



Alameda County Transportation Commission
meeting as a committee of the whole as the

PLANNING, POLICY AND LEGISLATION COMMITTEE

MEETING NOTICE

Monday, October 10, 2011, 11:00 A.M.

1333 Broadway, Suite 300, Oakland, California 94612

(see map on last page of agenda)

Commission Chair

Mark Green, Mayor – Union City

Commission Vice Chair

Scott Haggerty, Supervisor – District 1

AC Transit

Greg Harper, Director

Alameda County

Supervisors

Nadia Lockyer – District 2

Wilma Chan – District 3

Nate Miley – District 4

Keith Carson – District 5

BART

Thomas Blalock, Director

City of Alameda

Rob Bonta, Vice Mayor

City of Albany

Farid Javandel, Mayor

City of Berkeley

Laurie Capitelli, Councilmember

City of Dublin

Tim Sbranti, Mayor

City of Emeryville

Ruth Atkin, Councilmember

City of Fremont

Suzanne Chan, Vice Mayor

City of Hayward

Olden Henson, Councilmember

City of Livermore

Marshall Kamena, Mayor

City of Newark

Luis Freitas, Vice Mayor

City of Oakland

Councilmembers

Larry Reid

Rebecca Kaplan

City of Piedmont

John Chiang, Vice Mayor

City of Pleasanton

Jennifer Hosterman, Mayor

City of San Leandro

Joyce R. Starosciak, Councilmember

Executive Director

Arthur L. Dao

Chair:

Greg Harper

Vice Chair:

Olden Henson

Members:

Mark Green

Keith Carson

Marshall Kamena

Tim Sbranti

Scott Haggerty

Jennifer Hosterman

Joyce Starosciak

Staff Liaisons:

Beth Walukas, Tess Lengyel

Executive Director: Arthur L. Dao

Clerk of the Commission: Vanessa Lee

AGENDA

*Copies of Individual Agenda Items are Available on the:
Alameda CTC Website -- www.AlamedaCTC.org*

1 PLEDGE OF ALLEGIANCE

2 PUBLIC COMMENT

Members of the public may address the Committee during “Public Comment” on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Only matters within the Committee’s jurisdictions may be addressed. Anyone wishing to comment should make their desire known by filling out a speaker card and handing it to the Clerk of the Commission. Please wait until the Chair calls your name. Walk to the microphone when called; give your name, and your comments. Please be brief and limit comments to the specific subject under discussion. Please limit your comment to three minutes.

3 CONSENT CALENDAR

3A. Minutes of September 22, 2011 – **page 1**

3B. Summary of the Alameda CTC’s Review and Comments on
Environmental Documents and General Plan Amendments
Prepared by Local Jurisdictions – **page 7**

I

4	PLANNING	
4A.	2011 Congestion Management Program (CMP) Review of Draft Conformity Findings: – page 9	I
4B.	Review of first draft Countywide Transportation Plan (CWTP) and Discussion of Transportation Expenditure Plan and Update on Development of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) – Page 13	I
4C.	Review of Countywide Annual Bicycle and Pedestrian Count Program and Draft 2010 Trends Report – page 27	I
5	LEGISLATION AND POLICY	
5A.	Legislative Update – page 57	I
6	COMMITTEE MEMBER REPORTS	
7	STAFF REPORTS	
8	ADJOURNMENT/NEXT MEETING: NOVEMBER 7, 2011 [REVISED MEETING DATE]	

Key: A- Action Item; I – Information Item; D – Discussion Item
(#) All items on the agenda are subject to action and/or change by the Committee.

*PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH
ENVIRONMENTAL SENSITIVITIES MAY ATTEND*

*Alameda County Transportation Commission
1333 Broadway, Suites 220 & 300, Oakland, CA 94612
(510) 208-7400 (New Phone Number)
(510) 836-2185 Fax (Suite 220)
(510) 893-6489 Fax (Suite 300)
www.alamedactc.org*

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



1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org



Directions to the Offices of the Alameda County Transportation Commission:

**1333 Broadway, Suite 220
Oakland, CA 94612**

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, 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, (Parking entrances located on 11th or 14th Street)

**Alameda County
Transportation Commission
1333 Broadway, Suite 220
Oakland, CA 94612**





**Alameda County Transportation Commission
PLANNING, POLICY AND LEGISLATION COMMITTEE
MINUTES OF SEPTEMBER 12, 2011**

Chair Greg Harper convened the meeting at 11:05 AM.

1. PLEDGE OF ALLEGIANCE

2. PUBLIC COMMENT

One public comment was heard by BART Director Robert Raburn where he reported that BART hired Grace Crunican as the new General Manager.

3. CONSENT CALENDAR

3A. Minutes of July 11, 2011

**3B. Summary of the Alameda CTC's Review and Comments on
Environmental Documents and General Plan Amendments
Prepared by Local Jurisdictions**

**3C. Comment letter to Bay Conservation and Development Commission (BCDC)
Regarding Recommendation for
Bay Plan Amendment Concerning Climate Change**

Mayor Kamena motioned to approve the Consent Calendar. Councilmember Henson seconded the motion. The Consent Calendar was passed 8-0.

4. PLANNING

4A. Approval of Draft 2011 Congestion Management Program

Saravana Suthanthira recommended that the Committee approve the draft 2011 Congestion Management Program (CMP) report, which is required to be updated every two years. Ms. Suthanthira highlighted through a PowerPoint presentation several key changes to chapters one through ten in addition to appendices B, D and G. Upon approval, the draft CMP will be sent to MTC to meet all applicable deadlines.

Mayor Green questioned if the short and long term strategies will be pursued and discussed. Beth Walukas informed the Committee that both long and short term strategies as well as next steps will be brought back to the Committee, for discussion in future meetings.

Councilmember Henson requested further clarification on when the deficiency plans for locals will be due and update. Ms. Walukas informed him that some of the existing plans are still awaiting implementation and they will be brought to the board for consideration in future meetings.

Mayor Kamena motioned to approve this Item. Mayor Hosterman seconded the motion. The motion was passed 9-0.

4B. Review of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/ Transportation Expenditure Plan Information

Beth Walukas provided information on the CWTP-TEP, RTP and the development of the SCS. Ms. Walukas focused her report on the months of August and September. She informed the Committee that the One Bay Area Alternative Land Use Scenarios were released on August 26 and that the first draft of the Countywide Transportation Plan was being released in September with public outreach on the CWTP and TEP occurring in October. Ms. Walukas concluded by highlighting upcoming meetings in September and October related to countywide and regional efforts.

5. POLICY AND LEGISLATIVE

5A. Review of Proposed Policies for Master Funding Agreements for Measure B and Vehicle Registration Fee funds

Tess Lengyel requested that the Committee review and provide input on proposed policies for the new Master Funding Agreements. She informed the Committee that staff recommends creating Master Funding Agreements that specify the types of funds that the agencies/jurisdictions can receive including Measure B and VRF pass-through and grant funds. Ms. Lengyel went on to highlight the following policy considerations: timely use of funds/reserve fund policies, rescission of funds policies, non-substitution of fund policy, transportation purposes only policy, fund exchange policies, staff cost limitations policy and finally other program-specific funding policies and requirements.

Councilmember Carson wanted to know if there would be a cap implemented on the number of potential capitol funds projects you can to hold in reserves. Ms. Lengyel informed the Committee that there was no cap on the number but the policy requires that the funds be spent down in three years or a one-time per year extension would need to be applied for.

5B. Legislative Update

Tess Lengyel provided a brief update on the state budget and transportation in addition to updating the Committee on AB 1086, (Wieckowski) bill. She updated the Committee on the current extension of the federal surface transportation bill that runs through the end of the fiscal year, September 30, 2011. Ms. Lengyel informed the Committee that both Chairman Mica and Senate Chairwoman Boxer have released policy document language for reauthorization of the surface transportation bill and detailed administration, house and senate proposals.

5C. Review of Draft Comment Letter to the Metropolitan Transportation Commission on the Proposed One Bay Area Block Grant Policies

Tess Lengyel recommended approval of a draft comment letter to MTC on the OneBayArea Grant Program, as well as approval to be a signatory to a Bay Area Congestion Management Agencies' joint letter to MTC. Ms. Lengyel requested feedback from the Committee on the draft letter and authorization letter; which will add additional Alameda CTC-specific items that were not included in the preliminary draft joint CMA letter.

