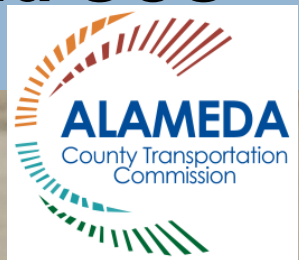


SCS/RTP/CWTP-TEP

Alameda County Countywide Transportation Plan Update/Transportation Expenditure Plan Development & Regional Transportation Plan and SCS

Presentation to the
ACTAC, July 5, 2011



July 2011

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

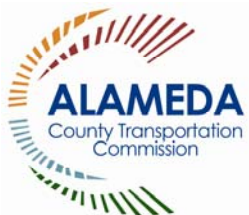




RTP-SCS Highlights

ACTAC Item 5.1 - 07/05/11
HANDOUT

- 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

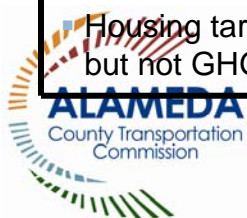
RTP-SCS Highlights

- 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)



Land Use Options

1 Initial Vision Scenario (evaluation completed)	2 Core Concentration	3 Locally Defined Development Pattern	4 Constrained Core Concentration	5 Outer Bay Area Growth
<ul style="list-style-type: none"> 70% of housing growth allocated in Priority Development Areas (PDAs) and Growth Opportunity Areas informed through consultation with local jurisdictions Employment allocated based on regional forecast 	<ul style="list-style-type: none"> Redistributes both the housing and job growth from Current Regional Plans and Initial Vision Scenario 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 	<ul style="list-style-type: none"> 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 	<p>Same as Core Concentration except:</p> <ul style="list-style-type: none"> Constraints that impede housing target identified in #3 will be considered* 	<ul style="list-style-type: none"> 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 Housing and jobs to be distributed to areas that are served by rail or bus service, particularly in PDAs
<p>Housing target met but not GHG target</p>	<ul style="list-style-type: none"> Will meet housing target 	<ul style="list-style-type: none"> Housing target may not be met 	<ul style="list-style-type: none"> Housing target may not be met 	<ul style="list-style-type: none"> Housing target may not be met



*The analysis will consider potential resources and policy tools that could make land use assumptions viable.

Transportation Options

1

3

T2035 Network

2

4

Core Transit Capacity Network

5

Expanded Network

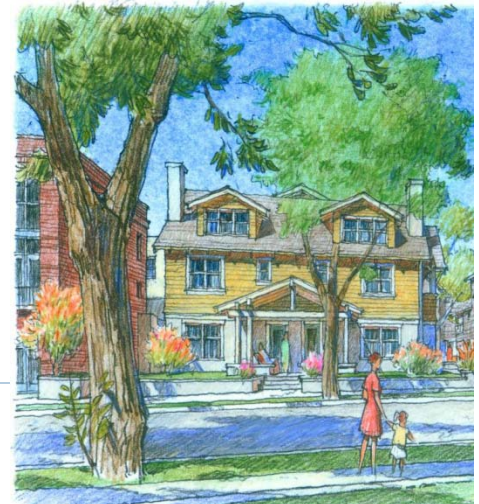
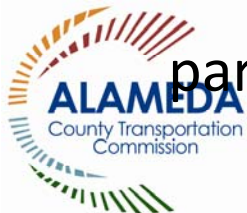
- Keep “fix-it first” maintenance levels at about the same as Transportation 2035 (T2035) (i.e., 80 percent of available funding directed to maintenance)
- Allocate funding to roadways and transit improvements at levels similar to those in T2035 (i.e., 14 percent to transit expansion and 3 percent to roadway expansion)
- Allocate funding to support bike improvements at level similar to those in T2035 (i.e., 2 percent)

- Increase “fix-it first” maintenance levels from T2035 (i.e., assume about 85 percent to maintenance)
- Allocate **more** funding towards transit core capacity improvements in the inner Bay Area – improving commuter rail, express bus, bus rapid transit
- Allocate **less** funding towards roadway improvements – focus funds on Backbone Express Lane Network and Freeway Performance Initiative (FPI)
- Prioritize bike/pedestrian funding for improvements in high growth areas identified in the Core Concentration land use option

- Decrease “fix-it first” maintenance levels from Transportation 2035 (i.e., assume about 70 percent to maintenance)
- Allocate **some** funding towards roadway improvements – focus funds on full Express Lane Network and FPI buildout.
- Allocate **some** funding towards transit improvements – include trunk-line transit expansions beyond Resolution 3434
- Prioritize bike/pedestrian funding for improvements in high growth areas identified in the Outer Bay Area Growth land use option

