholders:** What community stakeholders do you think would be interested in the development of this Plan?

    The TEP: The current TEP (Measure B) allocates ~60% to programs and 40% to capital projects. A reauthorization of the TEP is being considered for 2 reasons: 1) because the current Measure B capital projects have been largely built or committed, and in order to continue to proactively prepare for our future transportation needs, we need a new Plan and source of funds for capital projects (which take many years to actually get approvals and build); and 2) many of the programs that are supported by Measure B have been affected by the decrease in funding due to the economic downturn and are suffering as a result. A Transportation Sales Tax is a financially constrained document and must receive a 2/3 affirmative vote of the people. The existing Measure B will continue to be collected until 2022 unless it is replaced by a new measure.

13. **Timing:** Do you think it is timely to go back to the voters in 2012 for a new Expenditure Plan? Why or why not?

14. **Type of Measure:** There has not yet been a decision about the duration or amount of a proposed new sales tax. Would you favor a tax that increases the rate (adds an additional ¼ or ½ cent to the current tax) or one that simply extends the end date of the current Measure, providing additional bonding opportunity?

15. **Length of Measure:** The current sales tax measure passed in 2002 and will sunset in 2022 unless superseded by another measure. When do you think the new measure should sunset, if ever? If polling shows that a shorter measure is more likely to pass, would you still be interested?

16. **Level of Support:** Projects in the TEP will be a subset of projects included in the CWTP. What criteria would you recommend for including projects in the TEP?

17. **Project/Program Balance:** What do you feel is the right balance between on-going funding for programs in the county and for capital projects to be funded at least partly with sales tax dollars?

18. **Programs:** The current measure has programs for local streets and roads, non-motorized transportation, paratransit and transit operations. Are these the right programs to fund? Should there be others (pilot programs, technology), or should any of these be eliminated?

19. **Level of Support/Project Test:** Are there any projects or programs that you feel are essential to passing a sales tax in your area? What would it take for you or your organization to be supportive of a new transportation sales tax measure?

20. **Leveraging:** How important is it that sales tax dollars be leveraged – given that there are some projects that will not attract regional/state dollars but might be very important locally, and others that will attract outside funds but will require local match.

21. **Deal Breakers:** Is there any project or program that MUST be included in the TEP to attract your support? Any that would be a deal breaker if it WAS included?

22. **Geographic Equity/Planning Areas:** How important is the planning area process to development of a TEP? Do you believe that projects throughout the county can be evaluated fairly to produce a Plan that reflects the County's vision as well as local goals?

23. **Overall Concerns/Issues:** Do you have any other concerns or anything else our team should know as we begin this process?

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Initial Stakeholder List for CWTP-TEP Community Outreach

Community Groups	Contact
Environment and Conservation	
Asian Pacific Environmental Network	
Coalition for Clean and Safe Ports	
Greenbelt Alliance	
Oakland Climate Action Coalition Members	
Sierra Club	
Waterfront Action	
Accessibility, Disabilities and Seniors	
AARP	
Alameda Senior Citizens	
Alameda Senior Council	
Alameda Special Olympics	
Asians and Pacific Islanders with Disabilities	
Building Opportunities for Self Sufficiency (BOSS)	
Center for Independent Living	
Center for Independent Living: Downtown Oakland	
Center for Independent Living: Ed Roberts Center	
Center for Independent Living: Fruitvale	
Community Resources for Independent Living	
Community Resources for Independent Living Tri-Valley Branch Office; City of Livermore Multi-Services Center	
Corporation for Supportive Housing	
Disabled American Veterans	
East Bay Korean-American Senior Service Center	
Foundation for Self Reliance	
Human Outreach Agency	
La Familia Developmental Disabilities	
Masonic Home for Adults	
Senior Action Network	
Senior Services Foundation	
Senior Support Program of the Tri-Valley	
St. Joseph's Center for the Deaf	
United Seniors of Oakland and Alameda County	
Environmental Justice	
Asian Pacific Environmental Network	
Bay Area Regional Health Inequities Initiative	
Breathe CA	
Communities for a Better Environment	
Envirojustice	
Filipino Advocates for Justice	
Genesis, Transportation Task Force	
Movement Generation	
Urban Habitat	

Initial list compiled January 20, 2011

Initial Stakeholder List for CWTP-TEP Community Outreach	
Community Groups	**Contact**
CTC Committees	
PAPCO	
BPAC	
CAC	
ACTAC	
Standing Committees at Local Jurisdictions	
Oakland BPAC	
To be completed...	
Transportation and Non-Motorized	
AAA	
Albany Strollers and Rollers	
Bike Alameda	
California Walks	
City CarShare	
East Bay Bicycle Coalition (EBBC)	
Ed Roberts Campus	
Freemont Freewheelers Bicycle Club (FBBC)	
Great Communities Collaborative local partners	
Pedestrian Friendly Alameda	
Rides for Bay Area Commuters	
San Joaquin, Contra Costa, Santa Clara CMAs	
SF Bay Walks	
TransForm	
Walk and Roll Berkeley	
Walk Oakland Bike Oakland (WOBO)	
Political Advocacy and Public Representatives	
California League of Women's Voters	
County and local elected officials	
Economic and Workforce Development	
Alameda Chamber of Commerce	
Alameda County Chamber of Commerce	
Asian Employees Association at the Port of Oakland	
Asian for Job Opportunities	
Bay Area Council	
Cal State East Bay Small Business Development Center	
Central Business District Assn. of Oakland	
Downtown Berkeley Association	
East Bay Asian Local Development Corp (EBALDC)	
East Bay Innovations Inc.	
EASTBAY Works, Inc	
Economic Council for West Oakland Revitalization	
Filipinos for Affirmative Action	
Livermore Downtown Inc.	
Oakland Business Association	
Oakland Chinatown Chamber of Commerce	
Tri-Valley Business Council	

Initial list compiled January 20, 2011

Initial Stakeholder List for CWTP-TEP Community Outreach	
Community Groups	**Contact**

Education and Art

American Indian Public Charter School

Anchor Education, Inc.

Black United Front for Educational Reform

Brandon C Smith S Youth Foundation for the Arts

Center for Cities and Schools

Community Counseling & Education

Community Education Foundation for San Leandro

Lincoln Elementary

Low-Income Families Empowerment Through Education (LIFETIME)

Oakland Asian Students Educational Services (OASES)

Ohlone Foundation

Pleasanton Cultural Arts Foundation

Community Empowerment

African American Development Association

African American Development Institute

Alliance of Californians for Community Empowerment (ACCE)

Asian Neighborhood Design

Asian Pacific Fund

Californians for Justice

Cambodian Community Dev., Inc.

Causa Justa: Just Cause

Change to Come

Chinese Consolidated Benevolent Association

East Bay Community Law Center

East Bay Resource Center for Non-Profit Support

Farrelly Pond Neighborhood Association

Genesis

Prescott-Joseph Center for Community Enhancement

Rebuilding Together Oakland

Tri-City Volunteers

Urban Strategies Council

Vietnamese American Community Center of the East Bay

Unions and Trade

Homebuilders' Associations

Unions

Public Health

Alameda County Public Health

Alameda Alliance for Health

Asian Communities for Reproductive Health

Asian Community Health Service (Richmond)

La Clínica Monument

Asian Community Mental Health Services

Asian Health Services

BAAQMD Advisory Board

Initial Stakeholder List for CWTP-TEP Community Outreach	
Community Groups	**Contact**

Affordable Housing, Homelessness and Tenants Groups

Adventist Homeless Action Team

Affordable Housing Associates

Black Property Owners Association

East Bay Housing Organizations

Echo Housing

Eden Housing, Inc.

Housing Rights Inc.

Resources for Community Development

San Leandro Fair Housing Committee

Ethnic and Culture

21st Century Multi-Cultural Community

Afghan Society

Afghan Women's Association International

Alameda Cultural Diversity Committee

Alameda Multi-Cultural Community Center

Asian Immigrant Women Advocates

Asian Week Foundation

Association of Africans and African Americans

Blackhouse Cultural Center Inc.

Cantonese Association of Oakland

Chinese American Citizens Alliance, Oakland Lodge

East Bay Vietnamese Assoc

Filipino Community of Alvarado and Vicinity

Gujarati Cultural Association of the Bay Area

Hispanic Family of California Inc.

Indigenous Nations Child & Family Agency

Japan Pacific Resource Network

Kanzhongguo Association Inc.

Korean Community Center of the East Bay

Lao Family Community Development, Inc.

NAACP - Hayward and Oakland

Oakland Asian Cultural Center

Oakland Chinese Association

Organization of Alameda Asians

Padres Unidos Association

San Lorenzo Village Community Hall

Sikh Temple, Fremont

Initial Stakeholder List for CWTP-TEP Community Outreach	
Community Groups	**Contact**
Crime	
African American Advisory Committee on Crime	
African American Art & Culture Complex	
Oakland Safe Streets Committee	
Social Services	
Alameda Co. Social Services Agency	
Centro de Servicios Corp.	
City of Fremont - Family Resource Center	
Filipino-American Community Services Agency	
Japanese American Services of the East Bay	
Salvation Army Hayward Corps	
Serra Center	
Hunger	
Alameda County Community Food Bank	
Youth and Families	
Alameda County Youth Development Inc.	
Calico Center	
Chosen out of Love	
Development Center for Children, Youth & Their Families	
East Bay Asian Youth Center	
East County Boys and Girls Club	
Family Bridges Inc.	
Family Paths	
Family Services of San Leandro	
Foundation for Rehabilitation and Development of Children and Family	
Greater New Beginnings Youth Services Inc.	
Korean Youth Cultural Center	
Newark Soccer Club Inc.	
Oakland Concerned Men's Youth Program	
Peacemakers Inc.	
Planned Parenthood	
Tri-Cities Children's Centers	
Vietnamese Youth Development Center	

Initial list compiled January 20, 2011

Community Groups	Contact
Faith	
Alameda Korean Presbyterian	
Berkeley Zen Center	
Beth Eden Baptist Church of Oakland California	
Buddhist Temple of Alameda	
Center for Lesbian and Gay Studies in Religion and Ministry (CLGS.org)	
Chabad of the Tri-Valley	
Community of Grace	
Congregations Organizing for Renewal	
East Bay Vietnamese Alliance Church of the Christian and Missionary	
Filipino Community Christian Church	
Fundamental Gospel Baptist Church	
Grace Chinese Church	
Harbor House	
Hindu Community and Cultural Center	
Iglesia Bautista Ebenezer	
Iglesia Luz Del Valle	
Islamic Center of Pleasanton-Dublin	
Korean Grace Presbyterian Church	
San Leandro Hebrew Congregation-Temple Beth Sholom	
Southern Alameda County Buddhist Church	
Tri-City African Methodist Episcopal Church	
Tri-Valley Chinese Bible Church	
Tri-Valley Housing Opportunity Center	
Tri-Valley One-Stop Center	
Unity Council	
Vietnamese Alliance Church of Union City	

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MEMORANDUM

January 19, 2011

TO: CWTP-TEP Community Advisory Working Group – Alameda County Transportation Commission

FROM: Neal A. Parish

RE: Applicability of Title VI and Environmental Justice Considerations to CWTP-TEP

We have been asked to provide an opinion regarding the applicability of Title VI of the Civil Rights Act of 1964 ("Title VI") and Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations ("Environmental Justice Order"), to the Countywide Transportation Plan ("CWTP") and Transportation Expenditure Plan ("TEP") (together, the "Plans") now under preparation by Alameda CTC.

As further described below, Title VI and the Environmental Justice Order do apply to the preparation of the CWTP. Alameda CTC must ensure that outreach activities conducted as part of the preparation of the CWTP are designed to ensure that the views and concerns of low income and minority communities are appropriately taken into account in the preparation of the CWTP. It should be noted that Title VI does not directly apply to the TEP, since it solely addresses local funding, but since the outreach for the Plans is being performed jointly, the outreach will also benefit and affect the TEP.

The federal government has adopted regulations based on Title VI and the Environmental Justice Order which require transportation planning and programming to be nondiscriminatory on the basis of race, color and national origin, including the incorporation of environmental justice concerns. These regulations apply directly to planning efforts conducted by regional planning entities such as the Metropolitan Transportation Commission ("MTC"). In compliance with these regulations and other applicable federal and state statutes, MTC has recently adopted an updated Public Participation Plan ("PPP") to guide the MTC in its creation and adoption of plans and programs – including MTC's Regional Transportation Plan. Since the CWTP will serve as Alameda County's input to the Regional Transportation Plan, Alameda CTC must look to the PPP and other applicable MTC guidance to determine how to incorporate Title VI and environmental justice concerns in the preparation of the CWTP.

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The PPP states that "MTC is expecting that the CMAs [the Bay Area congestion management agencies] will implement their public outreach efforts in a manner than meets the requirements of Title VI, and will work with the CMAs to support their efforts (e.g., assistance with translation services)." By itself, this does not provide much guidance as to how Alameda CTC should comply with Title VI. However, Doug Kimsey, MTC's Planning Director, informed me that MTC is in the process of preparing more detailed guidance for the preparation of countywide plans. The guidance should be made available in the next few weeks.

Mr. Kimsey confirmed that the guidance should be similar to the instructions provided to Bay Area congestion management agencies with respect to the preparation of the last Regional Transportation Plan, which was adopted in 2005. The prior guidance, contained in a document entitled *CMA Guidelines for Public Involvement Strategy for the Transportation 2030 Plan*, recommended that each congestion management agency should:

- Hold an appropriate number of public meetings to adequately cover the major population centers and sub-areas within the county. These meetings should be structured to ensure the inclusion of the views and concerns of low-income and minority communities covered under Title VI of the Civil Rights Act.

- Provide for the public the key decision milestones in the process, so that interested residents can follow the process and know in advance when the CMA board will take final action.

- In addition to the public meetings above, provide and publicize opportunities for affected stakeholders to comment about county projects at regularly scheduled meetings of the CMA policy board.

- Make a concerted effort to publicize meetings to a wide range of interest organizations and residents, including groups representing low-income and minority communities.

If further information is required, we would recommend that Alameda CTC staff contact Mr. Kimsey directly to ensure that outreach activities are consistent with federal requirements.

Alameda CTC Board Retreat
December 17, 2010
Summary of Facilitated Breakout Sessions

The Alameda CTC is in the process of developing a new Countywide Transportation Plan (CWTP) and local sales tax Transportation Expenditure Plan, both of which will need to inform MTC's Regional Transportation Plan and ABAG's Sustainable Communities Strategy mandated by SB 375. One of the key goals of the retreat was to discuss how Alameda County should move forward with its planning efforts in the context of new state regulations (AB 32 and SB 375) which emphasize a reduction in greenhouse gases by creating stronger linkages between transportation and land use. The Board was briefed by ABAG and Alameda CTC staff on how these new regulations will alter Alameda County's transportation planning framework.

In order to obtain Alameda CTC member guidance on how these regulations might affect local jurisdictions and countywide efforts, as well as how Alameda County will influence the process, the Commissioners were divided into four small groups according to the County's four planning areas (North, Central, South, and East). The four groups were facilitated by Alameda CTC or consultant staff. A key overarching question was then followed by a series of six more focused questions which served as a framework for discussion and to generate dialogue. The overarching question was "What should Alameda County look like from a housing, jobs and transportation perspective as we plan for the future?" The follow up focused questions addressed the alignment of local goals with regional / state climate change goals; key policies to help local jurisdictions meet those goals; and identification of projects / programs that should be considered as local and regional priorities.

Following the small group sessions, each small group reported back to the larger group. A number of similar themes emerged amongst the planning areas in terms of local goals/visions, policies, and projects. These are summarized below.