Mayor Green motioned to approve this Item. Mayor Sbranti seconded the motion. This motion was passed 9-0.

6 STAFF AND COMMITTEE MEMBER REPORTS

Art Dao informed the Committee that Stewart Ng had been hired as the Deputy Director of Programming and Project Management. He also informed the Committee that the Citizens Watchdog Committee Report was released and published in several news and press outlets throughout Alameda County.

7 ADJOURNMENT/NEXT MEETING: SEPTEMBER 12, 2010

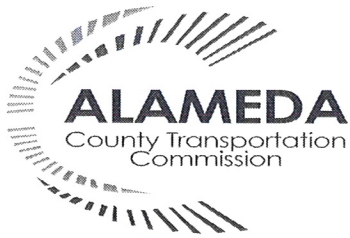
The meeting was adjourned at 12:38 p.m.

Attested by:



Vanessa Lee
Clerk of the Commission

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PLANNING, POLICY AND LEGISLATION COMMITTEE MEETING

ROSTER OF MEETING ATTENDANCE

September 12, 2011

11:00 a.m.

1333 Broadway, Suite 300, Oakland, CA 94612

BOARD MEMBERS	Initials	ALTERNATES	Initials
Chair : Greg Harper – AC Transit	gh	Elsa Ortiz – AC Transit	
Vice Chair: Olden Henson – City of Hayward	OH	Marvin Peixoto – City of Hayward	
Members:			
Scott Haggerty – County of Alameda, District 1	SH	Bill Harrison – City of Fremont	
Keith Carson – County of Alameda, District 5	KC	Kriss Worthington – City of Berkeley	
Marshall Kamena – City of Livermore	MK	Jeff Williams – City of Livermore	
Jennifer Hosterman – City of Pleasanton	JH	Cheryl Cook-Kallio – City of Pleasanton	
Joyce Starosciak – City of San Leandro	JS	Pauline Russo Cutter – City of San Leandro	
Mark Green – City of Union City	MG	Emily Duncan – City of Union City	
Rob Bonta- City of Alameda	RB	Tim Sbranti- City of Dublin	TS
		*Note → I have moved to this committee now and am not an alternate	
LEGAL COUNSEL			
Zack Wasserman – WRBD	ZW		
Neal Parish – WRBD	NP		
Geoffrey Gibbs - GLG	GG		
STAFF			
Arthur L. Dao – Executive Director	AD		
Vanessa Lee- Clerk of the Commission	VL		
Beth Walukas – Deputy Director of Planning	BW		
Tess Lengyel – Deputy Director of Policy, Public Affairs and Legislation	TL		

Victoria Winn – Administrative Assistant	
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STAFF	Initials	STAFF/CONSULTANT	Initials
Patricia Reavey - Director of Finance	<i>PR</i>	Arun Goel – Project Controls Engineer	<i>AKG</i>
Yvonne Chan – Accounting Manager		Lei Lam – Senior Accountant	
Matt Todd - Manager of Programming	<i>MT</i>	Linda Adams – Executive Assistant	
Ray Akkawi – Manager of Project Delivery	<i>RA</i>	Jacki Taylor – Programming Analyst	<i>J.T.</i>
Saravana Suthanthira - Senior Transportation Planner	<i>SS</i>	Laurel Poeton – Assistant Transportation Planner	
Diane Stark -Senior Transportation Planner	<i>DS</i>	Claudia Leyva – Administrative Assistant	<i>CL</i>
Vivek Bhat – Senior Transportation Engineer	<i>VB</i>	John Hemiup – Senior Transportation Engineer	
Liz Brazil – Contract Compliance & Outreach Analyst		Steve Haas – Senior Transportation Engineer	
Gladys V. Parmelee	<i>gvp</i>		
Frank Furger, Executive Director, I-680 JPA		James O'Brien	<i>JO</i>
		Stefan Garcia	

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	Stewart NG	ACTC	510-208-7437	stewartng@alameda.ctc.org
2.	Dawn Argyle	ALAB Bus#1	925-551-6995	dawn.argyle@acsgov.org
3.	Robert Rabun	PART Dest 4	510-530-3444	robert@busnet.com
4.	Jane Kramer	STAND	571-522-6423	jane@jrkramer.com
5.	Nathan London	AC Transit	510-891-4292	natlondon@actransit.org
6.	Jacqueline Orpilla	Asm. Swanson - AD16	510-286-1670	jacqueline.orpilla@asm.ca.gov
7.	Bob Vinn	Livermore	925-960-4516	bgvinn@ci.livermore.ca.us
8.	Audy Li			
9.	Betty Muchalee	PAPCO	710-375-0703	
10.	Jeanne Sanyalshi	City of Fremont	510-444-4728	
11.	Jackie Taylor			
12.	Kanda Raj	AIA CTC	925-398-4876	kanda.raj@kimley-horn.com
13.	Andrew Fremier	MTC	510-817-5840	afremier@mtc.ca.gov
14.				



Memorandum

DATE: September 29, 2011

TO: Planning, Policy and Legislation Committee

FROM: Laurel Poeton, Assistant Transportation Planner

SUBJECT: **Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Prepared by Local Jurisdictions**

Recommendation

This item is for information only. No action is requested.

Summary

This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program (CMP). For the LUAP, Alameda CTC is required to review Notices of Preparations (NOPs), General Plan Amendments (GPAs), and Environmental Impact Reports (EIRs) prepared by local jurisdictions and comment on them regarding the potential impact of proposed land development on regional transportation system. Staff will report to the Alameda CTC Commission on comments made.

In September of 2011, staff reviewed one Final Supplemental EIR (FSEIR). No comments were submitted.

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Memorandum

DATE: September 29, 2011

TO: Planning, Policy and Legislation Committee

FROM: Laurel Poeton, Assistant Transportation Planner

RE: **2011 Congestion Management Plan (CMP) Review of Draft Conformity Findings**

Recommendation

It is recommended that PPLC review Attachment A detailing the conformity status with the Congestion Management Program (CMP).

Summary

Local jurisdictions are required to comply with the CMP as follows:

- 1) (a) Tier 1 Land Use Analysis – submit to Alameda CTC all Notice of Preparations, EIRs and General Plan amendments;
(b) Tier 2 Land Use Forecasts- review ABAG Projections by traffic analysis zones;
- 2) Traffic Demand Management (TDM) – Complete Site Design Checklist;
- 3) Payment of Fees; and
- 4) Deficiency Plans and Deficiency Plan Progress Reports, as needed in some jurisdictions.

Letters were sent to the jurisdictions requesting 1a) Tier 1 Land Use Analysis Program and 2) TDM Site Design Checklist information by September 30, 2011, and 4) Deficiency Plan Progress Reports as required for those jurisdictions discussed below by October 3, 2011.

Final conformity findings will be presented to PPLC at its November 7, 2011 meeting and to the Commission at its December 1, 2011 meeting.

Discussion

Regarding the requirement for some jurisdictions to submit Deficiency Plans or Deficiency Plan Progress Reports, no CMP roadway segments were found to be deficient in 2010, the last LOS Monitoring cycle for which data is available based on the select link analysis from the Countywide Travel Demand Model and after applying all applicable exemptions. Therefore, the preparation and submission of Deficiency Plans for 2011 is not required. However, there are four ongoing Deficiency Plans for 2011, for which jurisdictions are required to send progress reports:

- | | |
|--|-----------------|
| 1) SR 260 Posey Tube eastbound to
I-880 northbound freeway connection | City of Oakland |
| 2) SR 185 northbound between 45 th and 42 nd Streets | City of Oakland |
| 3) I-580 Westbound between Center Street and I-238 | City of Hayward |

4) Mowry Avenue

City of Fremont

A request has been sent to the Cities of Fremont, Hayward, and Oakland to submit their Deficiency Plan progress reports by October 3, 2011.

Fiscal Impacts

There are no fiscal impacts at this time.

