



# MEMORANDUM

**To:** Alameda CTC Staff  
**From:** Bonnie Nelson  
**Date:** September 19, 2011  
**Subject:** Summary of TAWG and CAWG TEP Simulation Exercise

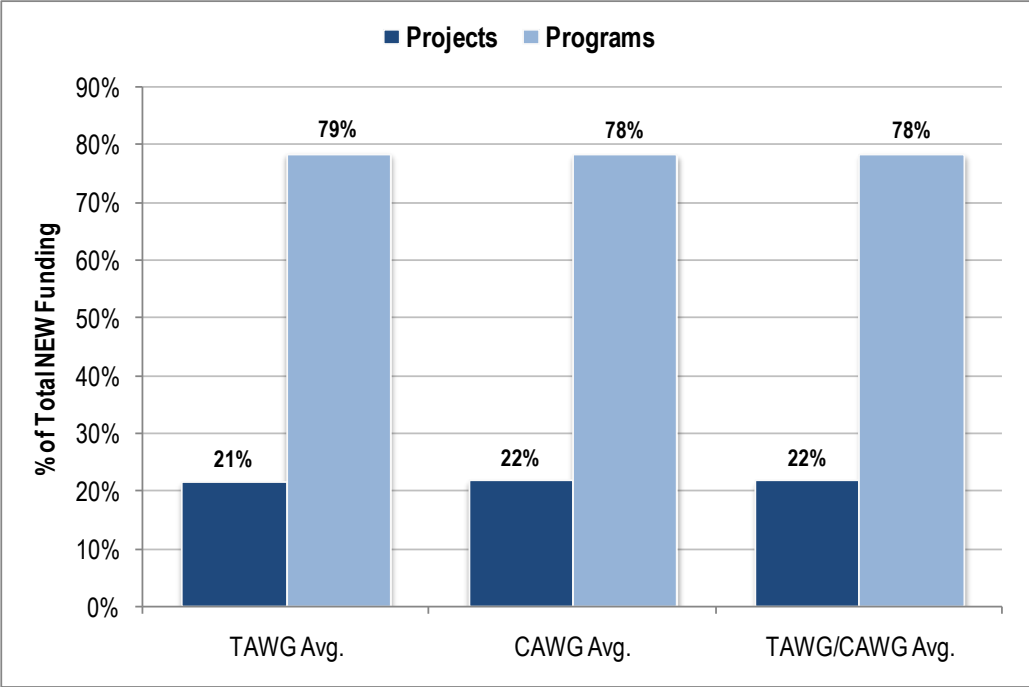
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Over the course of the TAWG/CAWG meetings a total of seven simulations were completed. These included 3 completed by TAWG members, 3 completed by CAWG members, and one completed by a single member of the public at the TAWG meeting. This memo provides a summary of the key themes drawn from those exercises.

## Project vs. Program Split

- Members noted that they were not familiar with all the projects in the project list and therefore found some difficulty in understanding the project intent and benefit. Reviewing the applications at the meeting provided some clarity, but also took time which may have contributed to the following factors.
- Members had difficulty finding enough capital projects to reach the recommended 40% / 60% split between projects and programs. As shown in Figure 1, the average allocation for TAWG was 21% to projects and 79% to programs. CAWG was very similar, with 22% to projects and 78% to programs, on average. If it is desirable to fund more capital projects, the balance could be made up by moving programmatic capital projects into the capital component of the expenditure plan. This technique was used in a thoughtful way by one TAWG group, which achieved a 35% project split.
- It is important to note that time constraints with this exercise may have been a factor in the lower allocation to projects. Given more time, the groups may have chosen more projects, thus shifting the overall allocations. In particular, groups did not have enough time to carefully consider which of the programmatic capital projects could be shifted to the capital program.