Key themes:

1. **Get incentives right.** The planning area discussions acknowledged the great work that is already happening in the jurisdictions regarding land use and transportation planning, the implementation of climate reduction strategies, and the fact that many jurisdictions are already sustainability leaders. However, Alameda County needs to continue to find the right incentives to encourage and assist local jurisdictions in meeting the region's climate change goals. Each planning area offered some potential ideas, including: financially rewarding cities that engage in "good" behavior; revising allocation formulas; developing model ordinances or model guidelines that jurisdictions can readily use; streamlining permitting and revising CEQA for model projects; and addressing new BAAQMD rules that appear to undermine TOD efforts.

2. **The private sector must be at the table.** The planning areas acknowledged that transportation and land use reform cannot happen in a vacuum, but must take place in a larger context that accounts for economic growth and jobs. To that end, the private sector must be involved to ensure that a balance is struck between meeting climate change goals and the need to provide jobs. Furthermore, the private sector can play an important role in innovative solutions and ensuring their implementation. Finally, the private sector needs to contribute to leveraging funding to expand programs and services, such as shuttles and free transit passes.

3. **Land use reform is not just about housing.** TODs are a great model, but they often focus solely on the housing side of the equation. Instead TODs should be about creating regional "destinations" that emphasizes a strong balance between transit, housing, retail, employment opportunities, and civic uses. If we truly want to meet our countywide and regional goal, a holistic approach is needed to transform our priority development areas.

4. **Need to provide rich and diverse transportation choices.** For many, transit and non-motorized modes are not competitive with driving in a number of ways. People need to drive in many parts of Alameda County, and many will continue to drive in any land use scenario. However, the more transportation and housing /job choices that can be provided, the more likely we are to meet regional goals. The viability of each mode, however, depends on its efficiency and convenience. For example, transit must become more efficient and additional study is needed to ensure that transit is adequately serving all parts of the county. Alameda County should closely work with MTC and the Transit Sustainability Study to ensure that it can support implementation of the outcomes of that study.

5. **Whatever is built, it must also be operated and maintained.** Across the four groups, operations and maintenance emerged universally as a vital issue. We must realize that if we build it, we need to be able to operate and maintain it.   No definitive solutions emerged, but a few ideas were discussed. First, legislative changes are needed to prioritize operating and maintenance costs. Second, capital investment policies and funding criteria may need to be modified to emphasize "fix it first."

6. **New technologies must continue to be developed and utilized.** All of the planning areas agreed that new technologies and innovative services are underutilized, but have the potential to greatly improve the transportation network. The use of ITS and ICM will improve freeway and roads management, while new real-time data can greatly improve the transit passenger experience. Emerging technologies in the field of parking management can also assist local jurisdictions manage curb spaces more efficiently to contribute towards reduced traffic congestion, encourage use of alternative modes, and generate revenue. Finally, technology, such as HOT lanes, also has the potential to provide new revenue sources while also reducing various externalities, such as congestion.

7. **Project and program priorities emphasize all modes.** A wide variety projects and programs were discussed that participants considered to be of high priority, and each planning area addressed multiple modes. Highlighted below are some of these projects and programs. This is by no means a complete list but includes the major concepts discussed in each planning area.

   Projects:

   - Dumbarton Rail
   - I-580/I-680 connector / fly over
   - I-880, I-580, I-680 HOT lanes
   - Irvington BART station
   - I-880/SR-84 interchanges
   - BART to Livermore
   - Bay Trail network gaps
   - East Bay Greenway
   - Ped/bike bridge over Alameda Creek

- Fill ped/bike network gaps on local streets

Programs:

- Expanded Safe Routes to School
- Countywide traffic calming, especially near schools
- School buses and free bus passes for students
- ITS and truck technology
- Complete Streets
- Employer-based shuttles
- 511, freeway towing patrol, and other maintenance programs
- Paratransit funding tied to improved efficiency
- Expanded real-time transit info for riders allows for "freedom of knowledge" - the ability to access transit in a convenient and timely manner
- Countywide crossing guard program

Attachments:

- Attachment A: North County Facilitated Breakout Session Notes
- Attachment B: Central County Facilitated Breakout Session Notes
- Attachment C: South County Facilitated Breakout Session Notes
- Attachment D: East County Facilitated Breakout Session Notes

Attachment A
North County – Facilitated Breakout Session

<u>**Summary of Meeting – Key Takeaways**</u>

- Key sustainability vision/goal: "Reduce trips to reduce emissions."
- Alameda County needs to develop and implement policies that create a disincentive to drive. For example, fees for driving (ones that account for pass-through trips) or the elimination of free employer parking.
- Model policies and incentives also need to become common practice. These include:
    - Unbundled parking.
    - Encourage employers to locate near transit.
    - Parking best practices.
    - Increased funding for pilot projects to demonstrate the effectiveness of a program or policy. For example, permeable pavement, "quiet" pavement, parking management, electric vehicles.
- Funding allocation formulas need to be revised because the current funding process and countywide goals are "mismatched." More specifically, population during "day" should be considered in funding formulas. In addition, using road miles as criteria in funding only supports more road miles and more sprawl.
- Capital investment policies need to emphasize "fix it first." Alameda County has more streets that need to be maintained and no new capital money should be allocated for expansions without identifying funding for maintenance and operations.
- There should be multiple benefits on capital project investments. For example, concrete bus pads at transit stops provide a benefit to transit operations and reduced road impacts. Furthermore, there should be no maintenance of private roads with scarce public funds. Finally, any new capacity increasing projects should be price based and revenue generating (i.e. HOT lanes).
- Alameda County needs to explore improved transit efficiencies. One key area to look at is transit agency consolidation.
- "Real" TODs are where housing, transit, retail/commercial, and jobs come together. We need to find a balance that includes jobs.
- There are a number of legislative issues of vital importance to Alameda County. These must be addressed in order to meet countywide goals. They include:
    - Gas tax must be increased
    - Prop 22 and 26 will have impacts on transportation funding, and their effects on the gas tax swap must be addressed.
    - Article 19 should be amended to allow for the funding of transit operations
    - Change parking tax code to unbundle parking benefits and balance subsidies between autos and transit

- Private sector needs to play a role. The business community could help to fund shuttles and other incentives in key areas, such as with the Emery-Go-Round where businesses pay to fund that service.

North County Subarea Discussion - Full Meeting Notes

Sheet 1
- SB 375 – livable communities, improvements to quality of life
- We need projections for "pass through" traffic to see the effect of this on our transportation systems
- Jobs & housing need to match
- Need to do survey of office parks (e.g. 580/680 junction) so we can see where people are coming from and how many are Cross county trips

Sheet 2
- Reduce trips to Reduce "emissions"
- Implement disincentives to drive
- There need to be more mandates/incentives that employers locate near transit hubs and employees live closer to work place
  - How to address?
  - Employer driven

Sheet 3
- Gas tax – the legislature needs to increase the gas tax and public support for this is needed
- Unbundle parking; Free parking encourages driving
- The CWTP should suggest guidelines addressing parking policies for local jurisdictions
- Jobs vs. housing imbalance (e.g. Emeryville) – this can be a challenge in some places where there is not much land to build on. Also, we need to be careful that infill doesn't end up being really expensive condos in downtowns

Sheet 4
- Real infill projects such as Coliseum TOD are needed where housing, jobs and entertainment are combined
- Disincentives for driving are needed
  - Fees - Impact fees may not address the over 30-mile trips that people take and end up passing through a large part of the county
  - Eliminate free employer parking
- Alameda
  - Being able to get in & out is a challenge and proposing new development needs to be balanced with greater access
  - Alternatives must be available
  - Shuttles work well in some communities such as the Emery-Go-Round – business involvement (developers pay into services)

Sheet 5
- Some services, such as paratransit transportation and transportation to seniors include separate (or segregated) services due to funding, time of day and needs. Service could be doubled up different times of day if funding allowed it.
  - Policy issues regarding the "color of money" need to be address so that we don't end up with segregated services – people should be able to buy excess capacity if it is available, regardless of what color of money paid for it.
- Develop senior housing adjacent to transit
  - Provide access between transit and housing itself that is designed to accommodate disabled people
- Prop 26 and 22 have impacts on transportation funding; however, conditions for approvals on development or development mitigations are not subject to Proposition 26 and could be used to help direct project and program implementation to support GHG reductions
- Article 19
  - Change to allow for transit operations
- Since the legislature needs to address the effects of Props 22 and 26 on the gas tax swap, they should increase gas tax and work to change Article 19

Sheet 6
- Allocation formula - policies
  - Funding allocations needs to be looked at; right now transit operations are underfunded and capacity expansions are overfunded
  - Population during "day" should be considered in funding formulas
  - Road miles in Local Streets and Roads (LSR) rehabilitation formula supports sprawl

Sheet 7
- Capital Investment policies
  - Fix it first
    - Maintenance limits could include from outer edge of sidewalk to outer edge of sidewalk, rather than curb to curb
    - We have more streets than can be maintained
    - No new capital money should be allocated for expansions without identifying funding for maintenance & operations
    - No maintenance of private roads with public funds
  - There should be multiple benefits on project investments. For example, concrete bus pads at transit stops provide a benefit to transit operations and reduced road impacts (e.g. of capital investment)
  - HOV / HOT lanes
    - Beneficial
    - Linked to "incentives"
    - Revenue generating
  - Any new capacity increasing projects should be revenue generating

Sheet 8

- There should be more public-private partnerships (e.g. parking stations, electric vehicle (EV) charging stations)
- Concept of sharing best practices
- Future "technological" issues/challenges need to have a funding component in the CWTP-TEP
- Alameda CTC could be a sponsor for demonstration/pilot projects and we could also potentially fund them in the TEP for example:
  - Demo projects
    - Permeable streets, recycled asphalt, quiet pavement
  - Use of rubberized asphalt concrete (RAC) and sound walls

Sheet 9

- Countywide needs
  - Better transit coordination – merging transit agencies??
    - Identifying where efficiencies can occur
  - BART system capacity – we need to think about placing jobs in certain areas so that they diminish the need for capacity expansion, such as job hubs (East Bay) and let the existing system perform at an even higher capacity
  - Programs (TODs, PDAs)
    - Safety
      - Funding
      - Supplementary patrols
      - Police
      - Personnel such as crossing guards

Sheet 10

- Decisions at countywide level vs. city level
- Amount of investments for "pilot" programs
- ID fund sources for "O&M," not just capital

Sheet 11

- We need to develop Model policies as templates
- Policies around fund usage
  - Formula allocations
  - Maintenance & operations
  - Pilot programs: electric vehicles, different types of paving
  - Multiple benefit projects
  - Safety (personnel)
- Enhance system uses over time: premium pricing, work schedule time variations
- TODs
  - Best practices for TODs/ Developments

- - Include jobs not just housing

Sheet 12
- Capacity increasing projects should be price based
- Legislative issues
  - Increase gas tax
  - Change parking tax code
  - Fund operations

Attachment B
Central County - Facilitated Breakout Session

<u>Summary of Meeting – Key Takeaways</u>

- The Alameda CTC and its regional process need to merge all the ongoing sustainability activities (i.e. Climate Action Plans (CAPs)) with the regional and countywide goals, particularly in the transportation components. We do not need to reinvent the wheel with SB 375.
- Complete communities are needed and current TODs are not yet providing that. TOD and transit are not coming together very well because we are retrofitting suburban communities to be urban ones. Building dense housing around a BART station is not enough to be TOD. Instead, TODS should be a "destination," and to achieve that we need to find the right mix of housing and commercial development. Furthermore, "last mile" connection is essential as people should not have to drive to BART. Robust transit and ped/bike connections are needed so that people can choose to not use their cars.
- Transit is a still a less desirable "choice" for a lot of people. To make transit more competitive, investment needs to be focused on providing more convenient and accessible services. Increased transit use will result in numerous co-benefits, such as healthier lifestyles and improved social connections.
- At the same time, our streets are falling apart and we need to maintain them. Truck impacts on local roads are not measured through normal processes and some communities bear the burden of truck activity. Older cities with worsening pavement conditions bear a larger street maintenance burden.
- There is a contradiction between developing a pedestrian friendly environment to attract retail / commercial development and promoting the fast throughput of automobiles. Level of service "F" is actually ok in some areas or under some conditions, particularly if it means a safer environment for pedestrians, bicyclists, and seniors.
- We need behavioral changes and education to change the mindset away from a car culture. However, the car culture will be changed by providing alternatives, not forcing people out of their cars. We need to have a transportation network that is activity based and provides alternatives to driving (e.g. shuttles, carpools). This type of system will attract people.
- The business community and private sector needs to play a (financial) role. For example, businesses should help to pay for transit (shuttle links) and should be leveraged to provide incentives to using alternative modes.
- Seniors are a key population segment. As we are planning for the future, we need to make transportation safe, affordable, and accessible to seniors. The current culture encourages senior to sit. How do we provide senior housing that is accessible, affordable, and safe?
- Performance measures are crucial. We need to be careful not to have performance measures that do not reward bad development behavior. For example, the allocation of funds should not be based on street miles, as that only encourages the construction of

more roads projects. In addition, cities that follow the new performance measures. should keep the majority of the funds.

- Suggested Projects / Programs:
  - Safe Routes to School: teach kids to ride the bus when they are young and it will stick with them into adulthood, which will have an impact on the transportation system 25 years from now.
  - Make technological investments in AC Transit – GPS and passenger information.
  - School buses and free bus passes for students
  - East Bay Greenway - promote the value of healthy living.
  - Utilize homeowner dues to cover the cost of transit passes.
  - ITS and truck technology to reroute trucks out of neighborhoods and poorly maintained streets.
  - 880 interchange projects /Central County LATIP projects
  - Dumbarton Rail
  - Complete Streets

Central County Subarea Discussion - Full Meeting Notes

Central County Summary
- Provide choices through incentives & some supporting policies
- Safe Routes to School
- East Bay Greenway / Dumbarton Rail
- School buses – access to school – free bus passes
- AC Transit technology – GPS
- 880 interchange projects /Central County LATIP projects
- Seniors – transportation: available, safe, affordable, accessible
- ICM on local streets and roads as well as freeways
- Address truck impacts on local streets
- Complete streets, complete communities for all
- Shuttles and pre-paid transit at TODs & through employers
- Need merger w/ jurisdictions & ACTC goals re: SB 375 & Climate Action Plans, esp. transportation components.
- Operationalize TODs: Make them work.
  - Issue: retrofitting suburban housing and transportation infrastructure to urban model.
  - Housing density around BART is not enough, need commercial too.
  - Need to reduce driving to work. Last mile to work is important.
  - Provide connections
- Links to transit – getting there important
- Focus investment so that transit is a real choice.

Sheet 2
- What's role of non-motorized? Incorporate that.
- Safe Routes to School important for teachers, students, and parents.

- AC Transit technology investment – NextBUS and real time location of buses through computer access
- Other technology improvements – LAVTA, UC Transit, shuttles
- Values of promoting healthy living, walking, biking
  - East Bay Greenway: Oakland to Union City, adds to GHG reduction
- Contradiction between moving traffic through cities & developing walkable cities. Accommodate changing behavior away from a car culture.
- LOS F for cars is better in some areas under some conditions if it makes it safer for pedestrians, bicyclists and seniors
- LOS F great for seniors – need to educate people

Sheet 3
- Choices and Incentives: We need more transportation choices that are activity based to attract people and change behavior and the policies and incentives to support it.
- Don't force behavior change
  - Need to give people alternatives to get people where they need to go from where they are (e.g. use shuttles, activity based)
- No school buses here – re-implement. Start young.
- Schools designed for parents to drive.
- Businesses can incentivize use of transit (e.g. grocery store w/ rides home, LINKS, shuttle). Private sector needs to be brought into the conversation and they need to step up and help fund some of this.
- On the east coast, they won't get rid of the school bus system, so kids are used to taking the bus by the time they become adults and teachers take it too. Our schools are designed for cars.
- Chantilly VA: A lot of bikes and bike parking in downtown along with employment corridors well served by buses.
- There is a grocery store in San Leandro that if you arrive by an alternative mode, they will drive you and your groceries home. Think it is called SuperMercardo.
- Business should pay for transit (e.g., carpools, shuttle links)
- Look at models back East. Lots of bikes, buses to airport, employment from intermodal, digital posting
- Need more choices to attract people.
- Need policies too. Some policies encourage carpooling.
- Seniors – make transportation available, accessible, affordable, and safe.
- Seniors – transit and shuttles are a health issue.

