



Countywide Transportation Plan Update and Transportation Expenditure Plan Development Steering Committee and Community Advisory Working Group (CAWG) Meeting Agenda

**Friday, October 7, 2011, 12 to 1:30 p.m.
1333 Broadway, Suite 300, Oakland, CA 94612**

**Mayor Mark Green, Chair
Councilmember Kriss Worthington, Vice Chair**
(see back for Steering Committee members)

Meeting Outcomes:

- Roundtable discussion with Steering Committee and CAWG members on the development of the Countywide Transportation Plan and the Transportation Expenditure Plan (CWTP-TEP)

- | | |
|---------------|--|
| 12:00 p.m. | 1. Welcome and Call to Order |
| 12:00 – 12:05 | 2. Introduction |
| 12:05 – 12:20 | 3. Opening Remarks from the Steering Committee Chair |
| 12:20 – 1:30 | 4. Roundtable Discussion on the Development of the CWTP-TEP |
| 1:30 p.m. | 5. Adjournment |

Attachment

Attachment A: Feedback from Technical Advisory Working Group (TAWG) and CAWG on the TEP

Next Meeting:**Steering Committee**

Date: October 27, 2011

Time: 12 to 3 p.m.

Location: Alameda CTC Offices, 1333 Broadway, Suite 300, Oakland, CA 94612

CAWG

Date: November 3, 2011

Time: 2:30 to 5 p.m.

Location: Alameda CTC Offices, 1333 Broadway, Suite 300, Oakland, CA 94612

Steering Committee Members:**Mark Green, Chair**

Mayor, City of Union City

Greg Harper, Director

AC Transit

Larry Reid, Councilmember

City of Oakland

Kriss Worthington, Vice Chair

Councilmember, City of Berkeley

Olden Henson, Councilmember

City of Hayward

Rob Bonata, Vice-Mayor

Alternate, City of Alameda

Ruth Atkin, Councilmember

City of Emeryville

Jennifer Hosterman, Mayor

City of Pleasanton

Luis Freitas, Vice Mayor

Alternate, City of Newark

Tom Blalock, Director

BART

Marshall Kamena, Mayor

City of Livermore

Tim Sbranti, Mayor

Alternate, City of Dublin

Suzanne Chan, Vice Mayor

City of Fremont

Rebecca Kaplan, Councilmember

City of Oakland

Joyce Starosciak, Councilmember

Alternate, City of San Leandro

Scott Haggerty, Supervisor

County of Alameda

Nate Miley, Supervisor

County of Alameda

Staff Liaisons:Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation, (510) 208-7428, tlengyel@alamedactc.orgBeth Walukas, Deputy Director of Planning, (510) 208-7405, bwalukas@alamedactc.org

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.



MEMORANDUM

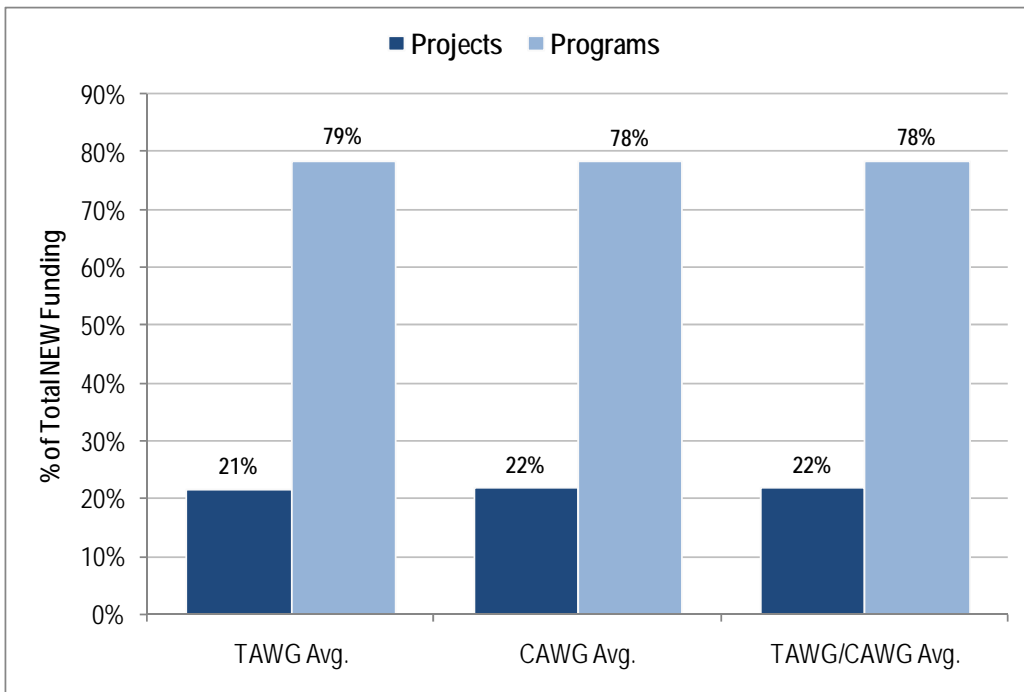
To: Alameda CTC Staff
From: Bonnie Nelson
Date: September 19, 2011
Subject: Summary of TAWG and CAWG TEP Simulation Exercise

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.