**Figure 1 Average Split between Projects and Programs<sup>1</sup>**



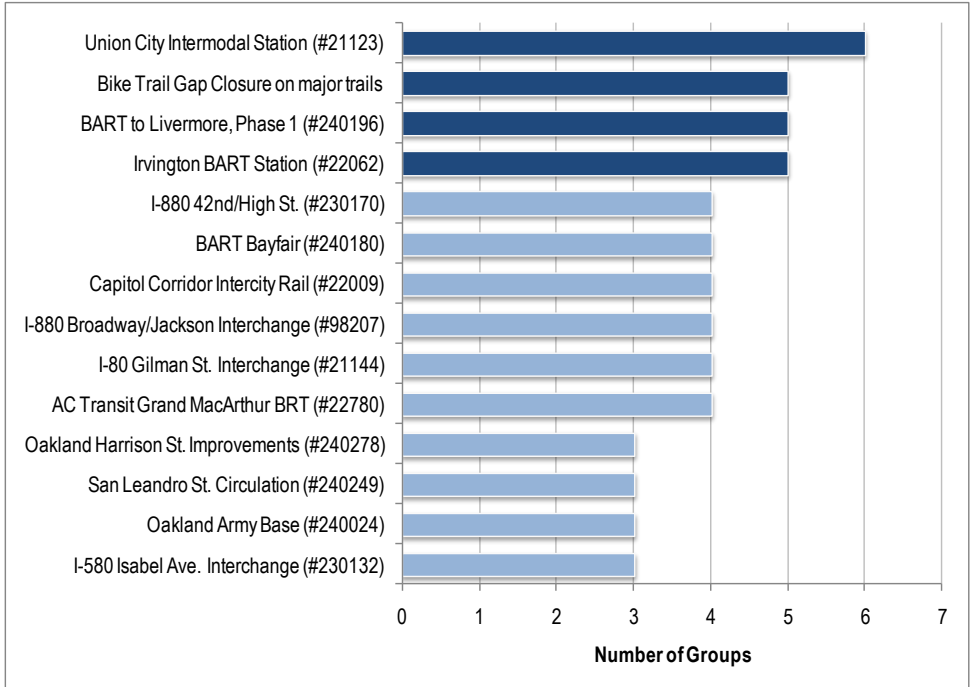
**Projects**

- The most commonly selected projects are shown in Figure 2. The projects in dark blue can be considered “High Consensus” projects, as they were selected in at least five of the seven groups. The “Moderate Consensus” projects are in light blue, and denote projects that were selected by at least three groups.

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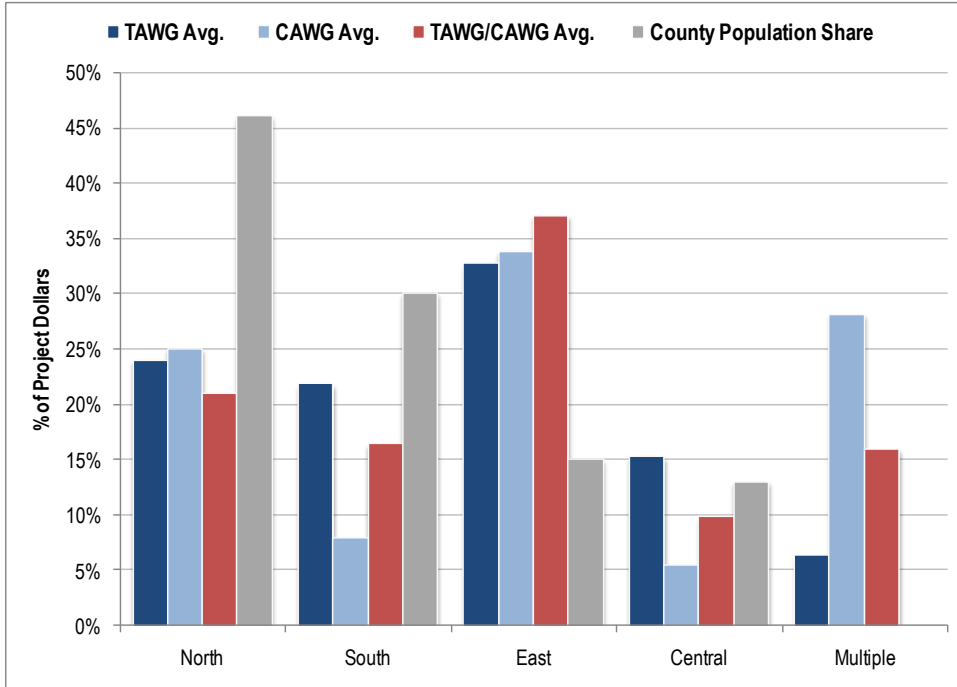
<sup>1</sup> Includes many Programmatic Capital Projects

**Figure 2 High (Dark Blue) and Moderate (Light Blue) Consensus Projects**



- Common project themes:
  - High consensus projects included only transit and bike projects.
  - BART projects and BART related projects dominated the high consensus group.
  - Bike Trail gap closure projects were found in many groups and included a number of different projects and funding levels.
  - Projects in the moderate consensus group were primarily lower cost highway oriented projects, including four interchanges spread throughout the County.
- None of the groups were able to achieve geographic equity with dollar allocations to projects alone. Figure 3 shows the average geographic distribution to each planning area.
- East County received the majority of the dollars allocated to projects, which is largely the result of numerous groups (5 of 7) allocating a substantial amount of money (between \$200 million and \$1.105 billion) to the BART to Livermore project. One CAWG group selected this project but did not come to consensus about how much money should be allocated to the project.
- North County consistently received the second highest allocation of project dollars, though still well below its share of population. Project allocations to South and Central Counties varied more substantially between TAWG and CAWG exercises.