Attachments

Attachment A 2011 CMP Conformance: Land Use Analysis, Site Design Guidelines, Payment of Fees, and Deficiency Plans

Table 1
2011 CMP CONFORMANCE
Land Use Analysis, Site Design, Payment of Fees and Deficiency Plans

	Land Use Analysis Program				Site Design	Payment of Fees	Deficiency Plans/LOS Standards	Meets All Requirements
Jurisdiction	Tier 1 - Ordinance Adoption	Tier 1: GPA & NOP Submittals	Tier 2- Land Use Forecasts*	Checklist Complete	Payments thru 4th Qts FY 11/12	Deficiency Plan Progress Reports and Concurrence		
Alameda County	Yes		Yes		Yes	N/A		
City of Alameda	Yes		Yes		Yes			
City of Albany	Yes		Yes		Yes	N/A		
City of Berkeley	Yes		Yes		Yes			
City of Dublin	Yes		Yes		Yes			
City of Emeryville	Yes	Yes	Yes	Yes	Yes	N/A		
City of Fremont	Yes		Yes		Yes			
City of Hayward	Yes		Yes		Yes	N/A		
City of Livermore	Yes		Yes		Yes	N/A		
City of Newark	Yes	Yes	Yes	Yes	Yes			
City of Oakland	Yes		Yes		Yes			
City of Piedmont	Yes	Yes	Yes	Yes	Yes	N/A		
City of Pleasanton	Yes		Yes		Yes	N/A		
City of San Leandro	Yes	Yes	Yes	Yes	Yes	N/A		
City of Union City	Yes		Yes		Yes	N/A		

N/A indicates that the city is not responsible for any deficiency plan in the past fiscal year.

* The Alameda CTC is currently working with the jurisdictions and ABAG to update the land use forecasts in the context of developing the Sustainable Community Strategy (SCS)

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Memorandum

DATE: September 29, 2011

TO: Planning, Policy and Legislation Committee

FROM: Beth Walukas, Deputy Director of Planning
Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation

SUBJECT: **Review of First Draft Countywide Transportation Plan (CWTP) and Discussion of Transportation Expenditure Plan and Update on Development of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP)**

Recommendation

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). In September, the administrative draft CWTP was released by the CWTP-TEP Steering Committee for evaluation and comment. The administrative draft report can be found on the Alameda CTC website at: http://www.alamedactc.org/app_pages/view/3070.

The CWTP-TEP Steering Committee also approved TEP parameters. These and the administrative draft CWTP will be the basis from which a first draft of the TEP project list will be developed in October and November 2011. Both the CWTP and TEP will be modified based on comments received with the goal of presenting a draft of both Plans to the Commission at its retreat on December 16, 2011.

Discussion

Ten separate committees receive monthly updates on the progress of the CWTP-TEP and RTP/SCS, including ACTAC, the Planning, Policy and Legislation Committee (PPLC), the Alameda CTC Board, the CWTP-TEP Steering Committee, the Citizen's Watchdog Committee, the Paratransit Advisory and Planning Committee, the Citizen's Advisory Committee, and the Bicycle and Pedestrian Advisory Committee, and the Technical and Community Advisory Working Groups. The purpose of this report 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. RTP/SCS related documents are available at www.onebayarea.org.

October 2011 Update:

This report focuses on the month of October 2011. A summary of countywide and regional planning activities for the next three months is found in Attachment A and a three year schedule for the countywide and the regional processes is found in Attachments B and C, respectively. Note that the regional schedule is being updated. Attachment A reflects the proposed revisions to the schedule while Attachment C does not. MTC will provide a revised Attachment C once the revised schedule is approved by the Commission. Highlights include continued work on the One Bay Area Alternative Land Use Scenarios and the development of the two transportation networks to support those scenarios by ABAG and MTC and the release of the administrative draft of the Alameda Countywide Transportation Plan, approval of TEP projects and program packaging parameters, and announcement of the fall 2011 outreach process.

1) MTC/ABAG: Development of Alternative Land Use and Transportation Scenarios

On August 26, 2011, ABAG released the One Bay Area SCS Alternative Land Use Scenarios, including three constrained scenarios: Core Concentration, Focused Growth, and Outer Bay Area Growth. These scenarios will be used to inform the development of the Preferred SCS. Two of the scenarios are based on unconstrained growth, assume very strong employment growth, and unconstrained funding to support housing affordability. The Alternative Land Use Scenario Report, revised September 1, 2011, presents the land use patterns for three scenarios: Core Concentration, Focused Growth, and Outer Bay Area Growth and assesses them based on economic growth, financial feasibility and reasonable planning strategies.

Concurrently, MTC has been working with the stakeholders to develop two transportation networks: Transportation 2035 and Core Capacity Transit networks. MTC staff will begin its scenario analysis and project performance assessment in September with results anticipated to be released in November and December.

2) CWTP-TEP

In September the CWTP-TEP Steering Committee, with input from CAWG and TAWG, released the administrative draft of the Countywide Transportation Plan for evaluation and comment and approved TEP parameters. Presentations will be made by staff at the October meetings to the advisory committee meetings about the CWTP and TEP. The administrative draft CWTP is found on the Alameda CTC website at http://www.alamedactc.org/app_pages/view/3070. A draft list of Transportation Expenditure Plan projects and programs will be developed in October and November based on the administrative draft CWTP and the TEP parameters. Public outreach on the CWTP and TEP will occur in October and November as presented below. More details about meeting locations and agendas can be found on the Alameda CTC website. Additionally, Supervisor Carson will be hosting an SCS Summit on October 12th.

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

Committee	Regular Meeting Date and Time	Next Meeting
CWTP-TEP Steering Committee	Typically the 4 th Thursday of the month, noon Location: TBD	October 27, 2011 November 17, 2011 December 1, 2011
CWTP-TEP Technical Advisory Working Group	2 nd Thursday of the month, 1:30 p.m. Location: Alameda CTC	October 13, 2011 November 10, 2011
CWTP-TEP Community Advisory Working Group	Typically the 1 st Thursday of the month, 2:30 p.m.	October 6, 2011 November 3, 2011

Committee	Regular Meeting Date and Time	Next Meeting
	Location: Alameda CTC	
Joint Steering Committee and Community Advisory Working Group	Noon Location: Alameda CTC offices	October 7, 2011
SCS/RTP Regional Advisory Working Group	1 st Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	October 4, 2011 November 1, 2011
SCS/RTP Equity Working Group	2 nd Wednesday of the month, 11:15 a.m. Location: MetroCenter, Oakland	October 12, 2011 November 9, 2011
SCS Housing Methodology Committee	10 a.m. Location: BCDC, 50 California St., 26 th Floor, San Francisco	October 27, 2011
Northern Alameda County SCS Summit Hosted by Supervisor Keith Carson	1 p.m. Location: Alameda County Administrative Offices, 1221 Oak Street, 5 th Floor, Oakland	October 12, 2011
5 CWTP-TEP Public Outreach Meetings District 5/North Planning Area District 4/North Planning Area District 3/Central Planning Area District 2/South Planning Area District 1/East Planning Area	Time and Location 6:30 p.m., So. Berkeley Senior Center 6:30 p.m., East Oakland Senior Center 6:30 p.m., San Leandro Senior Center 6:30 p.m., Union City Sports Center 6:30 p.m., Dublin Civic Center Library	Date October 18, 2011 October 24, 2011 October 19, 2011 October 27, 2011 November 2, 2011
North County Transportation Forum	6:30 p.m. Alameda CTC offices	October 20, 2011

Fiscal Impact

None.

Attachments

Attachment A: Summary of Next Quarter Countywide and Regional Planning Activities
Attachment B: CWTP-TEP-RTP-SCS Development Implementation Schedule
Attachment C: OneBayArea SCS Planning Process

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**Summary of Next Quarter Countywide and Regional Planning Activities
(October 2011 through January 2012)**

Countywide Planning Efforts (CWTP-TEP)

The three year CWTP-TEP schedule showing countywide and regional planning milestone schedules is found in Attachment B. Major milestone dates are presented at the end of this memo. During the October 2011 through January 2012 time period, the CWTP-TEP Committees will be focusing on:

- Coordinating with ABAG and local jurisdictions to provide comments on the Alternative Land Use Scenarios for the Sustainable Communities Strategy (SCS);
- Coordinating with the local jurisdictions to develop a draft Alameda County Locally Preferred SCS to test with the financially constrained transportation network in October;
- Responding to comments on the Administrative Draft CWTP;
- Refining the financially constrained list of projects and programs for the Draft CWTP;
- Developing the second draft CWTP;
- Refining the countywide 25-year revenue projections consistent and concurrent with MTC's 25-year revenue projections;
- Developing first draft Transportation Expenditure Plan (TEP) list of projects and programs;
- Conducting public outreach and a second poll; and
- Presenting the Draft CWTP and Draft TEP to the Steering Committee and Commission for approval.