Countywide Planning Highlights

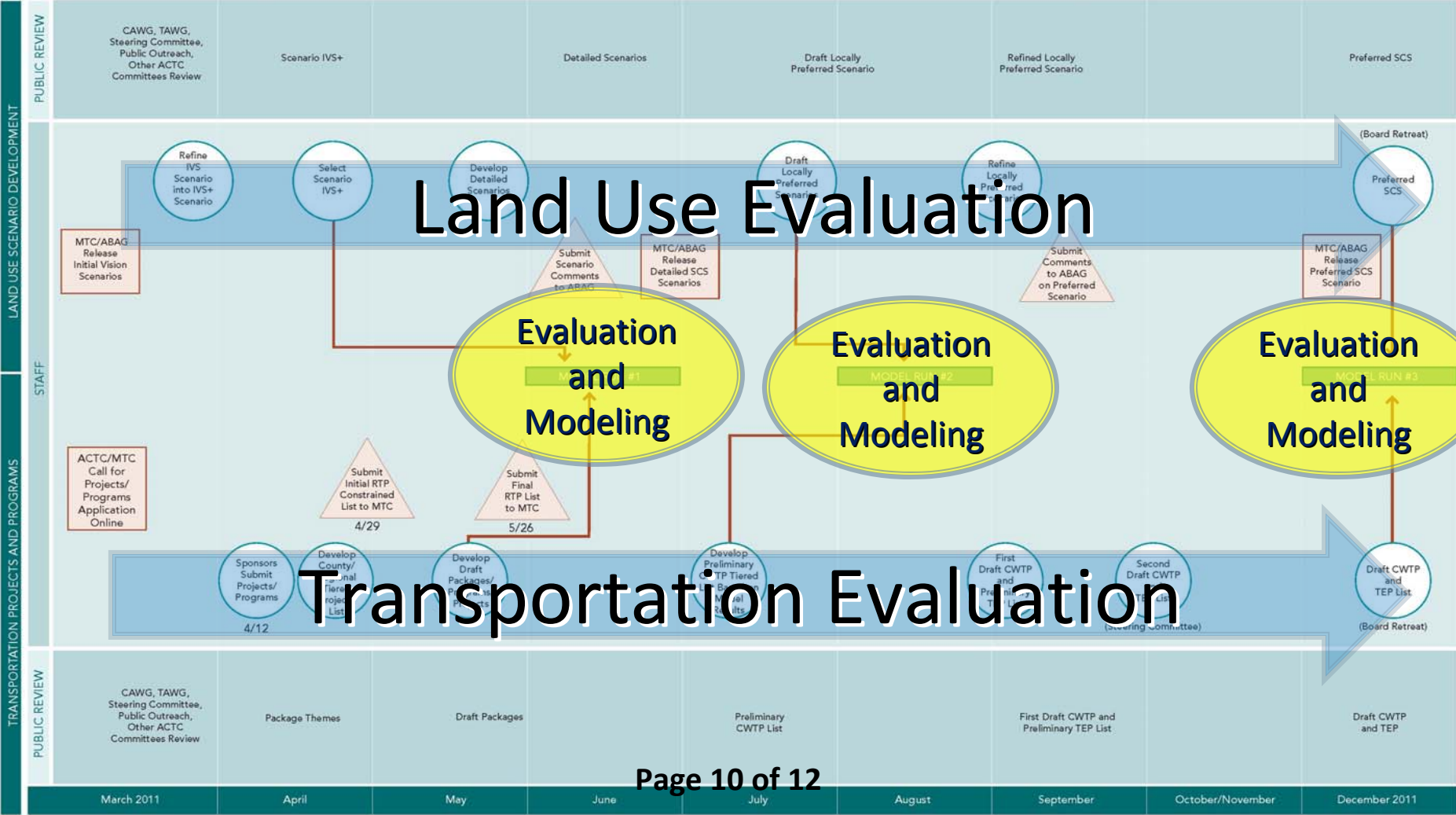
- Evaluation of Transportation Investment Packages
 - Using approved project and program list
 - Testing a future land use scenario consistent with local plans and IVS assumptions (July) and a locally preferred SCS (October)
 - Will be used to inform regional process
- Evaluation outcomes and tiered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



Multi-Tiered Evaluation Process

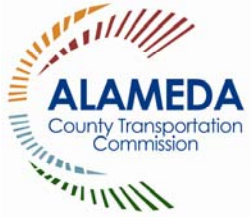


ALAMEDA COUNTYWIDE TRANSPORTATION PLAN (CWTP)
Project and Program Evaluation and Land Use Scenario Development (Sustainable Communities Strategy) Process



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 in Steering Committee recommendations
- October/November: Second round of outreach and polling
- December: Present second draft CWTP and first draft TEP at Board Retreat



Questions

