Presentation Purpose

- Current Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) activities:
  - Draft Revenue Projections
  - Draft Alternative Land Use and Transportation Scenarios
- Current Countywide Planning processes
- Next steps
Performance Assessment

- Call for Projects and Programs completed in May
- ACTC staff worked with MTC staff to refine applications in June
- Same projects and programs will be used in CWTP-TEP evaluation
RTP-SCS Highlights

- Draft Revenue Projections
  - Countywide discretionary budgets available in Fall
  - Plan Bay Area Total Projected Revenues: $243.6 B (28 year total)
    - 72% committed, 28% discretionary
  - T2035 Projected Revenues: $218 B (25 year total)
    - 85% committed, 15% discretionary
  - Potential MTC Block Grant policies – initial discussions in July
RTP-SCS Highlights

- Developing a combination of land use and transportation scenarios to maximize reduction of greenhouse gases and house the region’s population across all income levels to guide investment over the next 28 years.

- Sustainable Communities Strategy:
  - Initial Vision Scenario
  - Development of Draft Alternative Land Use Scenarios
  - Development of Preferred SCS

- Regional Transportation Plan
  - Call for Projects and Programs
  - Performance Assessment
  - Develop transportation investment to support land use
RTP-SCS Highlights

- Initial Vision Scenario/Draft Alternative Scenarios
  - 10 of 15 jurisdictions commented on IVS
  - MTC/ABAG released Draft Alternative Land Use and Transportation Scenarios (June)
    - 5 land use options
    - 2 transportation options
  - Policy Initiatives: TDM, Climate, Other
- Schedule
  - Present results of analysis (October 2011)
  - Approve preferred scenario (February 2011)
<table>
<thead>
<tr>
<th>Land Use Options</th>
<th>Initial Vision Scenario (evaluation completed)</th>
<th>Core Concentration</th>
<th>Locally Defined Development Pattern</th>
<th>Constrained Core Concentration</th>
<th>Outer Bay Area Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>70% of housing growth allocated in Priority Development Areas (PDAs) and Growth Opportunity Areas informed through consultation with local jurisdictions</td>
<td>Redistributes both the housing and job growth from Current Regional Plans and Initial Vision Scenario</td>
<td>Local governments suggest revisions to the Initial Vision Scenario that reflect the level and distribution of housing and job growth that they deem feasible for their own jurisdictions</td>
<td>Same as Core Concentration except:</td>
<td>Most housing and job growth is assumed to remain in larger cities in the inner parts of the region; however, more jobs are distributed to outer areas that have housing supply disproportionate to current jobs</td>
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<td>Employment allocated based on regional forecast</td>
<td>Directs more growth to Priority Development Areas (PDAs), locally identified Growth Opportunity Areas, and other urbanized areas served by high frequency rail or bus service and other infrastructure</td>
<td>Constraints that impede housing target identified in #3 will be considered*</td>
<td>Housing target met but not GHG target</td>
<td>Housing and jobs to be distributed to areas that are served by rail or bus service, particularly in PDAs</td>
</tr>
</tbody>
</table>

*The analysis will consider potential resources and policy tools that could make land use assumptions viable.
<table>
<thead>
<tr>
<th>Transportation Options</th>
<th>T2035 Network</th>
<th>Core Transit Capacity Network</th>
<th>Expanded Network</th>
</tr>
</thead>
<tbody>
<tr>
<td>Keep “fix-it first” maintenance levels at about the same as Transportation 2035 (T2035) (i.e., 80 percent of available funding directed to maintenance)</td>
<td>▪</td>
<td>▪ Increase “fix-it first” maintenance levels from T2035 (i.e., assume about 85 percent to maintenance)</td>
<td>▪ Decrease “fix-it first” maintenance levels from Transportation 2035 (i.e., assume about 70 percent to maintenance)</td>
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<td>Allocate funding to roadways and transit improvements at levels similar to those in T2035 (i.e., 14 percent to transit expansion and 3 percent to roadway expansion)</td>
<td>▪</td>
<td>▪ Allocate more funding towards transit core capacity improvements in the inner Bay Area – improving commuter rail, express bus, bus rapid transit</td>
<td>▪ Allocate some funding towards roadway improvements – focus funds on full Express Lane Network and Freeway Performance Initiative (FPI)</td>
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<td>Allocate funding to support bike improvements at level similar to those in T2035 (i.e., 2 percent)</td>
<td>▪</td>
<td>▪ Allocate less funding towards roadway improvements – focus funds on Backbone Express Lane Network and Freeway Performance Initiative (FPI)</td>
<td>▪ Allocate some funding towards transit improvements – include trunk-line transit expansions beyond Resolution 3434</td>
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<td>▪ Prioritize bike/pedestrian funding for improvements in high growth areas identified in the Core Concentration land use option</td>
<td>▪ Prioritize bike/pedestrian funding for improvements in high growth areas identified in the Outer Bay Area Growth land use option</td>
</tr>
</tbody>
</table>
Countywide Planning Highlights

- Evaluation of Transportation Investment Packages
  - Using approved project and program list
  - Testing a future land use scenario consistent with local plans and IVS assumptions (July) and a locally preferred SCS (October)
  - Will be used to inform regional process
- Evaluation outcomes and tiered project list presented to CAWG, TAWG, Steering Committee in July
- Discussion of TEP financial projections and parameters in July
Multi-Tiered Evaluation Process

**Land Use Evaluation**
- Evaluation and Modeling

**Transportation Evaluation**
- Evaluation and Modeling

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**Multi-Tiered Evaluation Process**

**ALAMEDA COUNTYWIDE TRANSPORTATION PLAN (CWTP)**
- Project and Program Evaluation and Land Use Scenario Development (Sustainable Communities Strategy) Process

**ACTAC Item 5.1 - 07/05/11**

**HANDOUT**

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**Public Review**
- CACSRW, TAWG, Steering Committee, Public Outreach, Other ACTC Committee Review
- Scenario FY11
- Detailed Scenarios
- Draft Locally Preferred Scenario
- Refined Locally Preferred Scenario
- Preferred SCS

**Land Use Scenario Development/Planning**
- Staff
- MTC/ABAG Receive Initial Vision Scenarios
- ACTC/MTC Call for Projects/Programs Application Due
- Sponsors Submit Projects/Programs Application Due
- Develop Current Scenario
- Develop Draft RTP
- Develop Initial RTP
- Feasibility Study
- Feasibility Study Finalized
- First Draft RTP
- Second Draft RTP
- Final Draft RTP
- Draft CWTP
- Draft CWTP and TEP

**Transportation Projects and Programs**
- March 2011
- April
- May
- June
- July
- August
- September
- October/November
- December 2011
Next Steps in CWTP-TEP Development

- **July:** Present CWTP evaluation outcomes
- **September:** First draft of CWTP and preliminary Transportation Expenditure Plan projects and program lists
- **October:** Conduct second evaluation of constrained list based on Steering Committee recommendations
- **October/November:** Second round of outreach and polling
- **December:** Present second draft CWTP and first draft TEP at Board Retreat
Questions