Regional Planning Efforts (RTP-SCS)

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

- Conducting a scenario analysis of five land use options and two transportation network (Alameda CTC staff is providing input into both of these activities);
- Releasing the results of the scenario analysis and project performance assessment;
- Refining draft 25-year revenue projections;
- Finalizing maintenance needs and Regional Programs estimates; and
- Adopting a RHNA Methodology.

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

- Participating on the MTC/ABAG Regional Advisory Working Group (RAWG),
- Participating on regional Sub-committees (Equity sub-committee);
- Developing a written response to the Alternative Land Use Scenarios;
- Developing local transportation network priorities through the CWTP-TEP process; and
- Assisting in public outreach.

Key Dates and Opportunities for Input¹

The key dates shown below 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: Completed

Initial Vision Scenario Released: March 11, 2011: Completed

Draft Alternative Land Use Scenarios Released: Completed (released August 26, 2011)

Preferred SCS Scenario Released/Approved: March/May 2012

RHNA

RHNA Process Begins: January 2011

Draft RHNA Methodology Released: December 2011

Draft RHNA Plan released: February 2012

Final RHNA Plan released/Adopted: July 2012/October 2012

RTP

Develop Financial Forecasts and Committed Funding Policy: Completed

Call for RTP Transportation Projects: Completed

Conduct Performance Assessment: May 2011 - November 2011

Transportation Policy Investment Dialogue: November 2011 – April 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 Alameda County Locally Preferred SCS Scenario: May 2011 – May 2012

Call for Projects: Completed

Administrative Draft CWTP: Completed

Preliminary TEP Program and Project list: October 2011

Draft CWTP and TEP Released: December 2011

Plans Outreach: January 2011 – June 2012

Adopt Final CWTP and TEP: May 2012

TEP Submitted for Ballot: July 2012

¹ Note that the regional schedule is being updated. Attachment A reflects the proposed revisions to the schedule while Attachment C does not. MTC will provide a revised Attachment C once the revised schedule is approved by the Commission.

2010													FY2010-2011		2010	
Task		January	February	March	April	May	June	July	August	Sept	Oct	Nov	Dec			
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 6/27/11

Calendar Year 2012

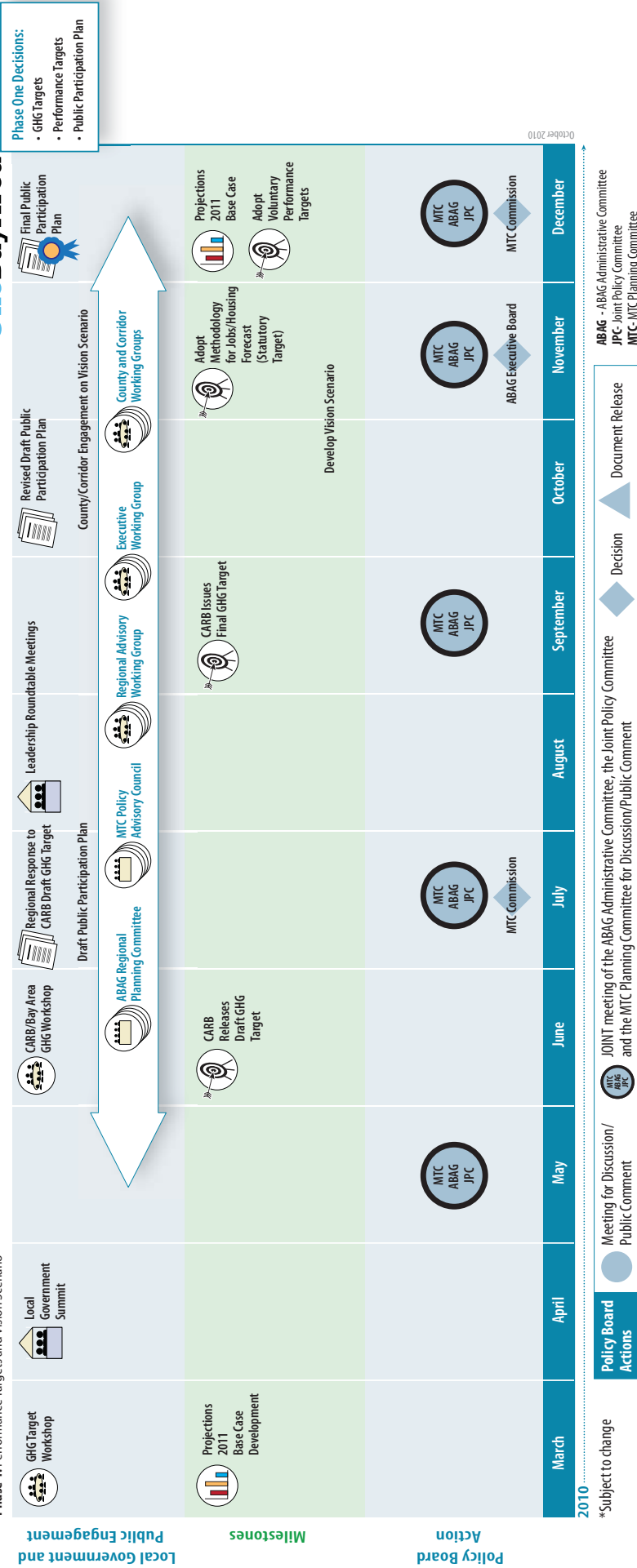
2012												
FY2011-2012												
Task	January	February	March	April	May	June	July	August	Sept	Oct	November	
Alameda CTC Committee/Public Process												
Steering Committee	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed	Adopt Draft Plans	Adopt Final Plans	Expenditure Plan on Ballot					VOTE: November 6, 2012	
Technical Advisory Working Group	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed								VOTE: November 6, 2012	
Community Advisory Working Group	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed								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 Preferred SCS, Release of Regional Housing Needs Allocation Plan		Begin RTP Technical Analysis & Document Preparation		Prepare SCS/RTP Plan							Release Draft SCS/RTP for review

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

Phase 1: Performance Targets and Vision Scenario

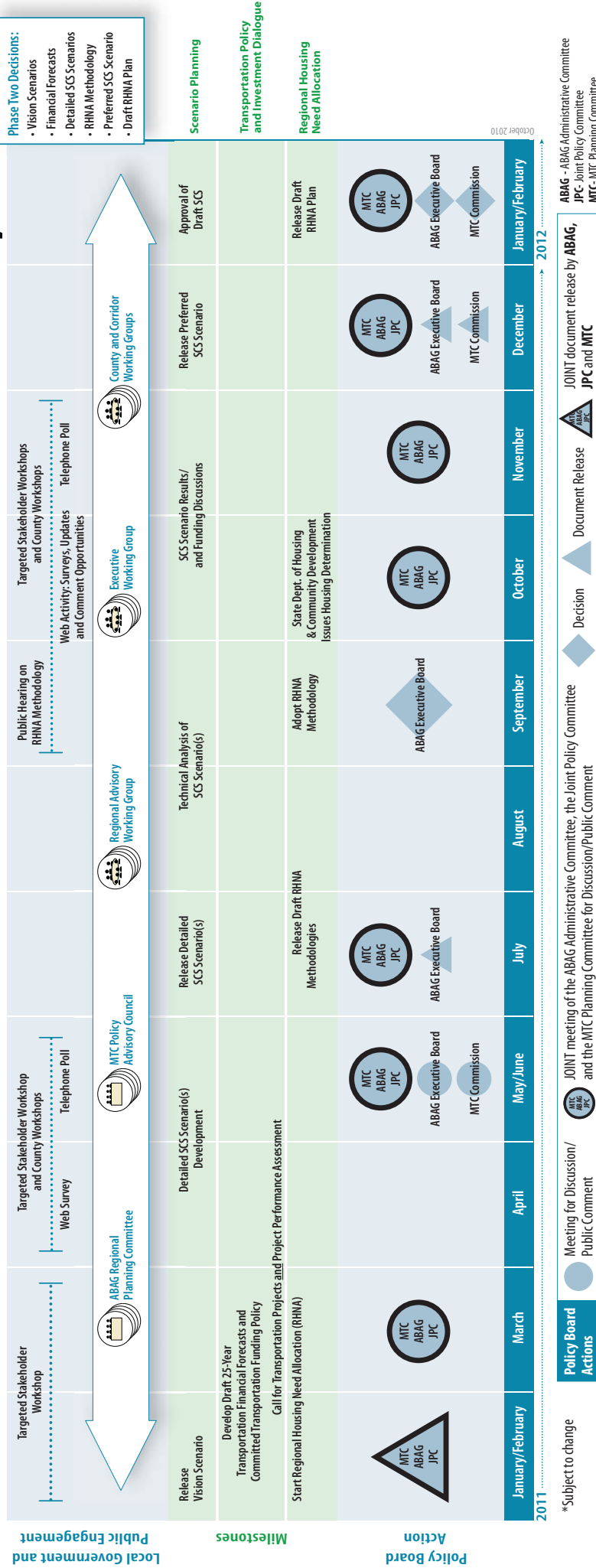
OneBayArea



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

Phase 4: Plan Adoption

Milestones
Public Engagement

October 2010

Action

Milestones

Public Engagement



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MEMORANDUM

DATE: September 29, 2011

TO: Planning, Policy and Legislation Committee

FROM: Rochelle Wheeler, Countywide Bicycle and Pedestrian Coordinator
Beth Walukas, Deputy Director of Planning