Sheet 4
- Seniors need choices and incentives to get out of cars
- Roads and sidewalks need maintenance
  - Need ADA ramps to usable sidewalks
  - Need to restrict funds for local streets and roads

- Impacts of trucks on local roads, access to freeways. Impacts PCI and maintenance needs.
- Smart corridors – move vehicles along locally too, not just for freeways. Need local signalization.
- Some cities bear brunt of trucks.
- ICM – synchronize signals locally
- Truck access + impacts
- Commercial – where does this go?
    - Place around transit and mixed use (at PDAs and TODs)
- Need to make TODs destinations. Need to attract different mixed uses – complete communities.
- Our streets are falling apart. So while we need to focus on providing transit, we also need to maintain our streets. Truck impacts on local roads are not measured through normal processes and some communities bear the burden of truck activity. Older cities with worsening pavement are bearing a larger burden of the need for street maintenance. Smart Corridors concepts such as signal synchronization, ICM could be applied to space out the trucks.
- Need to be careful not to have performance measures that encourage bad development behavior (e.g., measuring street miles results in more street miles being built)
- Make sure the funds stay with the people who are following the goals and targets established in existing plans.

Attachment C
South County - Facilitated Breakout Session

Summary of Meeting
- Cities in the South County have already begun to tackle the goals of AB 32 and SB 375. Numerous jurisdictions have passed Climate Action Plans and efforts to bring more housing near BART stations are underway (see Union City). However, there is a concern that the sustainability goals of existing and future plans may be undermined by other sectors. For example, the gains made in the transportation and land use sector can be undermined by one new power plant. How do we reconcile that?
- Sustainability is a key goal and one that the County should strive for, but at what economic cost? There needs to be not just a balance between housing and transportation, but also a balance that includes jobs. New air rules by BAAQMD, for example, would have prevented a new solar panel plant in Fremont.
- The private sector needs to be brought to the table. Where does the private sector fit in? How can they support these efforts?
- Bus transit service in South County is terrible. AC Transit is too North County focused. County needs to look at alternative service plans, especially ones that would include a new transit agency to specifically serve South County.
- Money is the one true incentive and Alameda County needs to reward cities that practice good planning. Not just zoning for new housing, but the actual construction of housing units. In short, more housing units built (near transit) = more money.
- Call for projects process needs to have clearly defined selection criteria, metrics, and performance measures. The selection of projects should no longer be a "beauty contest." Remove politics from project selection.
- Capital Projects:
    - Dumbarton Rail
    - Capitol Corridor stop at Union City
    - Whipple Road (I-880 to Central)
    - Industrial (NB off ramp)
    - I-880/I-680 connector / fly over
    - I-880 HOT lanes
    - I-680 NB HOV/HOT lanes
    - Irvington BART station
    - I-880/SR-84 interchanges
    - Finish Bay Trail through UC, Newark, Fremont
    - Ped/bike bridge over Alameda Creek connect UC into Coyote Hills
- Programs
    - Paratransit funding tied to improved efficiency.
    - Expanded info for transit riders – "freedom of knowledge"
    - Expanded Safe Routes to School and countywide traffic calming
    - Countywide crossing guard program.

South County Subarea Discussion - Full Meeting Notes

Sheet 1
Values and Goals

- Union City already trying to tackle AB 32 and SB 375 goals, especially near its BART station – linking housing to transit
    - Trying to do it before SB 375 and AB 32 was passed
    - Trying to expand housing units within ¼ mile of BART station
    - Have their own Climate Action Plan (CAP)
    - Improving fuel efficiency with transit system
- Fremont has CAP
    - Existing (and proposed) BART station will allow more housing for more TODs
    - Has concerns about new regulations – some projects/companies (Solare project) would not have been allowed under new rules
    - Regional vs. local needs; must allow for some flexibility
    - Must be a balance between housing and transportation, but must add jobs into the mix too; BALANCE is needed
- Where is the private sector? They need to be brought into the conversation, because without an improved economy none of the climate change and land use regulations will matter.
    - Where are the points of influence for the private sector? How can they get involved early on?
- South County transit service is terrible, many reasons
    - Transit in South County must be rethought – has to be recognized as being as closely associated with south bay, as it is in north county; for example, North County is thought of as "transit rich" with its access within the county as well as to San Francisco
    - AC Transit is north-focused; how can South County get anything with that mentality?
    - Maybe South County should look at own service separate from AC Transit
        - South pays in too much, gets too little in return
    - How can we meet goals and focus development without better transit service?
    - Is there the $$$ to do this? Could South County handle its own service? More people use buses in North County
    - Small buses or jitneys might be a better solution for Hayward or South County
    - Are we too spread out? Is Hayward too far south to be effectively served by AC Transit?
    - Union City Transit focus is getting people to BART and to Logan High School, only increasing demand to these areas (BART and schools)
- Hayward developed CAP, but then built a power plant; How can we reconcile that?
    - Need to make sure that whatever we do on the land use/transportation side is not offset by other heavy polluters.

Sheet 2
Incentives and Policies

- $$$$ is number one incentive
- Cities should be rewarded for good work; more homes, more money
    - Housing units should be rewarded to pay for additional infrastructure
    - Not just zoning, but actually approving and building housing
- Reward good behavior, ignore bad
- Specific criteria
    - Units constructed
    - Jobs created
- $$$ needs to go where the action is
- What about cities that don't want more housing or density? When is "enough is enough?" At some point need to rehab want we have and not build anymore.
    - Legislation would need to be changed to prevent additional housing allocation
- What about more families/people in one household?
    - Can we create additional funding incentives for different types of housing (i.e. provision of multifamily units)?
- Capital vs. monitoring
    - Feds have provided the capital funds, not operating
    - Feds will start to back out of capital funding
    - Feds have been the backbone of transit funding, but what happens when it is gone
    - BART to Livermore sounds great, but can't finance those types of projects anymore
- Other metrics/incentives
    - Reduce GHG
    - Reduce travel time – social advantage to shorter commutes
    - Reduce VMT/capita
    - Quality of life
- Current grant programs are staff and resource intensive. Is this the best model to allocate dollars?
- Call for projects = "beauty contest"
    - Need to get away from this model
    - Need to establish some metrics/criteria for call for projects
- One incentive is requiring local match; increase leveraging

- Dumbarton Rail – affects 3 cities/counties
    - Enhance connections for those working south and west of South County
- Capitol Corridor stop at Union City – another way to San Jose and Sacramento
- East-West connector
- Whipple Road (I-880 to Central)
- Industrial (NB off ramp)
- I-580/I-680 connector / fly over
- I-880 HOT lanes
- I-680 NB HOV/HOT lanes
- Irvington BART station
- I-880/SR-84 interchanges
- Ped/bike
    - Finish Bay Trail through UC, Newark, Fremont
    - Ped/bike bridge over Alameda Creek connect UC into Coyote Hills
    - Fill in network gaps
    - Union City Blvd. bike lanes
    - Add more ped/bike connections to BART
- Widen Ardenwood near Paseo Padre

Sheet 4
Programs

- Paratransit funding
    - Increasing demand with growing senior population
    - How do we make paratransit more efficient?
    - Are there alternative ways to deliver service?
        - Specific South County service
- Expanded info for transit riders – "freedom of knowledge"
    - Nextbus
    - Bilingual
    - Allows for cheaper delivery service
- Walking/Biking
    - Focus on kids
    - All comes down to safety
    - Expand Safe Routes to School
        - Community input is key
        - Parents are not really involved
        - Plans often end in a vaccum
        - Theft of bikes is a problem at schools even with SR2S programs
    - Establish school crossing guard program – would be most beneficial

- o Behavior change early on
- o Need a long-term funding stream so these programs are not the first ones to be cut
- o Dedicate a % of bike/ped $ to school safety programs
- o No money for traffic calming programs – cut in Fremont
- Improve partnerships with other agencies (i.e. school districts and council); find revenue streams together, commit to funding
- Consider non-traffic safety issues

Attachment D

East County - Facilitated Breakout Session

<u>**Summary of Meeting – Key Takeaways**</u>

- There needs to be a resolution between the inherent conflict of the new BAAQMD regulations (i.e. new CEQA thresholds) and the desired outcomes of the SB 375/FOCUS programs. The BAAQMD regulations directly conflict with sustainability goals.
- In order to incentivize infill/sustainable/TOD per regional goals, Alameda County and jurisdictions need to:
  - Streamline permitting processes and develop a "stick" to push cities to do this.
  - Reform CEQA, as it is currently a big obstacle to all types of development.
  - Allocate additional money for infrastructure costs as it is important to facilitate sustainable growth. Expand current funding streams, such as Tax Increment Financing (TIF) and State Community Infrastructure Program (SCIP), to cover TODs / multi-family housing near transit.
- Give existing policies time to work. Many efforts have been made in recent years to address transportation issues, but economy has made it difficult to evaluate their effectiveness. Before passing more regulations, we need to give current efforts more time.
- Do not abandon the suburban parts of the county. The focus on PDAs and urban core is important, but a large part of the County is still the "suburbs," and there is fear that these cities and areas will get left behind. These areas were built for the car, and projects should be prioritized based on that. More specifically, road miles AND population need to be one of the metrics for allocating money.
- Alameda County must strike a balance between maintenance of existing facilities and investment/expansion of transportation network.
- Alameda County should also study the merger of some transit agencies. MTC has the Transit Sustainability Project, but Alameda County should also build off and go beyond that study to evaluate how transit efficiencies can be achieved. For example, could LAVTA better serve the South County instead of AC Transit?
- Major capital projects in the Tri-Valley:
  - BART to Livermore
  - HOT Lanes on 580 & 680 connected and completed (network)
  - 580 / 680 Interchange (Flyover)
  - State Route 84
- Key programs:
  - Cities should work with employers to provide shuttles to transit or other services.
  - 511, freeway towing patrol, and other maintenance programs are important.
  - Congestion parking pricing would be tough to implement in East County. Such a program would only be possible with extensive and targeted outreach.

East County Subarea Discussion Full Meeting Notes

Sheet 1

Values and Goals

- Air District ahead of regional agencies/Change in CEQA is in conflict with SB 375 and FOCUS and other sustainability efforts- Difficult to determine/ Need more discussion/Confusion!
    - This was related to a discussion about the conflict between the newly released BAAQMD CEQA guidelines and the requirements of FOCUS and SB 375.
    - According to the new BAAQMD guidelines, all the new TOD built near BART in East County is "out of compliance." Clear frustration was expressed
- "Elephant in the room" for this part of County is I-580/I-680 which bisect Tri Valley (580 especially mentioned) – hard to reduce emissions when you have major highway like this
- Need to address commercial and employment (not just housing)
- Jan. 22, 2011 – There will be a workshop on CEQA guidelines for dummies in East County – (mentioned by Scott Haggerty)
- Highlighted need for education on regional process – esp. educating the politicians
- Need BART extension in East County to spur more "smart growth"

Sheet 2

Incentives and Policies

- Streamline permitting is key to facilitate more smart growth
    - The Attorney General lawsuit against Pleasanton has really worked to spur permit streamlining. Really need a stick in order to make these code and process changes happen at cities
- Streamline CEQA
    - In counter to bullet #1, CEQA is biggest obstacle, not city process. Developers need to do their job and go through rigors of city processes.
    - If we want to streamline the process - look more closely at the NEPA/CEQA/FTA funding.
- Financing infrastructure costs is important to facilitate sustainable growth. Some specific ideas:
    - Expand State Community Infrastructure Program to multi-family housing near transit- SCIP is usually for commercial development, Dublin has just successfully expanded to cover infrastructure costs for multi-family housing near transit
    - Tax Increment Financing (TIF)- expand to cover transit zones. TIF for TOD- "Transit development zone"
- Lower impact fees / use other funds
    - Lowering Impact fees is a third way to incentivize "sustainable" growth- would have to find another way to pay for the things that fees are paying for.

- Existing policies need time to work
  - Many policies have been passed, but few have had time to really show results they will have due to economic downturn. Before passing a bunch of new policies/incentives, we need to give all the efforts we have already made a chance to bear fruit
- Get people out of cars- need to eliminate trips and create alternatives
  - Bike sharing
- Don't abandon suburbs- With all these policies and incentives looking at PDA & Urban Core – afraid that the suburbs will be abandoned
- How to allocate funding?
  - Road miles AND population need to be considered when allocating $
  - Move forward with current census and road miles – some areas need large projects and the need to be built, and there are already approved projects that are not getting built because of economic downturn
  - Must be balanced and flexible to include maintenance and capital
- Encourage job centers near housing
- Need balance between maintenance and expansion
- Idea of using funds as pass through rather than grant-based was raised- some liked, some did not like
- Need to consider changes to the methodology supporting distribution of housing numbers

Sheet 3

Capital Projects

- Some general comments:
  - Roadways do need to continue to be a part of countywide network - they make a difference
  - There are large projects that *need to* get built
  - We have a large suburban area that has already been built in a way that is car dependent, can't just abandon it, need to deal with congestion and maintenance of system we have
  - Congestion causes emissions through idling cars
  - Important to continue investment on 580 & 680
  - Honor existing commitments is important
  - San Joaquin is the problem- inflow
- Major Projects in the Tri-Valley (in no particular order)
  - BART to Livermore
  - HOT Lanes on 580 & 680 connected and completed (network)
  - 580 / 680 Interchange (Flyover)
  - State Route 84
- How do these projects meet regional goals?
  - Can reduce GHG by reducing congestion

- To reduce VMT, must place commercial centers near housing
- Can reinvest HOT lanes money in transit
- Projects that may not reduce GHG
  - Support NUMMI plant – Tesla conversion

Sheet 4

Programs

- Consider fewer programs in favor of more capital spending
- 511, Freeway towing patrol & other maintenance programs are important
- Work with employers to provide shuttles to transit or other services
  - Use South Bay as an example
  - County could help facilitate relationship with LAVTA/WHEELS and employers
  - Staff to identify largest employers in the Tri-Valley to point out how to get employees out of cars
- Encourage alternative transportation, e.g. bike programs
- Congestion parking pricing – would be tough in East County, only possible with outreach
- Invest in local transit (e.g. Wheels / County Connection)

Sheet 5
Countywide Project & Programs

- High speed rail over Altamont
  - Livermore could serve as major regional terminal/hub for High Speed Rail, BART, ACE
- BART to Livermore
- Dumbarton Rail
- HOT Network throughout County
- Support urban growth boundaries
- Work with businesses for alternative work shifts
- Study merger of some transit agencies
  - LAVTA could serve South County
- Work with Port to be a truly 24-hour facility – would get trucks off road at key times. And truck drivers prefer to drive at night when no traffic anyway- have trucks move out at night and not be on the road during high traffic time

Page | 21

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Common Themes from CAWG

The following summarizes common themes across the three discussion groups at the CAWG meeting:

Needs and Priorities

1. The plan needs to emphasize maintenance of the existing transportation system and maximizing the efficiency of the system we have.