**Figure 3 Geographic Distribution of Project Dollars<sup>2</sup>**



## Programs

- All of the groups continued all of the current Measure B programs, including expanding the Transit Center program to include TOD, PDA, and Land Use policy support efforts. Figure 4 shows the average percentage breakdown for each of these five major program categories. A few observations are worth making:
  - Both TAWG and CAWG groups had difficulty managing the fact that a lower percentage allocation of a much higher amount will still result in more money going to a program than under the current Measure B. In other words, a smaller slice of a bigger pie is still larger than the previous slice of a smaller pie. For example, many groups increased the program percentage going to transit or to paratransit even though leaving the percentage the same as today would approximately double the amount of money available.
  - Percent allocations to current programs were quite consistent across all groups. TAWG gave more to Local Streets & Roads than CAWG.
  - The program totals in Figure 4 represent only the percentages being allocated to current Measure B programs. The current total for these programs is 60% - both CAWG and TAWG increased not only the dollar amount but the percentages being allocated to current programs.

**Figure 4 Summary of Five Existing Program Categories**

Program Category	Current Measure B	TAWG Avg.	CAWG Avg.	TAWG/CAWG Avg.

<sup>2</sup> Includes \$1.3b allocated to Programmatic Capital Projects by one CAWG group - listed as "Multiple"

Local Streets & Roads	22.34%	26.7%	22.4%	23.6%
Mass Transit	21.92%	24.0%	25.3%	24.3%
Seniors & Disabilities	10.45%	11.3%	11.8%	11.4%
Bike/Ped	5.00%	5.8%	5.0%	7.0%
Land Use/TOD/PDA	0.19%	3.0%	2.5%	2.7%
Total	59.9%	70.8%	67.0%	69.0%

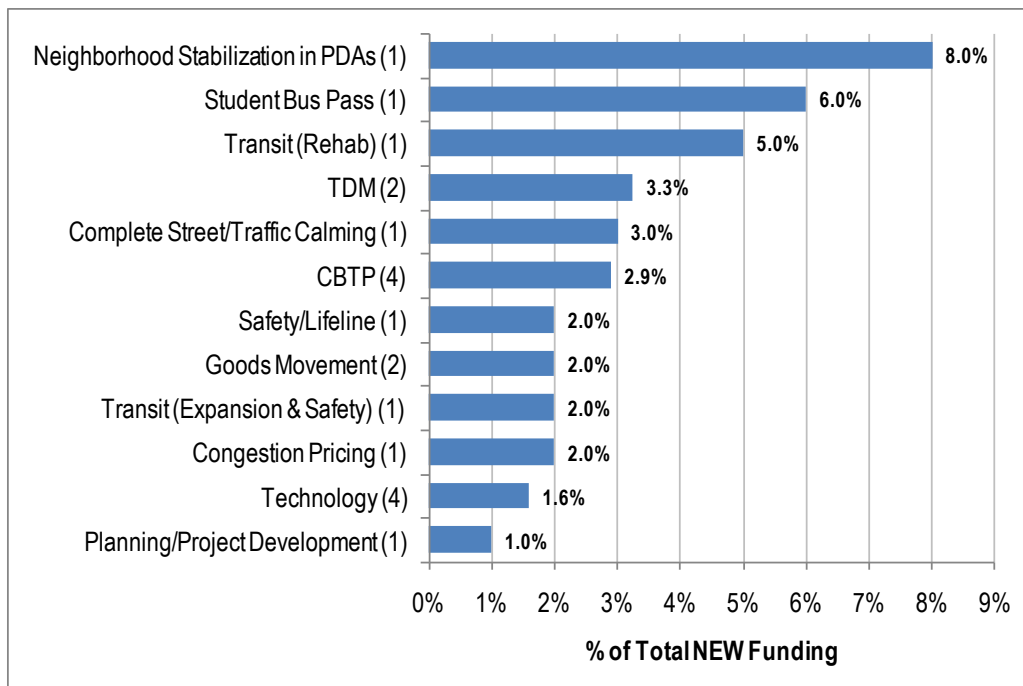
- Figure 5 shows the other added programs and their average percent allocations by group. Most of these new programs received small percentages compared with existing programs. These include two programs that represented a significant consensus – appearing in 4 of the 7 exercises:

- Technology - (4 of 7 groups)
- CBTP<sup>3</sup> - (4 of 7 groups including one that explicitly included the student bus pass in this category)

Two additional programs were identified by two of the seven groups:

- Goods Movement - (2 of 7 groups)
- TDM – (2 of 7 groups)

**Figure 5 Summary of New Program Categories (# of groups selected)**



<sup>3</sup> Includes one group that included Student Bus Pass as part of CBTP.