RE: **Review of Countywide Annual Bicycle and Pedestrian Count Program and Draft 2010 Trends Report**

Recommendation:

It is recommended that the Committee review and comment on the attached list of bicycle/pedestrian count locations and the *Draft Manual Pedestrian and Bicycle Count Report for Alameda County (2002-2010)*. ACTAC is scheduled to review this item at its October 4, 2011 meeting.

Summary:

Alameda CTC has been conducting periodical bicycle and pedestrian counts since 2002, and annual counts since 2008, at various locations throughout the county. The 2011 counts are taking place in September and October at 63 locations, as listed in Attachment A. The historical countywide count data from 2002 to 2010 was recently compiled and comprehensively analyzed for the first time and is presented in the attached *Draft Manual Pedestrian and Bicycle Count Report for Alameda County* as shown in Attachment B. The PPLC is requested to provide feedback on the data and the report.

Background:

Since 2002, Alameda CTC, along with the Metropolitan Transportation Commission (MTC), SafeTREC (Safe Transportation Research and Education Center) at U.C. Berkeley, and local jurisdictions have collected manual bicycle and pedestrian counts throughout Alameda County with a primary goal of observing countywide trends. Counts have been collected at a total of 99 different sites, however, only selected sites have been counted multiple times during the same time periods. Over the past several years, Alameda CTC has had the goal of counting bicycles and pedestrians around the county at the same locations every year in an effort to see countywide trends in walking and bicycling. Although bicycle counts began to be collected as part of the Level of Service (LOS) Monitoring Report in 2002, bicycle *and pedestrian* counts have only been conducted *annually* since 2008.

In 2010, a set of 50 locations was selected to be counted by the Alameda CTC. Additionally, 13 sites were counted in Alameda County by MTC as part of a recently begun regional annual count effort. These count locations were selected with input from local agency staff and reflect:

- Locations where counts have been conducted historically
- Geographic equity by planning area based on population

- Locations on Countywide Bicycle and/or Pedestrian Network
- Variety of land uses - commercial, residential, industrial and office
- Variety of land use density
- Variety of street types
- Some locations near transit
- Some locations near multi-use trails
- Some locations near schools (within a ¼-mile radius)

In September and October 2011, the same 63 sites are being counted by Alameda CTC and MTC. A list of these sites is included as Attachment A.

Earlier this year, for the first time, the entire data set of counts from 2002 onward was compiled and analyzed by Alameda CTC. The *Draft Manual Pedestrian and Bicycle Count Report for Alameda County* (Attachment B) was prepared. Overall, it shows a trend of increasing walking and bicycling in the county. The PPLC is requested to review the report and provide any feedback on its contents, including:

- Should the analysis be changed in any way or should additional approaches to analyzing the data be used?
- Are there better ways to illustrate the data in the charts?
- Is there additional data that should be collected?

Alameda CTC intends to continue to conduct counts at a minimum of 30 locations each year, and to develop an updated report annually, adding the new data to the existing data. The agency will continue to coordinate with MTC and will also build on efforts to coordinate with local jurisdictions on their local count programs.

Attachments:

Attachment A: List of 2011 Bicycle and Pedestrian Manual Count Locations

Attachment B: Draft Manual Pedestrian and Bicycle Count Report for Alameda County (2002 to 2010)

	ID#	Street	Cross street	City	ACTIA Planning Area
	1	Atlantic Avenue	Webster Street	Alameda	North
	2	Broadway (CA 61)	Calhoun Street	Alameda	North
	3	Central Avenue	Fifth Street	Alameda	North
	7	Park Street	Otis Drive	Alameda	North
	95	Buchanan Street	Jackson Street	Albany	North
	9	Solano Avenue	Masonic Ave(Ohlone Trail)	Albany	North
	10	Ashby Avenue (CA 13)	Hillegass Avenue	Berkeley	North
	12	Ashby Avenue (CA 13)	Telegraph Avenue	Berkeley	North
	14	College Avenue	Derby Street	Berkeley	North
	16	Hearst Avenue	Milvia Street	Berkeley	North
	17	San Pablo Avenue	Virginia Street	Berkeley	North
	22	Hesperian Boulevard	Lewelling Boulevard	County	Central
	23	Mission Boulevard (CA 185)	Grove Way	County	Central
	24	Redwood Road	Castro Valley Boulevard	County	Central
	28	Dublin Boulevard	Hacienda Drive	Dublin	East
	27	Dublin Boulevard	Scarlett Drive (Iron Horse Trail)	Dublin	East
	30	Powell Street	Christie Avenue	Emeryville	North
	31	San Pablo Avenue	40th Street	Emeryville	North
	32	Fremont Blvd	Mowry Avenue	Fremont	South
	98	Fremont Blvd (Washington)	Union Street	Fremont	South
	33	Fremont Boulevard (CA 84)	Peralta Boulevard	Fremont	South
	34	Mission Boulevard (CA 238)	Nichols Avenue	Fremont	South
	35	Mowry Avenue (CA 84)	Cherry Lane	Fremont	South
	36	Paseo Padre Parkway	Mowry Avenue	Fremont	South
	99	Paseo Padre Parkway	Decoto Rd	Fremont	South
	38	Warm Springs	Grimmer	Fremont	South
	97	C Street	Grand Street	Hayward	Central
	39	Foothill Boulevard (CA 238)	D Street	Hayward	Central
	41	Mission Boulevard (CA 238)	Jefferson Street	Hayward	Central
	45	Santa Clara Street	Ocie Way	Hayward	Central
	47	Winton Avenue	Amador Street	Hayward	Central
	49	East Street	Vasco Road	Livermore	East
	50	Railroad Avenue	First Street	Livermore	East
	51	Ardenwood Boulevard (CA 84)	Newark Boulevard (E side interchange ramp)	Newark	South
	52	Thornton Avenue	Willow Street	Newark	South
	53	66th Avenue	San Leandro St	Oakland	North
	55	Bancroft Avenue	Auseon Avenue	Oakland	North
	56	Broadway	12th Street	Oakland	North
	57	Broadway	20th Street	Oakland	North
	58	Chatham Road	13th Avenue	Oakland	North
	59	Doolittle Drive (CA 61)	Airport Access Road	Oakland	North
	62	Fruitvale Avenue	Foothill Blvd	Oakland	North
	63	Fruitvale Avenue	Alameda Ave	Oakland	North
	64	Grand Avenue	Staten Ave	Oakland	North
	65	Grand Avenue	Lake Park	Oakland	North
	70	MacArthur Boulevard	38th Avenue	Oakland	North
	72	Mandela Parkway	14th Street	Oakland	North
	75	Mountain	La Salle	Oakland	North
	96	Telegraph Avenue	40th Street	Oakland	North
	76	Telegraph Avenue	27th Street	Oakland	North

Alameda County Bicycle and Pedestrian Count Locations - Sept/Oct 2011

	ID#	Street	Cross street	City	ACTIA Planning Area
	78	Webster Street	7th Street	Oakland	North
	79	Grand Avenue	Oakland Avenue	Piedmont	North
	80	Main St	Bernal Ave	Pleasanton	East
	81	Owens Drive	Andrews Drive	Pleasanton	East
	82	Santa Rita Road	Francisco Street	Pleasanton	East
	83	Stoneridge Drive	Hopyard Road	Pleasanton	East
	85	Bancroft Avenue	Estudillo Avenue	San Leandro	Central
	87	Davis Street (CA 61)	Pierce Avenue	San Leandro	Central
	88	East 14th Street (CA 185)	Hesperian Boulevard	San Leandro	Central
	89	East 14th Street (CA 185)	Maud Avenue	San Leandro	Central
	92	Alvarado-Niles Road	Dyer Street	Union City	South
	93	Decoto Road	Alvarado-Niles Road	Union City	South
	94	Decoto Road	7th Street	Union City	South