    Priorities include:

    a. Maintaining our roadway system for all uses

    b. Maintaining all modes of the transportation system, including transit facilities, transit operations, pathways, and roadways.

    c. Enhance the utility of existing systems through demand management and systems management.

2. Transit needs to be available, affordable and seamless and integrated with access modes.

    Priorities include:

    a. Providing a dedicated stable source of operating funds

    b. Reducing the cost of transit especially for students

    c. Focusing on frequency and reliability in areas that support high capacity services

    d. Improve paratransit and specialized services for seniors and persons with disabilities

    e. Prioritize access to transit via walking and biking

    f. Enhancing bus stops for improved security and customer experience

3. Education and information needs to be readily available, accessible to all, and should emphasize lifelong healthy and safe travels.

    Priorities include:

    a. Safe Routes to schools focusing on walking, biking and transit to school. Build healthy habits as early as possible.

    b. Education focusing on a wide range of populations, including seniors, low income residents and other underserved populations, including non-English speakers.

    c. Provide tools that can help people make safe and healthy choices more easily

4. The plan needs to emphasize connecting and completing our transportation network.

Page 67

Priorities include:

a. Completing trails and a safe network of arterial bikeways
b. Connecting safe walking and biking routes to transit
c. Reducing gaps in the transit network
d. Complete the HOV/HOT network

Alameda CTC Community Advisory Working Group Meeting
January 6, 2011
Input on
Transportation Needs, Prioritization, Potential Projects and Polling

Group A – Bonnie Nelson Facilitator

Needs:
- Affordability (transit)
  - ➢ Bus passes for youth
- Safety and Security (transit)
  - ➢ Bus stop enhancements
- Attractiveness of transit
- Multi-modal trips
  - ➢ Bike lockers at transit
  - ➢ Walk/transit trips
- Language access/education

Priorities:
- Overall safety and security(not just automobiles)
  - ➢ We are promoting dangerous modes
- Access and connectivity
- Consider multi-modal use of arterials
  - ➢ Air quality
- Maintenance
  - ➢ In broadest sense including transit
  - ➢ Make transit work
- Provide affordable options
- Prioritize robust alternatives
- Transit operating funds

Potential Projects:
- Bike lanes wherever possible
  - ➢ Focus on safety (separated lanes; other facilities too; cycle tracks)
- Dedicated stable operating funds for transit operations
- Consider displacement in Transit Oriented Development (TOD) areas
- Bus stop enhancement especially with low income areas
- Improve paratransit (more service; reduce waits; reduce bureaucracy; access to all)
- Education on use of alternative modes and language resources; senior resources
- "Mobility advocate" – " humanize 511"
- Youth bus pass for middle and high school

Group B – Tess Lengyel Facilitator

Needs and Priorities:
- Maintenance
- Transit – available, affordable, and seamless (connectivity)
  - Operations are Important
  - Access to transit should be prioritized via safe walking and biking, including bike access on transit
  - Transit – passenger safety (well lit stops, no muggings)
  - Traveler information systems that support transit users and interconnections between transit services

- Senior and disabled transport needs must be met/addressed
- Parking Demand Management
- Goods Movement
- Better roadway system management, including Travel Demand Management (TDM) and Intelligent Transportation System (ITS)
  - Better involvement of businesses in supporting transit use incentives (businesses offer transit passes)

Polling Questions:
- What is the rate of satisfaction on current and different modes (ask for all modes)
- Ask what voters would like to see changed
- Ask for prioritization/real tradeoffs (transit/roads; expenditures/maintenance)
- Ask voters for their top three transportation priorities
- Do they know about Measure B and do they think it has been delivered as promised

Prioritization:
- Ensure projects are assessed with regards to the greater needs of communities and in relation to other projects being implemented, so that the best (most effective) use of funds occurs
- Maintain before expanding
  - Fix it for all (i.e. allow road maintenance funds to be used for complete streets)
- If transit is capital expansion is supported, demonstrate a source of operations so that the existing services are not negatively affected

Group C – Beth Walukas Facilitator

Needs and Priorities:
- Prioritize maintaining (level of satisfaction) of existing before new (We need to deliver existing projects and maintain the existing system in hopes of attracting new projects. Voters won't support new projects if the existing ones aren't working.)

Page 70

- Need to be overarching, coordinated effort for good of county (Our efforts appear to be piecemealed (trying to have a little bit for everybody so they will support them) rather than collaborative. For example, the goals are trying to give a little bit to everybody rather than being overarching for the benefit of the whole county. Our approach to developing the CWTP and TEP should be coordinated and not hodgepodge.)
- Include school access, closing gaps to trails, no BART to downtown Livermore
    - Include disability access
- Encourage kids walking to school (some of our biggest traffic jams are cars going to schools)
- Road maintenance, not expansion
- Emphasize transit more, less roads (We will always have congested points and roads will always have congestion, so focus on transit as a way to relieve congestion)
    - Increase transit capacity
    - More than one way to relieve road congestion (e.g., by providing transit)
- Future oriented solutions (While we are trying to solve current problems, our solutions should be future oriented.)
- Education is key to selling and implementing the plan
- Transit pass for students (providing transit passes to middle and high schoolers relieves current congestion and makes future transit riders.)
- Roads and transit must work together – buses need streets (Don't be too hard on roads and the need for roadway improvements. Buses use roads and streets have sidewalks for pedestrians. We need roads to enhance other purposes.)
- Complete streets to provide for all uses
- Plan must take care of fundamentals and be a back to basics plan (In areas where we scaled back service e.g. low income and underserviced communities, we lessen the difference between the haves and have nots in transit and provide transit for the entire spectrum of communities in county.)
- Complete streets
- Programs that send pricing signals (e.g. parking pricing policies) (We need to include types of programs that send pricing signals to incentivize the right behavior. The Briefing Book should address this more. This is the time to retrain the way people think and retrain them to move around the county in different ways, such as driving less and walking and taking the bus more.)
- Gap closure (for all modes)
    - Trails
    - High Occupancy Vehicle (HOV) networks
    - Complete streets
    - High Occupancy Toll (HOT) lanes without disenfranchising HOV users (When promoting HOT lanes, we need to be careful not to disenfranchise HOV users. Forcing HOV users into the same limited access lane entry patterns as paying customers has the potential to deter HOV use. There is not enough monitoring going on with regard to HOT lanes and their usage.)
- Prioritize need for transportation, especially seniors (Grandparents take kids to school)

- Cut down on congestion and transportation gets better,
  - ➢ Get on-time/reliable buses
- Give priority to things that overlap and leverage each other (We need to refrain from identify needs and assigning funds by mode. We need to change the game and look at system interdependencies and from a specialized needs perspective. The Plans should give high priority to understanding interconnections and the cost and benefits of travel choices.)
- Gap filling
- Need to acknowledge people with different travel needs and schedules
- Identify costs and benefits of travel choices, including driving

<u>Polling:</u>
- Explore how useful it would be to know the cost of a person's current transportation like what is being done with smart houses where a person can tell the cost of leaving the heat on and the lights on all day. We could have meters on peoples cars that show them how much it costs as they drive (pay as you drive concept) How would information about the cost of driving effect a person's choices?.
- Ask dashboard questions like:
  - ➢ How much does your current transportation cost you?
  - ➢ Would having "Pay as you drive" cost information help you make different choices?
  - ➢ Would they support a 3rd - car tax?
  - ➢ What do you value regarding air quality and public health? (Poll should include questions about the values of air quality and public health)
- Are there other programs or taxes that could supplement this? (Tease out whether there are other programs and taxes that would help implement our vision)
- What would benefit you and your family? (Ask questions to help differentiate between whether they support a tax or fee from an individual perspective and a community perspective (eg., would they support for the greater benefit of all vs. just themselves or vice versa)
- What would benefit you and your community? (See above)
- Performance measures
- People need to vote on something they can see and that catches their eye
- How would information about real costs of driving affect your travel choices?

Memorandum

TO: Beth Walukas, Tess Lengyel, Alameda County Transportation Commission

FROM: Stephen Decker, Ryan Greene-Roesel, Caroline Leary, Cambridge Systematics

DATE: January 28, 2011

RE: Draft Performance Measures and Project Prioritization Process

This memorandum presents a recommended approach for prioritizing transportation projects and programs for inclusion in the Alameda Countywide Transportation Plan (CWTP). More detailed screening and scoring of the CWTP projects will be completed in Fall 2011 to determine which of the projects and programs included in the CWTP will be included in the Transportation Expenditure Plan (TEP).

The prioritization process proposed in this memo differs from that used by Alameda County in prior countywide transportation plans. Alameda County is confronting new transportation planning challenges, particularly the need to support regional progress towards greenhouse gas reduction goals mandated by Senate Bill 375. These changes call for explicit incorporation of greenhouse gas impacts in project prioritization, including examination of the effect of different land use development patterns on project-level benefits and impacts.

This draft concept for prioritizing projects CWTP will evolve in response to input from the CWTP-TEP Steering Committee and Working Groups, Alameda County stakeholder groups, and changes in the Regional Transportation Plan prioritization process currently under development by the Metropolitan Transportation Commission (MTC). Detailed analytical procedures regarding the project prioritization process will be documented in technical appendices associated with preparation of the CWTP.

Approach

Project and program prioritization is a key step in developing the CWTP. It will result in:

- Identification of projects and programs that maximize achievement of Alameda County transportation system goals within resource constraints; and

- Positioning of county projects for regional funding.

The proposed prioritization approach incorporates Alameda County's goals and objectives and is consistent with MTC's Regional Transportation Plan (RTP) process. The process proposed for the CWTP-TEP effort consists of four major steps:

1. **Select goals and performance measures.** Goals and performance measures are selected to analyze how well individual projects and programs, as well as packages of these projects and programs, support the selected goals. The vision and goals for the CWTP were adopted by the CWTP-TEP Steering Committee at its January 2011 meeting. This memo presents proposed performance measures based on those goals.

2. **Prioritize projects.** All projects and programs undergo a qualitative screening to determine how well they meet CWTP goals. A subset of larger, more complex projects will undergo a quantitative screening process as well. Projects will be grouped into tiers (low, medium, and high performing) based on the results of the screening. This memo presents an explanation of how the process will work. To the extent possible, synergies between projects will be considered as part of the project prioritization process and will also be addressed in Step 3 below – scenario assessment.

3. **Assess projects in scenarios.** Projects and programs identified in Step 2 above will be assessed as a package under different funding and land use scenarios. The funding and land use scenarios will be discussed in March and April.

4. **Develop final CWTP project and program list.** Using the results of the project screening and scenario analysis, a list of projects and programs will be finalized for inclusion in the CWTP. This list will then be further screened for inclusion in the TEP.

The next sections describe this prioritization process in more detail, focusing on the identification of performance measures. A related discussion on the topic of committed projects will occur in March.

Performance Measures

Using the vision and goals for the CWTP adopted by the Steering Committee at it January 2011 meeting, performance measures were developed to test how projects proposed for the plan support progress towards goals.

The following sources were used to develop possible performance measures:

1. Measures tracked by the Alameda CTC for the Alameda County Congestion Management Program;

2. Regional performance measures selected for the upcoming RTP; and

3. Measures identified in Caltrans' Smart Mobility Framework.[1]

Table 1 below compares relevant measures from each of these sources for each of the proposed CWTP goals.

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[1] Caltrans' Smart Mobility Framework:
 http://www.dot.ca.gov/hq/tpp/offices/ocp/smf_files/SMF_handbook_062210.pdf

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Table 1. Performance Measures Comparison – Existing Sources

Alameda County Goal/Outcome	Alameda County Congestion Management Program/Measures from 2008 Countywide Plan	MTC Performance Measures	Caltrans Smart Mobility Framework Performance Measures
(1) Multimodal	• Transit ridership • Number of transit lines operating at each frequency level • % complete of countywide bicycle plan	• Average per-trip travel time for non-auto modes • Average time walking or biking per person per day	• % trips taken by bus or rail • % trips taken by walking or bicycling • Multimodal level of service measures
(2) Accessible, affordable, and equitable for people of all ages, incomes, abilities and geographies	• Transit availability: service frequency during peak periods and population at all transit stations in County	• Share of low-income and lower-middle income residents' household income consumed by transportation and housing	• Households within 30-min. transit ride and 20-min. auto ride of major employment center, and in walking distance of schools • Impact of investments on low-income, minority, disabled, youth, and elderly populations relative to impacts on population as a whole • Comparative travel times and costs by income groups and by minority and nonminority groups for work/school and other trips
(3) Integrated with land use patterns and local decision making		• Share of region's projected 25-year growth by income level (very low, low, moderate, above moderate) housed in the region	• Consistency with regional SCS • Comparison of alternatives based on acres of land consumed and relative reductions in induced VMT.
(4) Connected across the County, within and across the network of streets, highways, transit, bicycle and pedestrian routes	• Completion of Countywide Bike Plan • Travel time • Coordination of transit Service	• Average per-trip travel time for non-auto modes	• Travel times and costs by mode between representative origins and destinations

Alameda County Goal/Outcome	Alameda County Congestion Management Program/Measures from 2008 Countywide Plan	MTC Performance Measures	Caltrans Smart Mobility Framework Performance Measures
(5) Reliable and efficient (6) Cost-effective	• Average highway speeds • Travel time • Duration of traffic Congestion	• Average per-trip travel time for non-auto modes • Vehicle miles traveled/capita • Project benefit cost or cost-effectiveness ratios (TBD)	• Travel times and costs by mode between representative origins and destinations • Day-to-day variability of travel times between representative origins and destinations by mode • Multi-modal LOS measures
(7) Well-maintained	• Pavement condition index (PCI) • Mean time between BART service delays and miles between mechanical road calls • Transit capital needs and shortfall for high-priority projects	• PCI on local roadways • Distressed lane-miles of state highways • Average transit asset age	
(8) Safe	• Roadway accidents on Freeways	• Injuries and fatalities	• Collision rate and severity by travel mode and facility compared to statewide averages
(9) Supportive of a healthy and clean environment	• Completion of Countywide Bike Plan	• CO_2 emissions per capita • Average time walking or biking per person per day • Premature deaths from exposure to fine particulate matter • Coarse particulate emissions	• Quantities of criteria pollutants and GHGs • VMT per capita by speed range relative to state and regional GHG emissions targets

Alameda County Goal/Outcome	Alameda County Congestion Management Program/Measures from 2008 Countywide Plan	MTC Performance Measures	Caltrans Smart Mobility Framework Performance Measures
Others not included in specific CWTP goals		• Regional gross domestic product	• Conformance with design guidance
			• Time lost to congestion by trips that are economically productive
			• Additional VMT associated with economic productivity
			• VHD per capita, lane mile, private vehicle, freight vehicle, and transit revenue mile
			• User benefits per dollar invested

Sources: Alameda County goal and vision statement (January 2011); Alameda County Congestion Management Program 2009 Performance Element; Steve Heminger, January 19th Memorandum to the Metropolitan Transportation Commission regarding SCS-RTP Performance Targets; Caltrans Smart Mobility Framework: A Call to Action for the New Decade, February 2010.

Performance Measure Selection Process

After comparing the possible performance measures listed in Table 1, measures were selected using the following criteria:

- **Applicability to Alameda County's goals.** We identified measures to match each of the CWTP goals. In some cases, a single performance measure addressed multiple goals.

- **Measurability**. We selected measures which we believe can be calculated and forecast at the county level using the Alameda CTC's travel demand model and other readily available tools and data sources.[2]

- **Simplicity and clarity.** We tried to limit the number of selected measures to ten or fewer, while still covering all goal areas, and gave preference to measures we felt would communicate unique information and be understandable to the public and decision-makers.