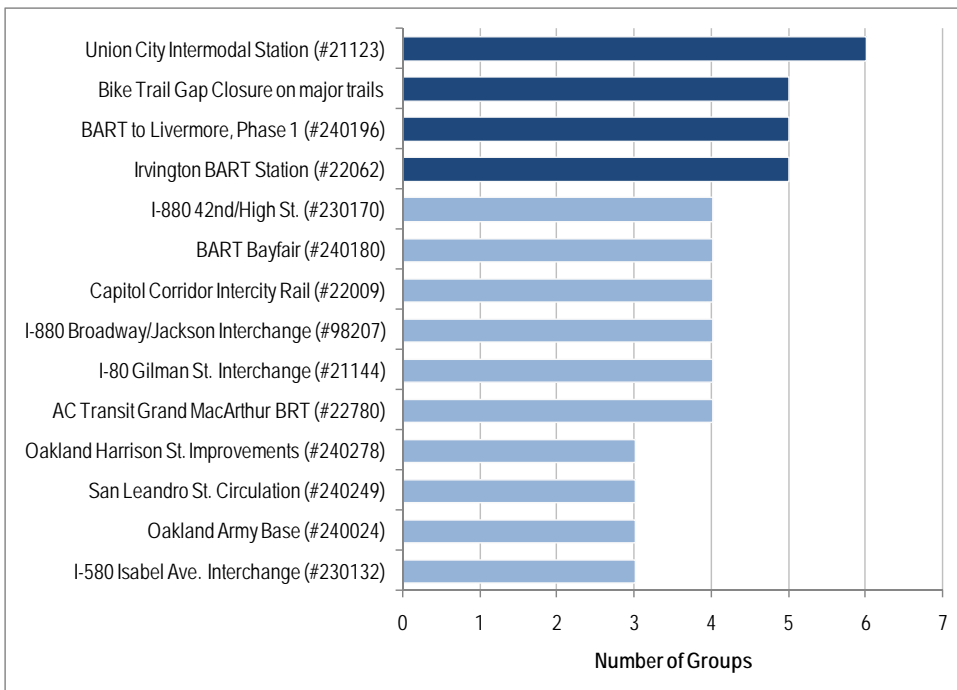
Figure 1 Average Split between Projects and Programs¹



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.

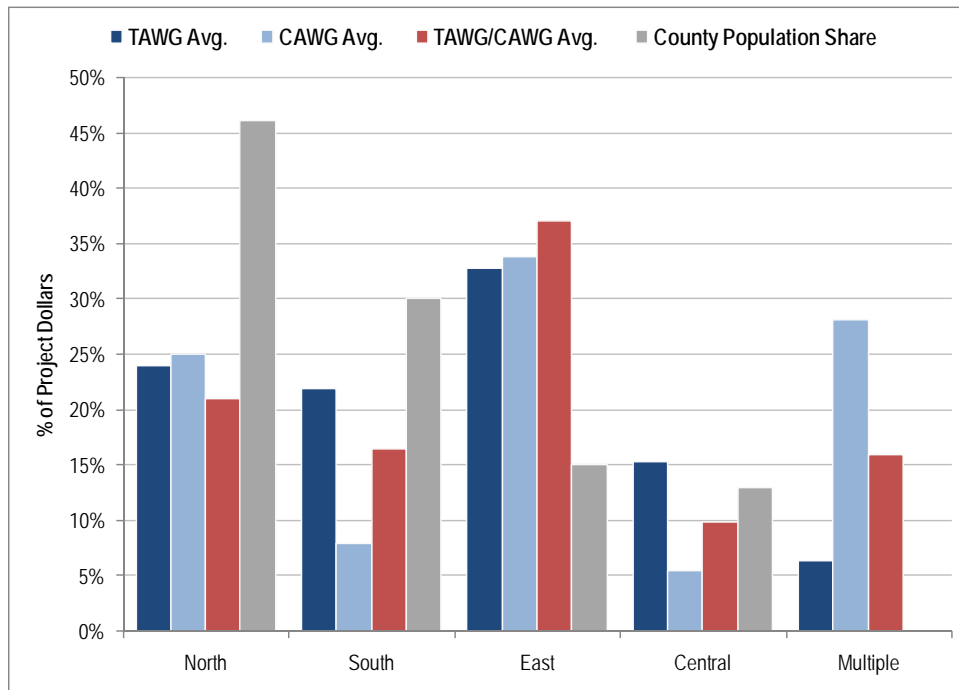
Figure 2 High (Dark Blue) and Moderate (Light Blue) Consensus Projects



¹ Includes many Programmatic Capital 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 Dollars²



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:

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

- 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.
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)
 - CBTP³ - (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)

³ Includes one group that included Student Bus Pass as part of CBTP.

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