Manual Pedestrian and Bicycle Count Report for Alameda County

2002 to 2010



June 2011

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Executive Summary

This report compiles pedestrian and bicycle count data from several countywide sources collected in Alameda County between 2002 and 2010. While the total number of manual count locations is almost 100, the number of sites used in this report is significantly lower, at 44 pedestrian count sites and 28 bicyclist count sites. This is due to the need to have sites that were comparable with at least several other sites, by time period and over multiple years. In a few cases, time periods were adjusted or estimated in order to ensure comparable counts. Differences remain in terms of season, day of week, weather, time period, and quality of data collection, all of which may skew the data in one direction or another. This creates some challenges to assessing countywide trends over time, however, the overall trends clearly appear to be in the upward direction. This analysis has provided insight into how future data collection should take place in the county to ensure the most useful data sets.

Data was divided into five distinct periods. The AM and Weekend periods were not used in this report due to lack of comparable data.

Figure 1: Standard Time Periods

Period	Standard Times
AM	7 to 9 AM
Mid-day	12 to 2 PM
School	2 to 4 PM
PM	4 to 6 PM
Weekend	9 to 11 AM, 12 to 2 PM, 3 to 5 PM

Pedestrian Data

Overall, while there may have been temporary dips in pedestrian numbers from 2002 to 2010, the overall trend appears to be upward. The PM period data included two data sets, a comparison of 2002, 2003, and 2010 data, which shows a drop from 2002 to 2003 and then growth between 2003 and 2010 of 68%; and a comparison of 2009 and 2010 data, which shows an increase of 15%. The pedestrian data shows a drop from 2008 and 2010 counts during the mid-day period. This mid-day reduction in trips is likely due to the economic recession. School period data comparing 2008 and 2010 as well as 2009 and 2010, with different count locations, does not reflect the mid-day reduction, and actually shows pedestrian numbers increasing by 27% and 20% respectively. The gender distribution of pedestrians in the data collected show percentages roughly equal to the population with a 52%/48% male to female split. These percentages did not change significantly over the three years that this data was collected (2008 to 2010).

Bicyclist Data

The bicycle data collected shows a clear increasing trend, although individual count sites vary greatly. All of the time periods show considerable growth in numbers except for a school period comparison of four sites between 2009 and 2010, which shows a small average decline of 2%. There is a more robust set of data for bicycles due to the Alameda CTC's data collection efforts for the Level of Service (LOS) monitoring program, which included a bicycle counting program starting in 2002. Using this data, the pattern of growth is confirmed over a longer time

period with the PM data, which shows a steady increase totaling 50% from 2004 to 2010. The mid-day and school period counts comparing 2008 and 2010 both show a doubling of bicyclists.

The gender distribution for bicyclists is heavily skewed, with males making up about 74% of cyclists counted in 2010. However, the proportion of female cyclists rose significantly over the last three years, from 18% in 2008 to 26% in 2010. This increase was reflected for all time periods except for the school time period, which remained at about 18% for all three years. Only three of the sites counted during the school time periods were within a ¼ mile of a school, so it is inconclusive whether this difference is related to school-aged bicyclists. Helmet usage was collected only in 2010, and showed an even split, with 51% of cyclists counted wearing helmets.

Background

The Alameda County Transportation Commission (Alameda CTC) and several regional agencies and educational institutions have been collecting data on the number of bicyclists and pedestrian throughout the county over the last nine years. While some form of count data has been collected in seven of the last nine years, there has been little effort to analyze the longer term trends found in the data, and only over the last few years has the data collection process become standardized and routine.

Data Sources and Methodology

This report compiles data collected by several different agencies between 2002 and 2010. Count data has been collected at 99 different locations around the county, however, of these, only 44 pedestrian and 28 bicycle count sites have been used in this report. The remaining sites could not be used as they did not have data that was available during the same time period for the same set of years as other data with which to compare it. Due to the varied sources, the data collection methodologies have differed slightly, and while adjustments have been made in a few circumstances to ensure comparable counts, differences remain in terms of season and day of week, weather, and quality of data collection, all of which may skew the data somewhat in one direction or another. Research over the past few years, some of which was conducted in Alameda County, has developed and will continue to develop methodologies that allow these disparate counts to be adjusted and compared. However, due to time and resource constraints, these adjustments have not been done for this report.

The data sources used are shown below in Figure 2 and Figure 3. While AM counts were collected in 2002 and 2003, the more recent counts have focused on later time periods, providing no long-term comparison value for the AM period.

Figure 2: Pedestrian data sources and attributes for manual counts

Year	Source Agency	# Count Sites	AM	Mid-day	School	PM	Weekend	Data Collection Months	Hourly Data?	Gender Data?
2002	MTC	13	7-9am	12-2pm	--	4-6pm	--	Sept, Oct	N	N
2003	MTC	6	7-9am	--	2-4pm	4-6pm	--	--	N	N
2006	ACTC	5	--	--	--	3-6pm	--	May, June	Y	N
2008	UCTSC/ ACTC	50	--	12-2pm	3-5pm	--	9-11am, 12-2pm, 3-5pm	April, May, June, July	Y	Y
2008	ACTC	4	--	--	--	3-6pm	--	May, June	Y	N
2009	UCTSC/ ACTC	36	--	--	2-4pm	4-6pm	9-11am, 12-2pm, 3-5pm	April, May, June	Y	Y
2010	ACTC/ MTC	63	--	12-2pm	2-4pm	4-6pm	--	Sept, Oct	Y	Y

Note: MTC – Metropolitan Transportation Commission, ACTC – Alameda County Transportation Commission, UCTSC – University of California Traffic Safety Center (now SafeTREC)

Figure 3: Bicyclist data sources and attributes for manual counts

Year	Source Agency	# Count Sites	AM	Mid-day	School	PM	Weekend	Data Collection Months	Hourly Data?	Gender Data?	Helmet Use?
2002	ACTC	12	--	--	--	3-6pm	--	Unknown	N (estimated)	N	N
2002	MTC	13	7-9am	12-2pm	--	4-6pm	--	Sept, Oct	N	N	N
2003	MTC	6	7-9am	--	2-4pm	4-6pm	--	Unknown	N	N	N
2004	ACTC	12	--	--	--	3-6pm	--	Unknown	N (estimated)	N	N
2006	ACTC	12	--	--	--	3-6pm	--	April, May, June	Y (most sites)	N	N
2008	ACTC	12	--	--	--	3-6pm	--	April, May, June	Y (most sites)	N	N
2008	UCTSC/ACTC	50	--	12-2pm	3-5pm	--	9-11am, 12-2pm, 3-5pm	April, May, June, July	Y	Y	N
2009	UCTSC/ACTC	36	--	--	2-4pm	4-6pm	9-11am, 12-2pm, 3-5pm	April, May, June	Y	Y	N
2010	ACTC/MTC	63	--	12-2pm	2-4pm	4-6pm	--	Sept, Oct	Y	Y	Y

Note: MTC – Metropolitan Transportation Commission, ACTC – Alameda County Transportation Commission, UCTSC – University of California Traffic Safety Center (now SafeTREC)

It is apparent from compiling almost a decade of data that standardization of count locations, time periods, and time of year allows a more accurate trend analysis over time. The Alameda CTC recognizes this, and starting in 2010 and moving forward, data collection will, at a minimum, include those locations that have been counted on the most regular basis since 2002.

Count Locations

The count locations and time periods used in this report are shown in Figure 4 and Figure 5. This list only includes locations with comparable data by time period and year. Data for all years and time periods for the 99 count locations is provided in the Appendices. Several automated bicycle and pedestrian counters have also been used in Alameda County; this report does not include data from these counters.