- **Consistency with regional process.** Where possible and appropriate, we gave preference to use of regional performance measures. Consistency with MTC's regional measures may help better position Alameda County projects for regional funding.

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[2] Proposed measures may need to be modified if requisite data is not available (see the Draft Technical Memorandum, Task 6: Evaluation Tools – Draft Modeling Process Definition (Version 2), January 10, 2011, for a description of possible tools to be deployed in this analysis).

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- **Outcome-oriented.** We gave preference to "outcome" measures that reflect progress towards a desired policy goal (e.g., increased walking and bicycling, rather than "output" measures that reflect levels of effort or investment (e.g., percent of bicycle network completion).

In cases where relevant measures were not available from these sources, we proposed measures using professional judgment and experience. The following explains which measures are proposed for which goal area and why.

Recommended Performance Measures

Goal 1: Multimodal

Proposed measure: none.

No specific measure is proposed for the "multi-modal" goal. This goal will be addressed by tracking multimodal measures for transportation accessibility, system efficiency, and public health.   Additionally, in the qualitative analysis, projects will be assigned additional points if they fill a gap or enhance connectivity in the multi-modal network.

Goal 2: Accessible, affordable and equitable for people of all ages, incomes, abilities and geographies

Proposed measures: (1) share of households within 30-minute transit ride and 20-min auto ride of at least one major employment center and within a mile of at least one school; (2) share of low-income and lower-middle income residents' household income consumed by transportation and housing.

Transportation accessibility refers to the ease with which travelers can access destinations. A relevant measure was adapted from the Caltrans' Smart Mobility Framework: "Number of households within 30-minute transit ride of major employment center, within 20-minute auto ride of employment, within walking distance of schools." This measure is expected to improve as RTP investments make automobile and transit travel faster, and as land use densification results in the location of more households near employment centers and schools. This measure can also serve as a proxy for economic benefit of RTP investments, as it reflects how employers' access to labor improves as transportation accessibility improves. Improved transportation accessibility should translate into improved economic health.

To measure affordability, we propose including the measure proposed for the MTC RTP, which is the share of low-income and lower-middle income residents' household income consumed by transportation and housing.

Goal 3: Integrated with land use patterns and local decision making

Proposed measures: (1) share of households within 30-minute transit ride and 20-min auto ride of at least one major employment center and within a mile of at least one school. (2) Transit riders / transit revenue hours of service.

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This goal will also be addressed through the Caltrans' Smart Mobility Framework goal discussed above. Integration of land use and transportation investments should result in a greater share of households being able to access destinations within a given travel time.

Another proposed measure to capture land use and transportation integration is transit riders / transit revenue hours of service. This measure would improve in response to better integration of land use patterns with transit service (such as through densification around transit stations) and would decline if transit investments are made in areas with few potential riders.

Goals 4 and 5: Connected across the county; reliable and efficient

Proposed measures: (1) average per-trip travel times for non-automobile modes; (2) vehicle hours of delay.

We propose to measure goals 4 and 5 with the same performance measure: average per trip travel times (drawn from the MTC RTP process).[3] Improved transportation system connectivity and efficiency should result from improvements to automobile travel speeds, transit service frequency, reductions in transit transfers, and improved transit line-haul speeds. Land use densification policies should also result in shorter transit and automobile trips and shorter access and egress times to and from transit.

We propose to measure transportation system reliability by tracking vehicle hours of delay, which is a traditional measure tracked by the Alameda CTC for the Congestion Management Program. Vehicle Hours of Delay is a measure of the extent of congestion on the transportation system, which can reduce mobility and reliability for automobile users and transit users traveling on streets and highways.

Additionally, in the qualitative analysis, projects will be assigned additional points if they fill a gap or enhance connectivity in the multi-modal network, including the bicycle and pedestrian networks.

Goal 6: Cost Effective

Proposed measures: (1) Benefit cost ratios for major projects (2) transit riders / transit revenue hours of service.

Cost-effectiveness of major projects will be calculated by performing project-level benefit cost analysis. In addition, we propose to include an overall measure of transit system utilization (transit riders / revenue hours of service) to capture the extent to which transit capacity is cost-effectively utilized. This measure will decline in response to investments that do not attract sufficient transit riders.

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[3] MTC recently revised this measure to indicate that it would only include travel times for non-auto modes only. Alameda County may choose to define this measure slightly differently, and will consider whether to include the additional MTC measure of vehicle miles traveled / capita, as this measure may be duplicative of the greenhouse gas / capita measure listed under the clean & healthy goal area.

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Goal 7: Well-Maintained

Proposed measures: (1) pavement condition index; (2) average transit asset age.

To measure progress on the goal of "well-maintained", we propose using two measures: Pavement Condition Index, which is used for both the MTC RTP and tracked for the Alameda County CMP; and average transit asset age, which is tracked for the Alameda County CMP. The first measure addresses road maintenance and the second measure addresses transit maintenance.

Goal 8: Safe

Proposed measures: (1) injuries and fatalities.

We propose adopting the MTC RTP measure of injuries and fatalities for the goal relating to a safe transportation system. A similar measure (accidents on freeways) has historically been tracked by the Alameda CTC.

Alameda County stakeholders have also indicated the importance of considering seismic safety as a component of the safety goal. No specific measure for seismic safety is proposed, but seismic safety will be considered in the qualitative analysis of project types. Projects likely to improve seismic safety will be given additional points.

Goal 9: Supportive of a Clean and Healthy Environment

Proposed measures: (1) Per-capita carbon dioxide emissions from cars and light-duty trucks; (2) average daily time spent traveling by foot or bicycle for utilitarian purposes, and (3) fine particulate emissions.

We propose using three performance measures drawn from the MTC RTP process for the "clean, safe, and healthy" goal. The first, per capita carbon dioxide emissions, must be tracked at the regional level according to the provisions of Senate Bill 375. Alameda County can show support of regional carbon dioxide reduction goals by tracking the same measure at the county level, although SB 375 does not require this. The second measure, average time spent traveling by foot or bicycle, is indicative of levels of healthful physical activity gained through utilitarian travel. It also reflects the degree to which Alameda County residents select non-motorized travel modes (walking and bicycling) over other modes of travel. The third measure, fine particulate emissions, is modified from the MTC goal of reducing premature deaths due to fine particulate emissions. Modeling tools may not be available to estimate premature deaths at the county level, therefore we are recommending using the quantity of fine particulate emissions as a surrogate measure.

Table 2 below summarizes the proposed measures by goal area.

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Table 2. Alameda County Performance Measures Proposal

Alameda County Goal/Outcome	Proposed Measures for Alameda County CWTP Scenario Analysis
(1) Multimodal	*Covered by multi-modal measures under "Accessible", "Reliable and Efficient" and "Safe and Healthy" goals*
(2) Accessible , Affordable and Equitable for people of all ages, incomes, abilities and geographies	Share of households within 30-minute transit ride and 20-min auto ride of at least one major employment center and within walking distance of schools (Source: adapted from Caltrans Smart Mobility Framework)
	Share of low-income and lower-middle income residents' household income consumed by transportation and housing (Source: RTP process)
(3) Integrated with land use patterns and local decision-making	*See "Accessible" measure.*
	Transit riders / revenue hours of service (Source: consultant proposal)
(4) Connected across the county, within and across the network of streets, highways, transit, bicycle and pedestrian routes.	*See "Effective, reliable, and efficient" measures.*
	Also under consideration: % completion of countywide bicycle and pedestrian plans.
(5) Reliable and efficient	Average per-trip travel for non-automobile modes (Source: RTP process)
	Vehicle Hours of Delay (VHD) (Source: Alameda CMP)
(6) Cost-effective	Project level benefit / cost ratio (see Table 3)
	Transit riders / revenue hours of service (Source: consultant proposal)
(7) Well-maintained	Pavement condition index (PCI) on local roadways. (Source: Alameda County CMP, RTP process)
	Transit asset age (Source: RTP process)
	Also under consideration: age and condition of multi-use pathways.
(8) Safe	Injuries and fatalities from all collisions (Source: Alameda CMP, RTP)
(9) Supportive of a clean and healthy environment	Per-capita CO_2 emissions from cars and light-duty trucks (Source: RTP process)
	Average time traveling by foot / bicycle per day (Source: RTP)
	Quantity of fine particulate emissions (Source: modified from RTP)

Project/Program Screening Process

After measures have been defined, the project/program screening process will begin. Projects will come from three sources: the countywide/regional call for projects, public outreach, and existing plans and programs, including the countywide bicycle and pedestrian plans. First, a qualitative assessment will occur to determine how well the projects and programs meet the CWTP goals. A selected number of larger, more complex projects would then be screened using quantitative measures. The result will be a tiered project/program list for later scenario testing. The scenario assessment will help inform how funding is allocated among the highest priority

projects and programs. From this final list, the projects and programs would be further screened for inclusion in the Transportation Expenditure Plan. Figure 1 provides a graphical overview of the screening process.

Figure 1.   Overview of Project / Program Prioritization Process
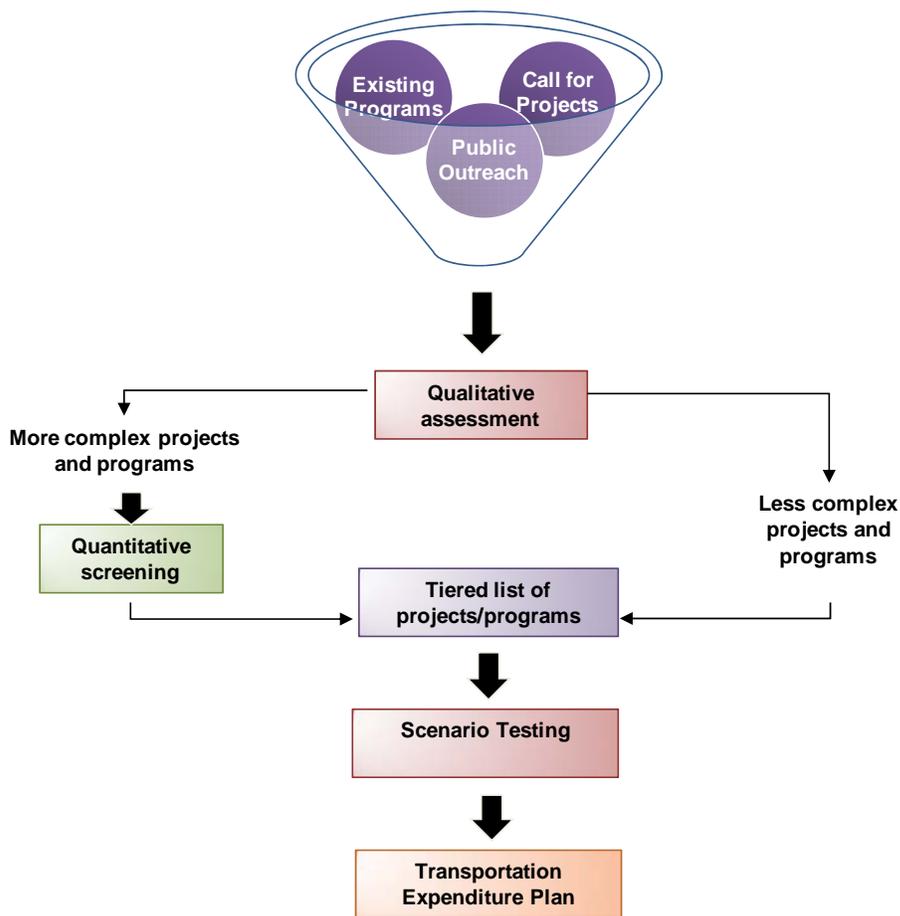
Initial Qualitative Project/Program Screening

A qualitative screening process will be used to evaluate the degree to which projects and programs meet identified goals. The process, with modifications designed to meet CWTP goals and objectives, will be consistent with the qualitative screening approach adopted by MTC. MTC is in the process of considering possible approaches. During the last RTP, projects were grouped into similar types and scored based on the number of goals met. One point was awarded to a project if it strongly supported that goal; one-half point was awarded if it supported the goal. The more goals a project or program meets, the higher its qualitative score. To determine whether a project meets a specific goal, MTC developed a list of questions for each goal. Recent communication from MTC indicates the qualitative screening process for this RTP cycle is likely to be similar to that used in the prior RTP.

Given that Alameda County will have fewer projects to screen than MTC, we feel that a more in-depth qualitative screening process is warranted. We propose scoring projects on a 1-100 scale, where one indicates a project/program does not meet any goals and 100 indicates it meets all goals. Goals may be weighted by assigning a maximum number of points to the goal area (e.g., total of ten possible points for one goal and twenty possible points for another).

We will develop a detailed questionnaire that will allow us to assign points based on the degree to which the project meets each goal area. One of the goals will be cost-effectiveness. The cost effectiveness goal will be scored one of two ways: (1) for smaller / less complex projects, by dividing the total score for all goals by the project cost (this is a rough proxy of cost-effectiveness), for (2) larger, more complex projects, by conducting a benefit cost-analysis. This proposal is similar to what is being applied in at the regional level in Ohio (see example below).

Ohio-Kentucky-Indiana Regional Council of Governments

The Ohio-Kentucky-Indiana Regional Council of Governments (OKI COG) for the Cincinnati, Ohio region has implemented a strong performance-based resource allocation and project scoring system as part of its regional transportation planning process. Many of its performance measures are evaluated qualitatively, but the process provides a systematic approach to ranking numerous projects for the LRTP and TIP. Several criteria are evaluated to include: environmental justice, economic vitality, air quality (VMT, VHT, Emissions), multimodal elements, corridor study/land use plan consistency, and local/regional priority. These collectively provide a potential of 50 points. A project is then scored using specific roadway or transit criteria, either of which provide a potential for another 40 points. Finally, all applications are subjected to a hybrid Benefit/Cost (B/C) evaluation which can provide up to 10 additional points, giving a total possible of 100 project points. Within the B/C analysis, the benefit side is represented by a surrogate that is valued according to the score awarded based on measures listed above (the points, in effect, represent the intrinsic "benefit" to the region). The point subtotal (maximum 90) is divided by the cost of the proposal in millions. The subsequent value (which can have a very wide numerical range) is then scored from two to 10 points via predefined scale.

Quantitative Screening Process

A smaller number of projects will also undergo a quantitative screening. A list of projects, based on the criteria below, will be selected for quantitative screening. Criteria used in selecting projects for quantitative screening will include:

- **Project / program cost and complexity.** More costly or complex projects justify a higher level of analysis.

- **Ability to be modeled.** Only projects / programs likely to produce a measurable impact in travel demand modeling will be included.

- **Consultant budget constraint**. The list of projects will need to be limited so that all can be analyzed within budget constraints.

Metrics for the project-level analysis will be similar to performance measures discussed above but modified as needed to be useful for project/program-level analysis, since only some goal areas can be measured at the project level. Table 3 shows a possible list of measures proposed for project level analysis.[4] This list will be refined going forward.

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[4] In addition, the measures will need to be supported by the models and analytical tools identified in the Draft Technical Memorandum, Task 6: Evaluation Tools – Draft Modeling Process Definition (Version 2), January 10, 2011.