Figure 4: Pedestrian count locations, years, and time periods used in this report (Total of 44 sites)

	2002 PM	2003 PM	2008 Mid Sch	2009 Sch PM	2010 Mid Sch PM
Atlantic Ave and Webster St, Alameda				X	X
Broadway (CA 61) and Calhoun St, Alameda			X		X
Central Ave and Fifth St, Alameda				X	X
Solano Ave and Masonic Ave (Ohlone Trail), Albany				X	X
Ashby Ave (CA 13) and Hillegass Ave, Berkeley				X	X
Ashby Ave (CA 13) and Telegraph Ave, Berkeley			X		X
College Ave and Derby St, Berkeley			X		X
Hearst Ave and Milvia St, Berkeley				X	X
San Pablo Ave and Virginia St, Berkeley	X			X	X
Hesperian Blvd and Lewelling Blvd, County				X	X
Mission Blvd (CA 185) and Grove Way, County			X		X
Redwood Rd and Castro Valley Blvd, County				X	X
Dublin Blvd and Scarlett Dr (Iron Horse Trail), Dublin	X	X		X	X
Dublin Blvd and Hacienda Dr, Dublin				X	X
San Pablo Ave and 40th St, Emeryville				X	X
Fremont Blvd and Mowry Ave, Fremont	X	X			X
Fremont Blvd (CA 84) and Peralta Blvd, Fremont			X		X
Mission Blvd (CA 238) and Nichols Ave, Fremont			X		X
Paseo Padre Parkway and Mowry Ave, Fremont			X	X	X
Warm Springs and Grimmer, Fremont				X	X
Foothill Blvd (CA 238) and D St, Hayward			X		X
Mission Blvd (CA 238) and Jefferson St, Hayward			X		X
Santa Clara St and Ocie Way, Hayward			X		X
Railroad Ave and First St, Livermore				X	X
Thornton Ave and Willow St, Newark				X	X
66th Ave and San Leandro St, Oakland	X	X			X
Bancroft Ave and Auseon Ave, Oakland			X		X
Broadway and 12th St, Oakland			X	X	X
Chatham Rd and 13th Ave, Oakland			X		X
Doolittle Dr (CA 61) and Airport Access Rd, Oakland				X	X
Fruitvale Ave and Alameda Ave, Oakland				X	X
Grand Ave and Staten Ave, Oakland	X	X			X
Grand Ave and Lake Park, Oakland				X	X
MacArthur Blvd and 38th Ave, Oakland				X	X
Mandela Parkway and 14th St, Oakland				X	X
Webster St and 7th St, Oakland			X		X
Grand Ave and Oakland Ave, Piedmont				X	X
Stoneridge Dr and Hopyard Rd, Pleasanton				X	X
Bancroft Ave and Estudillo Ave, San Leandro	X	X		X	X
Davis St (CA 61) and Pierce Ave, San Leandro			X		X
East 14th St (CA 185) and Hesperian Blvd, San Leandro			X		X
East 14th St (CA 185) and Maud Ave, San Leandro			X		X
Alvarado-Niles Rd and Dyer St, Union City				X	X
Decoto Rd and Alvarado-Niles Rd, Union City	X	X			X

Figure 5: Bicycle count locations, years, and time periods used in this report (Total of 28 sites)

	2002 PM	2004 PM	2006 PM	2008 Mid Sch PM	2009 Sch	2010 Mid Sch PM
Atlantic Ave and Webster St, Alameda	X	X	X			X
Broadway (CA 61) and Calhoun St, Alameda				X		X
Central Ave and Fifth St, Alameda					X	X
Ashby Ave (CA 13) and Telegraph Ave, Berkeley				X		X
College Ave and Derby St, Berkeley				X		X
Hearst Ave and Milvia St, Berkeley	X	X	X		X	X
Hesperian Blvd and Lewelling Blvd, County	X	X	X		X	X
Mission Blvd (CA 185) and Grove Way, County				X		X
Redwood Rd and Castro Valley Blvd, County					X	X
San Pablo Ave and 40th St, Emeryville	X	X	X		X	X
Fremont Blvd (CA 84) and Peralta Blvd, Fremont				X		X
Mission Blvd (CA 238) and Nichols Ave, Fremont				X		X
Paseo Padre Parkway and Mowry Ave, Fremont	X	X	X	X	X	X
Foothill Blvd (CA 238) and D St, Hayward				X		X
Mission Blvd (CA 238) and Jefferson St, Hayward				X		X
Santa Clara St and Ocie Way, Hayward				X		X
East St and Vasco Rd, Livermore	X	X	X		X	X
Bancroft Ave and Auseon Ave, Oakland				X		X
Broadway and 12th St, Oakland				X		X
Chatham Rd and 13th Ave, Oakland				X		X
Fruitvale Ave and Alameda Ave, Oakland					X	X
Telegraph Ave and 27th St, Oakland	X	X	X		X	X
Webster St and 7th St, Oakland				X		X
Grand Ave and Oakland Ave, Piedmont	X	X	X		X	X
Stoneridge Dr and Hopyard Rd, Pleasanton	X	X	X		X	X
Davis St (CA 61) and Pierce Ave, San Leandro				X		X
East 14th St (CA 185) and Hesperian Blvd, San Leandro				X		X
East 14th St (CA 185) and Maud Ave, San Leandro				X		X

Time periods: Mid = mid-day (typically 12-2pm); Sch = School (typically 2-4pm); PM (typically 4-6pm)

Pedestrian Count Trends

Weekday PM (4-6pm)

The PM data, with three years of comparable data, is the most longitudinal available for pedestrians. And while there is a long gap in the data from 2003 to 2010, it allows a data point for seeing the longer-term trends, which show increasing numbers of pedestrians.

As seen in Figure 6, there was a drop in pedestrian numbers from 2002 to 2003 and then a rise between 2003 and 2010, of 68%. This same trend is reflected in the bicycle counts during the PM period, with a similar drop from 2002 to 2004, and then a steady rise from 2004 to 2010.

Figure 6: Total pedestrians – weekday PM (2002, 2003, 2010)

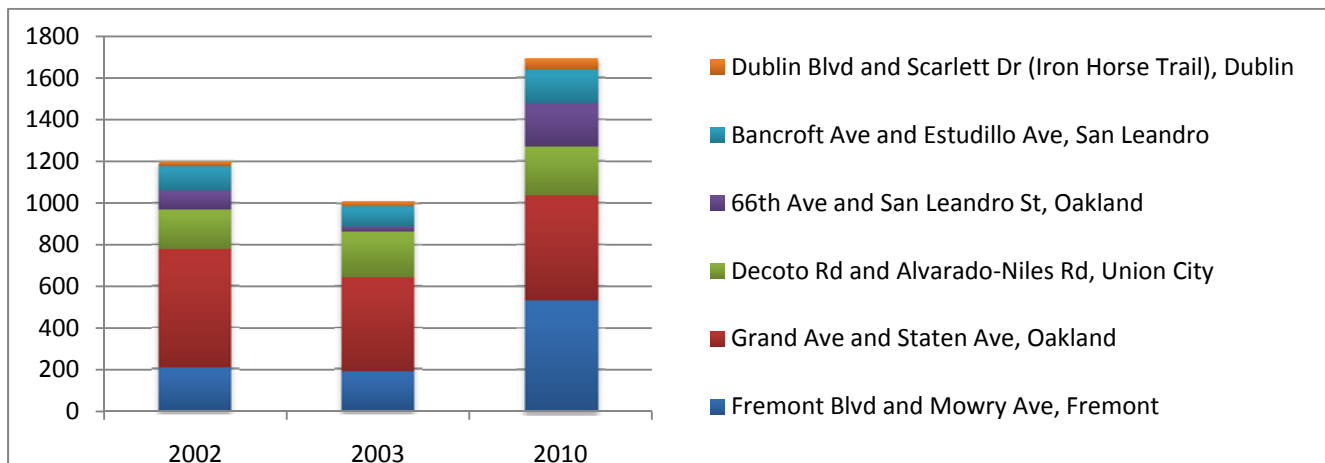
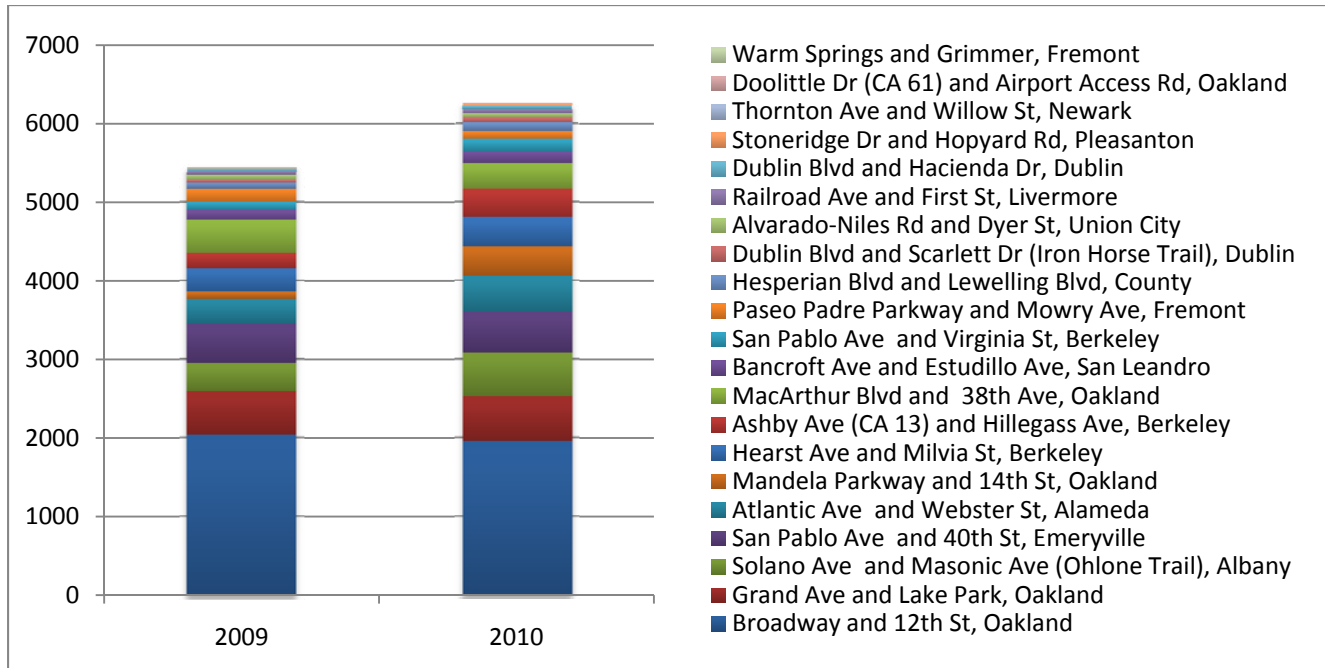