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Table 3. Possible Project-Level Screening Measures for Quantitative Assessment

Alameda County Goal/Outcome	Proposed Measures for Alameda County CWTP Scenario Analysis	Possible Measure for Project Level Analysis
(1) Multimodal	*Covered by multi-modal measures under "Accessible", "Reliable and Efficient" and "Safe and Healthy" goals*	
(2) Accessible , Affordable and Equitable for people of all ages, incomes, abilities and geographies	Share of households within 30-minute transit ride and 20-min auto ride of at least one major employment center and within walking distance of schools (Source: adapted from Caltrans Smart Mobility Framework) Share of low-income and lower-middle income residents' household income consumed by transportation and housing (Source: RTP process)	Vehicle operating cost savings
(3) Integrated with land use patterns and local decision-making	*See "Accessible" measure.* Transit riders / revenue hours of service (Source: consultant proposal)	
(4) Connected across the county, within and across the network of streets, highways, transit, bicycle and pedestrian routes.	*See "Effective, reliable, and efficient" measures.*	
(5) Reliable, and efficient	Average per-trip travel time (Source: RTP process) Vehicle Hours of Delay (VHD) (Source: Alameda CMP)	Travel time savings
(6) Cost-effective	Project level benefit / cost ratio Transit riders / revenue hours of service (Source: consultant proposal)	N/A
(7) Well-maintained	Pavement condition index (PCI) on local roadways. (Source: Alameda County CMP, RTP process) Transit asset age (Source: RTP process)	Highway automobile pavement savings; highway bus pavement savings
(8) Safe	Injuries and fatalities from all collisions (Source: Alameda CMP, RTP)	Injury and fatality cost savings
(9) Supportive of a clean and healthy environment	Per-capita CO_2 emissions from cars and light-duty trucks (Source: RTP process) Average time traveling by foot / bicycle per day (Source: RTP) Quantity of fine particulate emissions (Source: modified from RTP)	Emissions (CO_2 and PM) savings

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Scenario Testing and Development of the CWTP

This process will result in a tiered list of high, medium and low performing projects and programs.   The highest performing projects will then be further analyzed during the scenario testing process. The scenarios will consist of different sets of funding, transportation project, and land use assumptions, and will be developed in conjunction with the Steering Committee and working groups in April and May. One of the scenarios (or a hybrid scenario) will then become the basis for the project and program list included in the CWTP. Further details on the scenario packaging and testing process will be presented in a separate memorandum.

Development of the Transportation Expenditure Plan

A subset of the projects and programs in the CWTP will then be selected for inclusion in the Transportation Expenditure Plan and will be developed in conjunction with the Steering Committee and working groups in Fall 2011.   Considerations for selecting projects and programs will likely include implementation readiness / deliverability, consistency with results of public outreach and polling, and others to be determined.

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Memorandum

DATE: February 3, 2011

TO: CWTP-TEP Community Advisory Working Group

FROM: Beth Walukas, Manager of Planning
                    Tess Lengyel, Manager of Programs and Public Affairs

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

Recommendations:
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:
Staff will be submitting monthly reports to ACTAC; the Planning, Policy and Legislation Committee
(PPLC); the Alameda CTC Board; the Citizen's Watchdog Committee; the Paratransit Advisory and
Planning Committee; the Citizen's Advisory Committee; and the Bicycle and Pedestrian Advisory
Committee. Staff will also share the report with the CWTP-TEP Committees and Working Groups.
The purpose of the reports 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.

February 2011 Update:
This report focuses on the month of February 2011. A summary of countywide and regional planning
activities for the next three months is found in Attachment A and a three year schedule is found in
Attachment B. Highlights include MTC Call for Project Guidance, Letter from Alameda County
Planning Directors to MTC and ABAG, Update on SCS presentations to Councils, and Upcoming
Meetings on Countywide and Regional Planning Efforts, as described below:

1) RTP/SCS Preliminary Proposals for Work Elements
MTC released preliminary proposals and guidance for the following work elements of the RTP/SCS: 25-year financial forecast assumptions, preliminary draft committed funds and projects policy, draft guidance for the call for projects, draft projects performance assessment approach, and transit capital, local streets and roads maintenance needs, and transit operation needs approach. The supporting documentation can be found at http://apps.mtc.ca.gov/events/agendaView.akt?p=1603. This guidance will be incorporated into the CWTP-TEP planning process as shown in Attachment A. The Call for Projects is anticipated to occur March 1 through April 29, 2011. The CWTP-TEP projects definition will occur in two steps: one call for the CWTP (consistent with the RTP call) and a second more detailed screening for the TEP (all projects taken from the CWTP). Alameda CTC will coordinate the Call for Projects for the CWTP-TEP with the MTC's Call for Projects for the RTP/SCS and anticipates using the RTP project application for the first step of the CWTP process.

2) Letter from Alameda County Planning Directors to ABAG and MTC
The Alameda County Planning Directors submitted the attached letter to ABAG and MTC (Attachment C) regarding the SCS Initial Vision Scenario process. While indicated their underlying support for the process, they made three recommendations:

   a) ABAG/MTC specifically request City and County elected leaders to authorize staff to participate in developing alternative plans for PDAs to be used in the Vision Scenario that may go beyond existing local policies and plans;
   b) ABAG/MTC should begin now to identify the resources that may be available to implement the SCS and provide incentives to jurisdictions willing to accept higher levels of growth;
   c) ABAG/MTC should use the SCS EIR as an opportunity to harmonize regional policies, guidelines and regulations so that infill development is easier to accomplish.

3) Update on SCS Presentations to City Councils and Boards of Directors on Initial Vision Scenario

Jurisdiction	Date to Council/Board	Type of item	Completed?
Alameda County	February 8		
Alameda	February 1		
Albany	January 18	Presentation	Yes
Berkeley	January 25	Information to Council	
	January 19	Presentation to Planning Commission	Yes
Dublin	January 25	Information to Council	
	January 29	District 1 Workshop	
Emeryville	January 18	Working Session	Yes
Fremont	January 29	District 1 Workshop	
Hayward	January 18	Working Session	Yes
Livermore	February 14	Information to Council	
	January 29	District 1 Workshop	

Jurisdiction	Date to Council/Board	Type of item	Completed?
Newark	February 24		
Oakland	February 15 February 2	Presentation to Council Presentation to Planning Commission	
Piedmont	March 7 (tentative)		
Pleasanton	February 1 (tentative) January 29	 District 1 Workshop	
San Leandro	February Date To Be Determined	Working Session or Information to Council	
Union City	January 25	Presentation	
AC Transit	No presentation scheduled at this time		
BART	January 27 (tentative)		

5) Upcoming Meetings Related to Countywide and Regional Planning Efforts:

Committee	Regular Meeting Date and Time	Next Meeting
CWTP-TEP Steering Committee	4th Thursday of the month, noon Location: Alameda CTC	January 27, 2011 February 24, 2011 March 24, 2011
CWTP-TEP Technical Advisory Working Group	****NEW DATE AND TIME**** **2nd Thursday of the month, 1:30 p.m.** **Location: Alameda CTC**	**February 10, 2011** **March 10, 2011**
CWTP-TEP Community Advisory Working Group	1st Thursday of the month, 3:00 p.m. Location: Alameda CTC	February 3, 2011 March 3, 2011
SCS/RTP Regional Advisory Working Group	1st Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	February 1, 2011 March 1, 2011
SCS/RTP Performance Target Ad Hoc Committee	Varies Location: MetroCenter, Oakland	February 7, 2011
SCS/RTP Equity Ad Hoc Committee	TBD	TBD
SCS/RTP Housing Methodology Committee	Varies	January 27, 2011
CWTP-TEP Public Workshops	South County: Fremont Library (10 a.m.) North County: Alameda CTC offices (7 p.m.) East County: Dublin City Hall (10:30 a.m.) Central County: Hayward City Hall (7 p.m.)	February 26, 2011 March 2, 2011 March 5, 2011 March 9, 2011

Attachments:
Attachment A: Summary of Next Quarter Countywide and Regional Planning Activities
Attachment B: Three Year CWTP-TEP Planning Schedule
Attachment C: Letter from Alameda County Planning Directors to ABAG/MTC regarding SCS Process

**Attachment A: Summary of Next Quarter Countywide and Regional Planning Activities
(February through April)**

Countywide Planning Efforts

The three year CWTP-TEP schedule showing countywide and regional planning milestones is attached (Attachment B). In the February to April time period, the CWTP-TEP Committees will be focusing on:

- Finalizing the Briefing Book, available on the Alameda CTC's website, that is intended to be an information and reference document and a point of departure for the discussion on transportation needs;
- Identifying performance measures and a methodology for prioritizing transportation improvements in the CWTP;
- Coordinating with ABAG and local jurisdictions on defining the Vision Scenarios for the Sustainable Communities Strategy and establishing how land use and the SCS will be addressed in the CWTP;
- Identifying transportation needs and issues including review of a series of white papers identifying best practices and strategies;
- Developing a Call for Projects and Committed Project Policy that is consistent and concurrent with MTC's call for projects and guidance and identifying supplemental information needed for Transportation Expenditure Plan projects and programs;
- Developing costing guidelines;
- Developing financial projections;
- Identifying transportation investment packages for evaluation;
- Conducting polling and reviewing polling results for an initial read on voter perceptions;
- Conducting public outreach

Regional Planning Efforts

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 developing an Initial SCS Vision Scenario (scheduled for release March 11, 2011), getting the word out to City Councils and Boards of Directors on what the SCS is (January and February), beginning the RHNA process, developing financial projections and a committed transportation funding policy, developing a call for projects, and completing the work on targets and indicators for assessing performance of the projects.

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

- Participating on the MTC/ABAG Regional Advisory Working Group (RAWG),

- Participating on regional Sub-committees: on-going performance targets and indicators and the equity sub-committee which is being formed by MTC;

These activities will feed into our discussion on revenue and financial projections and availability and the discussion of transportation investment both new and existing that will begin around the early spring timeframe.

Key Dates and Opportunities for Input
The key dates shown in Attachment B 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: January/February 2011 (see above)
Initial Vision Scenario Released: March 11, 2011
Detailed SCS Scenarios Released: July 2011
Preferred SCS Scenario Released/Approved: December 2011/January 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: February 2011
Call for RTP Transportation Projects: March 1 through April 30, 2011
Conduct Performance Assessment: March 2011 - September 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 Land Use Scenarios: May 2011
Call for Projects: Concurrent with MTC
Draft List of CWTP screened Projects and Programs: July 2011
First Draft CWTP: September 2011
TEP Program and Project Packages: September 2011
Draft CWTP and TEP Released: January 2012
Outreach: January 2012 – June 2012
Adopt CWTP and TEP: July 2012
TEP Submitted for Ballot: August 2012

Countywide Transportation Plan and Transportation Expenditure Plan
Preliminary Development Implementation Schedule - Updated 12/22/10

Calendar Year 2010

Task	January	February	March	April	May	June	July	August	Sept	Oct	Nov	Dec
			2010				FY2010-2011			2010		
							Meeting					
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

Countywide Transportation Plan and Transportation Expenditure Plan
Preliminary Development Implementation Schedule - Updated 12/22/10

Task	2011						FY2011-2012				2011		
	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	Continue discussion on performance measures, costs guidelines, call for projects	Review workshop outcomes, white paper issues , strategies and best practices, call for projects	No Meetings	Review Call for Projects outcomes; Discuss TEP funding strategies	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies	No Meetings	1st Draft CWTP, TEP potential project and program packages		Review 2nd draft CWTP; 1st draft TEP	No Meetings
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	Review workshop outcomes, white paper issues , strategies and best practices, call for projects	No Meetings	Review Call for Projects outcomes; Discuss TEP funding strategies	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies	No Meetings	1st Draft CWTP, TEP potential project and program packages		Review 2nd draft CWTP; 1st draft TEP	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	Review workshop outcomes, white paper issues , strategies and best practices, call for projects	No Meetings	Review Call for Projects outcomes; Discuss TEP funding strategies	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies	No Meetings	1st Draft CWTP, TEP potential project and program packages		Review 2nd draft CWTP; 1st draft TEP	No Meetings
Public Participation:	Public Workshops in two areas of County; vision and needs; Central County Transportation Forum	Public Workshops in two areas of County: vision and needs		East County Transportation Forum			South County Transportation Forum	No Meetings		2nd round of public workshops in two areas of County: feedback on CWTP, B3; North County Transportation Forum	2nd round of public workshops in two areas of County; feedback on CWTP, B3	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	First Draft CWTP using Scoring and Screening criteria	Technical work refinement and development of Expenditure plan, 2nd draft CWTP				
Polling		**Conduct baseline poll**								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 Vision Scenario	Detailed SCS Scenario Development		Detailed SCS Scenario Development		Release Detailed SCS Scenarios	Technical Analysis of SCS Scenarios	Technical Analysis of SCS Scenarios	SCS Scenario Results/and funding discussions		Release Preferred SCS Scenario
	Discuss Call for Projects		Call for Transportation Projects and Project Performance Assessment		Project Evaluation							
		Develop Draft 25-year Transportation Financial Forecasts and Committed Transportation Funding Policy										

Countywide Transportation Plan and Transportation Expenditure Plan
Preliminary Development Implementation Schedule - Updated 12/22/10

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				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									VOTE: November 6, 2012
Community Advisory Working Group	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans									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 Draft SCS	Begin RTP Technical Analysis & Document Preparation					Prepare SCS/RTP Plan				Release Draft SCS/RTP for review

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Alameda County Planning and Community Development Directors

January 18, 2011

Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Ezra Rapport, Executive Director
Association of Bay Area Governments
101 Eighth Street
Oakland, CA 94607

RE: Sustainable Communities Strategy Process

Dear Mr. Rapport and Mr. Heminger:

The Alameda County Planning Directors met on December 17, 2010 to discuss the SB 375 process to date and respond to some of the questions and issues raised by that process. In this letter, we'd like to highlight some of the constraints we believe local governments face as we look forward to developing the Sustainable Communities Strategy (SCS), and then to implementing the underlying goals of the SCS related to encouraging more intensive development in transit-served locations. The following summarizes some of our discussion.

Before highlighting some of our concerns, we'd like to acknowledge the importance of this effort for the region. Preparation of the SCS begins the process of establishing a long-term guide for this region's growth in a manner that preserves the qualities of this region that make it great: a vibrant economy, a diverse population, a beautiful and productive environment. We appreciate ABAG/MTC's outreach to Planning Directors, and look forward both individually and as a group to working with ABAG/MTC in developing the SCS. Our comments and concerns below should be seen in the context of our underlying support for the effort.

Vision Scenario

SB 375 requires that we plan to accommodate all of the region's need for housing within the nine-county Bay Area. This is a change in past practice when we were able to assume in our projections for housing needs that we could export a significant proportion of expected housing need to counties outside the nine-county Bay Area. We know from past modeling efforts that if this region is to come close to achieving the expected reductions in GHG generation and accommodate all of its projected housing

need, that the vast majority of future growth must occur in transit-served locations and in locations near job centers. However, according to ABAG, the locations identified for transit-oriented growth (the Planned Development Areas or PDA's) can accommodate less than 50 percent of the projected growth.

A "vision scenario" is expected to be the beginning point for thinking about how the region can achieve the SB 375 targets. The Vision Scenario is supposed to be an "unconstrained" projection of how growth can best be accommodated in the most sustainable manner over the next 25 years. While an "unconstrained scenario" may be a useful way of examining a "what if" option for achieving maximum reduction in GHG, we do not believe the information is available for preparing such an "unconstrained scenario" at the local level. Few local government plans project land use for 25 years, and to the degree that we have identified development potential for Priority Development Areas, they are usually not "build-out" scenarios for a 25 year time frame.

While it is possible that PDA's could accommodate more growth than local governments have indicated to date in our PDA descriptions, we cannot say with any confidence what that additional increment may be. Moreover, we do not have direction from our local policy makers to identify such a capacity, or for us to consider unconstrained "what if" vision scenarios that might increase the capacity of our PDA's. We as Planning Directors work at the direction of our elected leaders through their appointed City Managers and Administrators. In order for us to more fully assist ABAG/MTC in developing the vision scenario, we request that ABAG/MTC ask our local elected bodies to give us direction to do so. Even with such direction, the resources may not be available to undertake the necessary analysis for every community and every PDA. However, working together it may be possible to identify locations in the region with the most potential for growth, and undertake some limited focused analysis of some PDA's that could yield case studies useful for regional modeling purposes.

Resources to Implement a Sustainable Communities Strategy

We appreciate that preparing the SCS is a highly challenging undertaking. The specific goals of SB 375 focus primarily on GHG reduction and how to harmonize existing State mandates for affordable housing with the GHG goal. We also know that a GHG reduction strategy means focusing development within existing urbanized areas of the region. To implement that strategy means addressing community concerns with growth and infill development. In the highly resource-constrained environment of the past many years, it is unclear whether the SCS and the RTP that will support it presents a new paradigm for regional development where significant resources will flow to those communities willing to accept growth. Although there has been some movement in that direction through grant programs, the level of resources available has been very limited and the funding unreliable.

To be successful, the SCS must demonstrate how those communities willing to accept growth will benefit from it, rather than suffer the perceived (and often real) negative impacts from it. In this environment, there is a concern that if a community shows it can

accommodate more growth, it will then be forced to accept it and its impacts without any assurance that the resources needed to serve that new development and improve the quality of life for nearby residents will be forthcoming. Since it often seems as if the vast majority of semi-discretionary resources in this region are transportation-based, if the SCS is going to be successful, we recommend that MTC/ABAG begin now to identify now how the next RTP will address this underlying resource allocation concern.

Harmonizing Regional Policies

Over the past few years, each of the regional agencies, following its own mandate, has established policies and regulations in regard to development that can have significant impacts on the costs of infill development. For example, most recently, the Bay Area Air Quality Management District has adopted preliminary CEQA Guidelines for GHG, PM 2.5 and toxic contaminants; the Regional Water Quality Control Board has previously adopted standards on impervious surfaces and non-point source pollutants; BCDC is considering new policies in regard to potential inundation due to global warming; and the RTP establishes, through its guidelines how and where funding will be available for transportation improvements. Taken in isolation, each agency promotes critical governmental objectives; but in totality, they contribute to increasing complexity and uncertainty for the development type we say we are interested in promoting: higher density infill. It is often easier and less expensive to address these regulations as part of designing a project on a greenfield site than to retrofit an infill site to meet new standards and address existing infrastructure or transportation deficiencies. These regional regulations can have the unintended consequence of further impeding infill development that already faces numerous hurtles not faced by a greenfield project: nearby unhappy neighbors, highly uncertain site conditions, and unique design requirements, to mention just a few.

SB 375 provides an opportunity for the region to harmonize and standardize its requirements and to identify regional strategies that in combination can encourage infill development. Revised standards that, for example, recognize that automobile congestion is not necessarily a significant environmental affect in itself in an urbanized region; Air Quality Guidelines that recognize that an infill project near transit – no matter how large or dense – has significant regional benefits that outweigh project-based GHG impacts; standardized mitigations for localized air quality impacts; standardized mitigations for water quality that allow projects to make use of existing CEQA exceptions. The SCS EIR, and the analysis leading up to it are an unprecedented opportunity to consider how regional policies and mitigations can be harmonized and restructured to help even the playing field for infill development. We urge that as the regional agencies gear up for the SCS EIR, that they commit sufficient resources to undertake the larger effort needed to work together to consider how they can make it easier – not harder – for infill development to occur.

Other Concerns

As the Alameda County Planning Directors discussed SB 375 and where the region must go to address it and other state requirements, a number of other issues were discussed that most planners recognize are impediments to the development patterns we wish to encourage, but that remain unaddressed year after year. Among them are:

- Fiscalization of land use. So long as there are significant fiscal benefits from commercial/retail development, and significant long-term costs associated with residential development (and especially rental housing buildings that generally sell and are reassessed less often than single family homes), the promotion of appropriate development patterns will continue to face an uphill fiscal battle.

- CEQA. While, as described above, regional agencies can begin to address some CEQA issues, and especially those related to regional policies and cumulative impacts, there are other fundamental issues with existing exemptions for infill development that make them ineffective. CEQA reform is needed to preserve the underlying goals of CEQA while encouraging infill development.

- Transit availability. The SCS and the PDA's that will be the foundation of the SCS necessarily must rely on transit "nodes" as the basis for meeting housing needs. In order for developers and communities to invest in those locations, there is a need for certainty that the transit will be there for the long term, and that the service will be adequate to address the demands placed on it. Meanwhile, over the past few years that certainty has been undermined by cutbacks on funding for transit. Investments in existing and future transit improvements need to get the very biggest land-use bang for the bucks spent on it. MTC's station area planning guidelines are a good step, but the assessments of all future transit improvements need to be considered in light of implementing the land uses of the Sustainable Communities Strategy and especially the very high intensity land uses that will ultimately be needed to address regional housing needs in a sustainable manner.

None of these are new issues, and there are many others that could have been added had we had more time for discussion. We set them out here not because we expect the SCS to address them (some of these can only be addressed by the legislature), but because we believe that the SCS must recognize these obstacles and begin to set forth strategies that can ultimately address them for a successful SCS.

In conclusion, we recommend:
- ABAG/MTC specifically request City and County elected leaders to authorize staff to participate in developing alternative plans for PDA's to be used in the Vision Scenario that may go beyond existing local policies and plans;
- ABAG/MTC begin now to identify the resources that may be available to implement the SCS and provide incentives to jurisdictions willing to accept higher levels of growth;

- ABAG/MTC use the SCS EIR as an opportunity to harmonize regional policies, guidelines and regulations so that infill development is easier to accomplish.

The current SCS is the first of what is intended to be many SCSs. We do not expect this first SCS to suddenly and completely reverse a set of policies, incentives and programs that contributed to (and continue to support) a sprawling land use pattern that developed over 50 years. However, if we are to reverse that pattern and establish a new development pattern, we must consciously recognize and remove the impediments to infill development, and then reverse the fiscal and other financial incentives for sprawl. We look forward to working with ABAG/MTC in the process of accomplishing this goal.

Sincerely,

Dan Marks, Director of Planning and Development, City of Berkeley*
on behalf of the following Alameda County Planning and Community Development
Directors* who have endorsed this letter

Albert Lopez, Alameda County
Jennifer Ott, Alameda
Jeff Bond, Albany
Jeri Ram, Dublin
Charles Bryant, Emeryville
Jeff Schwob, Fremont
David Rizk, Hayward
Marc Roberts, Livermore
Terrence Grindall, Newark
Eric Angstadt, Oakland
Kate Black, Piedmont
Brian Dolan, Pleasanton
Luke Sims, San Leandro
Joan Malloy, Union City

*Each individual indicated above has endorsed the contents of this letter as a professional planner; titles and jurisdictions are for identification purposes only and do not imply that the City Council or Board of Supervisors has reviewed or endorsed this letter.

Cc: Beth Walukas, Manager of Planning, Alameda County Transportation Commission
       1333 Broadway, Suite 220, Oakland, CA 94612

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

Phase 1: Performance Targets and Vision Scenario

One**BayArea**

Phase One Decisions:
- GHG Targets
- Performance Targets
- Public Participation Plan

October 2010

Local Government and Public Engagement

- GHG Target Workshop
- Local Government Summit
- CARB/Bay Area GHG Workshop
- ABAG Regional Planning Committee
- Regional Response to CARB Draft GHG Target
- MTC Policy Advisory Council
- Leadership Roundtable Meetings
- Regional Advisory Working Group
- Revised Draft Public Participation Plan
- Executive Working Group
- County and Corridor Working Groups
- Final Public Participation Plan

Draft Public Participation Plan

County/Corridor Engagement on Vision Scenario

Milestones

- Projections 2011 Base Case Development
- CARB Releases Draft GHG Target
- CARB Issues Final GHG Target
- Adopt Methodology for Jobs/Housing Forecast (Statutory Target)
- Projections 2011 Base Case
- Adopt Voluntary Performance Targets

Develop Vision Scenario

Policy Board Action

- MTC ABAG JPC (May)
- MTC ABAG JPC (July) — MTC Commission
- MTC ABAG JPC (September)
- MTC ABAG JPC (November) — ABAG Executive Board
- MTC ABAG JPC (December) — MTC Commission

March	April	May	June	July	August	September	October	November	December

2010

*Subject to change

Policy Board Actions

Meeting for Discussion/ Public Comment

Decision

Document Release

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

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

Page 103

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

- Targeted Stakeholder Workshop
- Targeted Stakeholder Workshop and County Workshops
- Targeted Stakeholder Workshops and County Workshops
- Web Survey
- Telephone Poll
- Web Activity: Surveys, Updates and Comment Opportunities
- Telephone Poll
- Public Hearing on RHNA Methodology

ABAG Regional Planning Committee

MTC Policy Advisory Council

Regional Advisory Working Group

Executive Working Group

County and Corridor Working Groups

Milestones

- Release Vision Scenario
- Develop Draft 25-Year Transportation Financial Forecasts and Committed Transportation Funding Policy
- Call for Transportation Projects and Project Performance Assessment
- Start Regional Housing Need Allocation (RHNA)
- Detailed SCS Scenario(s) Development
- Release Detailed SCS Scenario(s)
- Release Draft RHNA Methodologies
- Technical Analysis of SCS Scenario(s)
- Adopt RHNA Methodology
- State Dept. of Housing & Community Development Issues Housing Determination
- SCS Scenario Results/ and Funding Discussions
- Release Preferred SCS Scenario
- Release Draft RHNA Plan
- Approval of Draft SCS

Policy Board Action

MTC / ABAG / JPC

MTC / ABAG / JPC — ABAG Executive Board — MTC Commission

MTC / ABAG / JPC — ABAG Executive Board

ABAG Executive Board

MTC / ABAG / JPC

MTC / ABAG / JPC

MTC / ABAG / JPC — ABAG Executive Board — MTC Commission

MTC / ABAG / JPC — ABAG Executive Board — MTC Commission

Timeline (2011 – 2012)

January/February	March	April	May/June	July	August	September	October	November	December	January/February

2011 — 2012

October 2010

Policy Board Actions

*Subject to change

- Meeting for Discussion/ Public Comment
- Decision
- Document Release
- JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment
- JOINT document release by ABAG, JPC and MTC

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

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

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

Phase 4: Plan Adoption

OneBayArea

*Subject to change
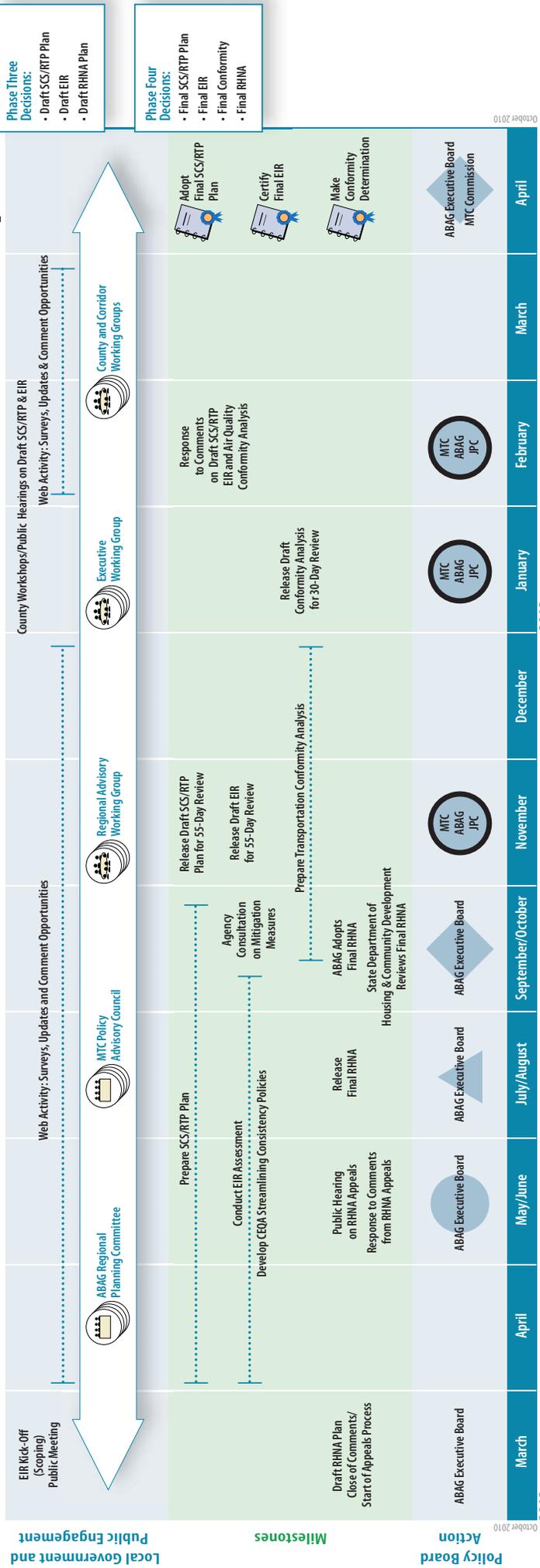
Phase Three Decisions:
- Draft SCS/RTP Plan
- Draft EIR
- Draft RHNA Plan

Phase Four Decisions:
- Final SCS/RTP Plan
- Final EIR
- Final Conformity
- Final RHNA

October 2010

Timeline Rows

Local Government and Public Engagement

Web Activity: Surveys, Updates and Comment Opportunities

County Workshops/Public Hearings on Draft SCS/RTP & EIR
Web Activity: Surveys, Updates & Comment Opportunities

- ABAG Regional Planning Committee
- MTC Policy Advisory Council
- Regional Advisory Working Group
- Executive Working Group
- County and Corridor Working Groups

EIR Kick-Off (Scoping) Public Meeting

Milestones

- Prepare SCS/RTP Plan
- Conduct EIR Assessment
- Develop CEQA Streamlining Consistency Policies
- Agency Consultation on Mitigation Measures
- Release Draft SCS/RTP Plan for 55-Day Review
- Release Draft EIR for 55-Day Review
- Prepare Transportation Conformity Analysis
- Response to Comments on Draft SCS/RTP EIR and Air Quality Conformity Analysis
- Release Draft Conformity Analysis for 30-Day Review

- Draft RHNA Plan Close of Comments/ Start of Appeals Process
- Public Hearing on RHNA Appeals
- Response to Comments from RHNA Appeals
- Release Final RHNA
- ABAG Adopts Final RHNA
- State Department of Housing & Community Development Reviews Final RHNA

- Adopt Final SCS/RTP Plan
- Certify Final EIR
- Make Conformity Determination

Policy Board Action

- ABAG Executive Board (March)
- ABAG Executive Board (May/June)
- ABAG Executive Board (July/August)
- ABAG Executive Board (September/October)
- MTC ABAG JPC (November)
- MTC ABAG JPC (January)
- MTC ABAG JPC (February)
- ABAG Executive Board / MTC Commission (April)

Months

March	April	May/June	July/August	September/October	November	December	January	February	March	April

2012 ——— 2013

October 2010

Legend

- 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

Page 105

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Alameda County Transportation Authority
Community Advisory Working Group

	Category	Organization	Planning Area	Title	First Name	Last Name
1	Health	UC Berkeley Safe Transportation and Education Center	CW	Ms.	Lindsay S.	Arnold
2	Business	California Alliance for Jobs.	CW	Mr.	Joseph R.	Cruz
3	Business	Economic Development Committee (Oakland)	North	Ms.	Charissa M.	Frank
4	CWC Organization	Alameda County Taxpayer's Association	CW	Mr.	Arthur B.	Geen
5	Civil Rights/Env./Social Justice/Faith-based Adv.	Transportation Justice Working Group	CW	Ms.	Chaka-Khan	Gordon
6	CWC Organization	League of Women Voters	CW	Mr.	Earl	Hamlin
7	Education	Alameda County Office of Education	CW	Ms.	Unique S.	Holland
8	Civil Rights/Env./Social Justice/Faith-based Adv.	Urban Habitat	CW	Ms.	Lindsay S.	Imai Hong
9	Alameda CTC Community Advisory Committee	Alameda CTC CAC	CW	Dr.	Roop	Jindal
10	Education	Oakland Unified School District, Board of Education	North	Mr.	David	Kakishiba
11	Alameda CTC Community Advisory Committee	Alameda CTC CWC	CW	Ms.	JoAnn	Lew
12	Health	Davis Street Family Resource Center	Central	Ms.	Teresa	McGill
13	Civil Rights/Env./Social Justice/Faith-based Adv.	Genesis, and Corpus Christi Catholic Church (Piedmont)	North	Ms.	Gabrielle M.	Miller
14	CWC Organization	East Bay Bicycle Coalition	CW	Ms.	Elizabeth W.	Morris
15	Seniors/People with Disabilities	PAPCO	North	Ms.	Betty	Mulholland
16	Civil Rights/Env./Social Justice/Faith-based Adv.	United Seniors of Oakland and Alameda County (USOAC)	CW	Ms.	Eileen Y.	Ng

Alameda County Transportation Authority
Community Advisory Working Group

	Category	Organization	Planning Area	Title	First Name	Last Name
17	Civil Rights/Env./Social Justice/Faith-based Adv.	TransForm (Program Director)	CW	Ms.	Carli E.	Paine
18	CWC Organization	East Bay Economic Development Alliance	CW	Mr.	James W.	Paxson
19	CWC Organization	Sierra Club	CW	Ms.	Patrisha	Piras
20	Seniors/People with Disabilities	Alameda CTC PAPCO	East	Ms.	Carmen	Rivera-Hendrickson
21	CWC Organization	Alameda County Labor Council	CW	Mr.	Anthony R.	Rodgers
22	Business	Board of Director for the City of Fremont Chamber of Commerce	South	Dr.	Raj	Salwan
23	Civil Rights/Env./Social Justice/Faith-based Adv.	ElderCare (Fremont, CA) Ponderosa Squar Homeowners	South	Ms.	Diane	Shaw
24	Alameda CTC Community Advisory Committee	Alameda CTC PAPCO	CW	Ms.	Sylvia	Stadmire
25	Alameda CTC Community Advisory Committee	Alameda CTC BPAC	CW	Ms.	Midori	Tabata
26	Health	Alameda County Public Health Department	CW	Ms.	Pam L.	Willow
27	Education	Livermore Valley Joint Unified School District	CW	Ms.	Beth A.	Wilson

Memorandum

DATE: January 24, 2011

TO: Community Advisory Working Group

FROM: Tess Lengyel, Manger of Programs and Public Affairs
Beth Walukas, Manager of Planning

SUBJECT: Response to CWTP-TEP Comments

Recommendations:
This item is for information only.

Summary:
Staff is in the process of developing a strategy for receiving and responding to written comments on the Countywide Transportation Plan update and the development of a new sales tax Transportation Expenditure Plan (CWTP-TEP). The strategy will address methods for receiving and documenting comments, including web based systems, and methods of developing responses and sharing them with all CWTP-TEP Committees. To date, comments have primarily been received from the Community Advisory Working Group and the Technical Advisory Working Group and are shown in Attachment 03A. Staff will share the comments/responses with all CWTP-TEP Committees monthly. All comments/responses will be posted on the web.

Attachments:
11B1 CWTP-TEP Comments and Responses

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Countywide Transportation Plan-Transportation Expenditure Plan

Comments and Responses as of January 20, 2011

#	Date Received	Comment	Topic	Comment Source/Group Represented	ACTC Response
1	12/13/2010	How does the process we're involved in relate to all of the cuts to bus service that are taking place now (this year)?	Transportation Needs , SCS, Cost, Performance Measures, Process	CAWG-Lindsay Imai	We are developing a 25-year Countywide Transportation Plan and a Transportation Expenditure Plan (CWTP-TEP). Both plans will identify needs, including bus service, and potential funding to address those needs. The CWTP-TEP Committees will be reviewing information during the course of the next year in the preparation of these two Plans.
2		How does the CWTP relate to the SCS and Regional Transportation Plan?	SCS, RWTP		The Countywide Transportation Plan is being developed concurrently with the SCS and Regional Transportation Plan so that it can inform and be consistent with the regional planning process.
3		What are the revenue assumptions and do they include revenues from the planned HOT/HOV lanes?	Cost		Revenue assumptions and financial projections are anticipated to be discussed by the CWTP-TEP Committees beginning in March and will be concurrent with and dependent on the SCS/RTP process.
4		What sorts of performance targets or measurable goals will guide the CWTP and when will these be developed? How will they relate to the performance measures being developed for the SCS/Regional Transportation Plan?	Performance Measures, Process		Performance measures are being coordinated with those being developed and recommended for the Regional Transportation Plan. The CWTP-TEP Committees will be discussing Performance Measures beginning in February. Performance measures will be based on the Vision and Goals anticipated for adoption by the Steering Committee at its January meeting.
5		How much input will the CAWG have, given that we will only be meeting every other month?	CAWG role		The Alameda CTC is conducting a transparent and inclusive planning process for the development of the CWTP-TEP. The CAWG will meet on a regular basis throughout the development of the Plans. CAWG members are welcome to attend all Committee meetings and all information is available at www.alamedactc.org.
6	12/16/2010 (CAWG/TAWG meeting)	Add legend to Process Map	Process Map	CAWG-Carli Paine	Done.

Countywide Transportation Plan-Transportation Expenditure Plan

**Comments and Responses
as of January 20, 2011**

#	Date	Comment	Category	Commenter	Response
7	12/16/2010 (CAWG/TAWG Meeting)	Will "committed projects" from previous Countywide Plans be automatically funded or will they be evaluated, along with all of the other proposed projects, according to the greatest needs and other screening criteria?	Process	CAWG-Carli Paine	A committed project and program policy discussion will take place with CAWG, TAWG and the Steering Committees through Spring 2011.
8	12/20/2010	Glad to see "equitable access" in Vision statement. Like how Vision statement is streamlined, and followed by a series of goals. Improve and strengthen them by adding equity and environmental benefits.	Vision and Goals	CAWG- Lindsay Imai	Revision incorporated.
9	12/29/2010	How will Alameda CTC ensure that the Countywide Transportation Plan and the Measure B Reauthorization Expenditure Plan conforms with Environmental Justice and Title VI regulations?	Vision and Goals,	CAWG-Carli Paine	The Countywide Transportation Plan is required to conform with Title VI regulations. The public outreach process will follow Title VI requirements. Staff is coordinating with MTC to ensure compliance.
10	12/29/2010	What's the public process to provide input on projects to be submitted for screening and evaluation?	Process		Alameda CTC will be coordinating the countywide transportation call for projects with MTC's regional transportation plan call for projects. MTC's call for projects is anticipated for March 2011 and guidance will be provided for project and program submission requirements. The call for project discussions with the CWTP-TEP committeees will begin in February.
11	12/28/2010	Early in the process there should be a step of looking at the existing CWTP plan and seeing what we should maintain and move forward and what we should stop pursuing. Ideally, this conversation would be guided by performance measures to avoid a conversation driven mostly by politics.	Process		A committed project and program policy discussion will take place with CAWG, TAWG and the Steering Committees through Spring 2011.
12	12/28/2010	Overall the revisions have improved the vision/goal statement immensely!	Vision and Goals		No change needed.
13	12/28/2010	Add "cost effective" to goals	Vision and Goals		Revision incorporated.
14	12/29/2010	Change bullet of "safe and healthy" to read "promote safety and public health"	Vision and Goals		Revision incorporated.

Countywide Transportation Plan-Transportation Expenditure Plan

Comments and Responses
as of January 20, 2011

#	Date	Comment	Category	Commenter	Response
15	12/29/2010	"...accountable to established measure of progress and success" is not clear. Do you mean "shaped by decisions that are transparent and that are shaped by adopted performance measures"? Change to a more clear statement.	Vision and Goals	CAWG-Carli Paine	Revision incorporated.
16	12/29/2010	Request an overt and transparent discussion about relative pros and cons of reauthorizing Measure B early. Need to know the mechanics of doing this and what it would mean to move forward. Political feasibility should be one of several considerations that leads to move forward or wait. When will we take this up?	Process-TEP		Several efforts are underway to assess the viability of placing a measure on the November 2012 ballot including polling, additional public outreach, financial scenario analysis, and an assessment of other potential revenue generating ballot measures.
17	12/29/2010	Why were PAPCO and CWC representatives invited to Board Retreat and CAWG was not informed of meeting?	General	CAWG-Patrisha Piras	Notices were posted on the website. Staff will inform CAWG of future Board-related meetings at the CAWG meetings.
18	1/3/2010	On one of the Performance/Prioritization process presentation slides, under the "Sources of Measures," consider adding Caltrans' Smart Mobility Framework to your list of sources <http://www.dot.ca.gov/hq/tpp/offices/ocp/smf.html>. We brought this resource to your attention when you were first looking for Caltrans material to forward to your consultants; make sure the suggested performance measures listed there were strongly considered in your effort, as they are being considered in the regional RAWG effort.	Performance/ prioritization process	TAWG-Erik Alm	The framework has been forwarded to the consultant team. This resource will be reviewed and considered in the development of the performance measures.
19	1/3/2010	How will ACTC meet mandate regarding Vehicle Miles Travelled (VMT) in the CWTP and SCS considering SB375?	SCS, SB 375, land use scenarios	Matt Vander Sluis, Greenbelt Alliance	The development of the Countywide Transportation Plan and the Transportation Expenditure Plan (CWTP-TEP) is being coordinated with MTC and ABAG to meet the requirements of SB 375.
20		How will the County's land use scenario testing mesh with MTC's scenario process?			Discussions about land use scenarios and the relationship of the Countywide Transportation Plan to the SCS discussions will take place with CAWG, TAWG and the Steering Committees through Spring 2011.

#	Comment/Question		Response
21	What process will the County use to provide input to MTC on MTC's land use decision/inputs to generate local buy in?		The Technical Advisory Working Group has been expanded to function as the County/Corridor Working Group as requested by ABAG to provide input to MTC and ABAG on these issues. Additionally, all jurisdictions in Alameda County are making presentations on the SCS to their Councils and Boards of Directors in Winter and Spring 2011.
22	Will the funding/land use scenario/s for the CWTP-TEP vary both the land use patterns and the projects/programs to see where the greatest synergies occur or will the selected projects simply be fed into the land use scenarios?	Matt Vander Sluis, Greenbelt Alliance	Discussions about land use scenarios and the relationship of the Countywide Transportation Plan to the SCS discussions will take place with CAWG, TAWG and the Steering Committees through Spring 2011.
23	Will the projects/programs be rescreened after analyzing how they interact with the land use scenarios?		The land use scenarios discussion will take place with CAWG, TAWG and the Steering Committees through Spring 2011.
24	How will the County feed this information into other land use decisionmaking venues (local land use plans, RHNA)?		The Technical Advisory Working Group has been expanded to function as the County/Corridor Working Group as requested by ABAG to provide input to MTC and ABAG on these issues. Additionally, all jurisdictions in Alameda County are making presentations on the SCS to their Councils and Boards of Directors in Winter and Spring 2011.
25	With the development of new performance measures, will ACTC look to regional agencies to carry out the qualitative and quantitative screenings of the proposed projects and programs?	Performance Measures	MTC's performance targets will be considered in the development of the Countywide Transportation Plan performance measures that the CWTP-TEP Committees will begin discussing in February. We will be performing our own technical analyses of proposed projects and programs.
26	In the power point on Identifying Transportation Needs, how will land use be integrated into the assessment of needs?		The land use scenarios discussion will take place with CAWG, TAWG and the Steering Committees through Spring 2011.

Countywide Transportation Plan-Transportation Expenditure Plan

Comments and Responses as of January 20, 2011

#	Date	Comment	Category	Commenter	Response
27	1/17/2011	The vision statement is incomplete and disjointed and attempts to include too many goals. It should be "big and bold" and is "meant to inspire, energize, and create a captivating picture of where you see your business going in the future." I recommend you develop statements like Santa Clara's,: "VTA builds partnerships to deliver transportation solutions that meet the evolving mobility needs of Santa Clara County" or VTA's in their 2035 Plan. Or, return to the original draft vision statement to provide a context for terms such as accessible, accountable, and sustainable.	Vision and Goals	CAWG-Joann Lew	Revision incorporated.
28		Explain if "health" means the transportation system, the riders, or the environment.			In the Vision and Goals, the term health as been revised to state 'public health.'
29		The focus should be on transportation, not on lifestyle choices. We should not push our personal values and lifestyle choices onto others.			Comment noted.
30	1/17/2011	I would like to see the following types of projects and programs in the Plan: Will generate revenue and be self-sufficient, • Is a partnership with other local jurisdictions, which can attract funding from other sources, and saves money by aggregating requirements, • Makes the best economic sense in addition to meeting or exceeding other criteria, • Will not create a financial burden to Alameda County or the State of California, and/or • Is bold, innovative, and futuristic in terms of technology, economy and efficiency.	General		These criteria will be considered as part of the performance measures being reviewed by the committees in January to March 2011 and the Screening criteria for being included in the Transportation Expenditure Plan.
31		Regarding page 18 of the CAWG's Jan 6, 2011 meeting package and the slide on Parking and Transportation Demand Management (TDM), I agree with working with the private sector to provide shuttles and TDM programs, but I do not recommend subsidizing them with taxpayer funds.	Parking and Transportation Demand Management (TDM)		Comment noted.

Countywide Transportation Plan-Transportation Expenditure Plan

Comments and Responses as of January 20, 2011

#	Date	Comment	Category	Name	Response
32	1/17/2011	Regarding page 48 and the slide on Goals and Performance Measures, I recommend adding "Economical" and "Partnership" as goals and having relevant measures or criteria.	Performance Measures	CAWG-Joann Lew	Comment noted. Performance measures will be discussed by the CWTP-TEP committees through Spring 2011 and this comment will be addressed as part of those discussions.
33		Page 49, slide on Example Measures, I recommend using measures that provide both qualitative and quantitative criteria written in a performance-based format (stating desired or required results). I would like to see a business case for each project or program request.	Performance Measures		Comment noted.
34		Page 50, slide on Qualitative Screening, last bullet on marketing, education, and incentive programs – I need to see facts that these types of programs are successful at changing auto drivers' behaviors rather than seeing graphs on the volume of programs or presentations held. It seems to me that grants are provided to inform the public about transit alternatives but there is no follow up on whether auto drivers actually tried or changed to another transportation option, such as walking or public transit.	Performance Measures		Comment noted. Performance measures will be discussed by the CWTP-TEP committees through Spring 2011 and this comment will be addressed as part of those discussions.
35		I encourage partnerships that attract additional funds from the State, Federal or private sources.	General		Comment noted.
36		There should be assurances that the funds from the next tax measure will stay in Alameda County to the greatest extent possible and that there continues to be set-asides for small businesses in Alameda County.	TEP		Comment noted. All funds in the current sales tax measure are required to fund transportation improvements in Alameda County only. There are not set-asides for small business in the current measure; however, the Alameda County Transportation Improvement Authority has a Local Contract Business Equity program that it uses for contraction 100 percent of Measure funding contract.
37		I would like to see the methods used to manage the current Measure B finances and accounting carried forward to the future transportation plan and expenditure plan.	TEP		Comment noted.