Figure 7 on the next page shows a 15% increase in pedestrian numbers from 2009 to 2010 (using different count locations from Figure 6).

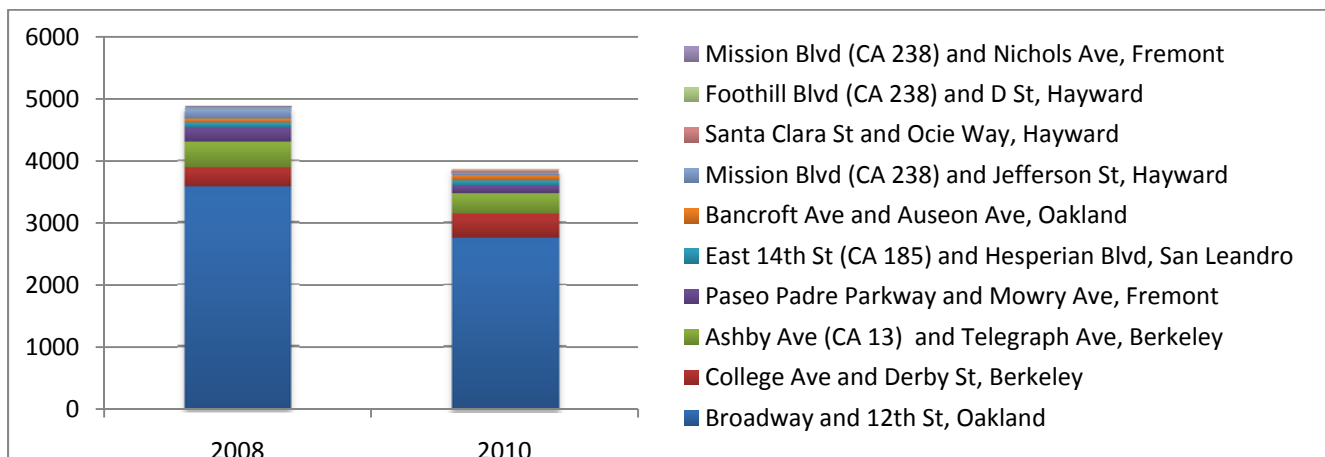
Figure 7: Total pedestrians – weekday PM (2009, 2010)



Weekday Mid-day (12 to 2pm)

The data available for the mid-day period show a drop of 21% in pedestrian numbers from 2008 to 2010. This may be due to the economy and a reduction in the number of jobs, with jobs being heavily concentrated in Downtown Oakland, or it may be due to the overall high temperatures during the 2010 count period. This pattern is not reflected (further below) in the school period data (the only other time period with 2008 and 2010 data), which shows pedestrian numbers rising. Interestingly, mid-day *bicycle* trips taken as part of the same data collection efforts and at the same count locations as Figure 8 almost doubled (see Figure 15).

Figure 8: Total pedestrians - weekday mid-day (2008, 2010)

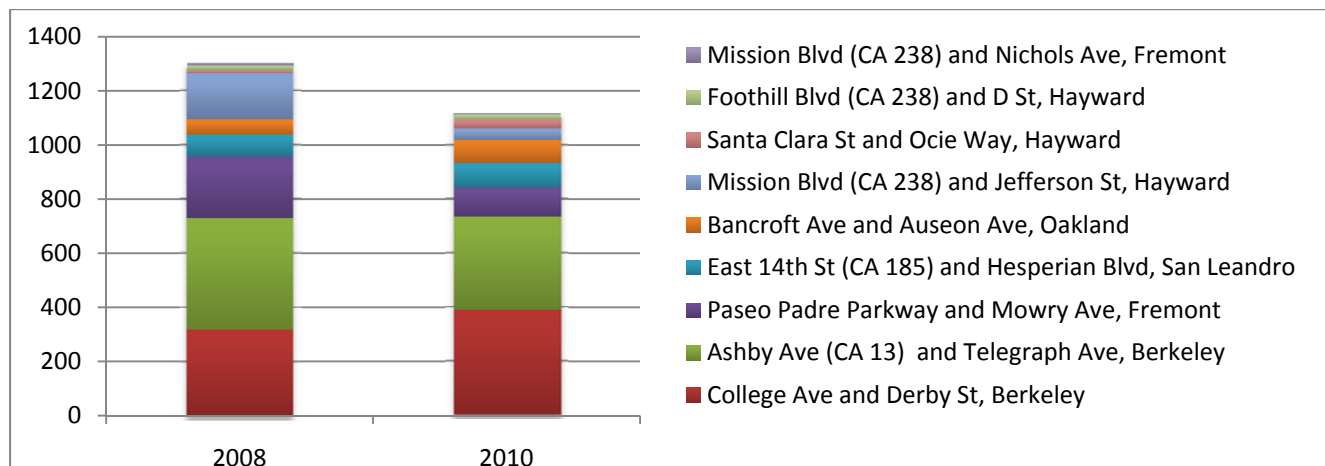


The Broadway and 12th St. count site in Downtown Oakland accounts for a large portion of the data in Figure 8, making it difficult to assess the overall countywide trend. However when analyzing all sites except for Broadway and 12th St., as in Figure 9, a similar pattern emerges:

Total Average % Change including Broadway and 12th St.: -21%

Total Average % Change excluding Broadway and 12th St.: -14%

Figure 9: Total pedestrians – weekday mid-day – excluding Broadway and 12th St (Downtown Oakland)



Weekday School (2-4pm)

Unlike the mid-day period, the number of pedestrians increased dramatically in the school period. Figure 10 and Figure 11 both show an increase in pedestrian numbers (27% and 47%, respectively) at different locations and across different years. This could partially be due to the use of a different set of count locations. However, it is likely that pedestrian numbers in this time period are less employment-related.

While this time period is called the “school” time period, this mostly refers to time of day and not the count locations. Of the eleven count locations compared below, only three are within a ¼ mile of schools. Figure 10 below compares 2008 and 2010 data. Note that 2008 data was collected from 3-5pm and 2010 data was collected from 2-4pm, so the comparison time period for the data collected is only 3-4pm.

Figure 10: Total pedestrians - weekday school (2008, 2010 from 3-4pm)

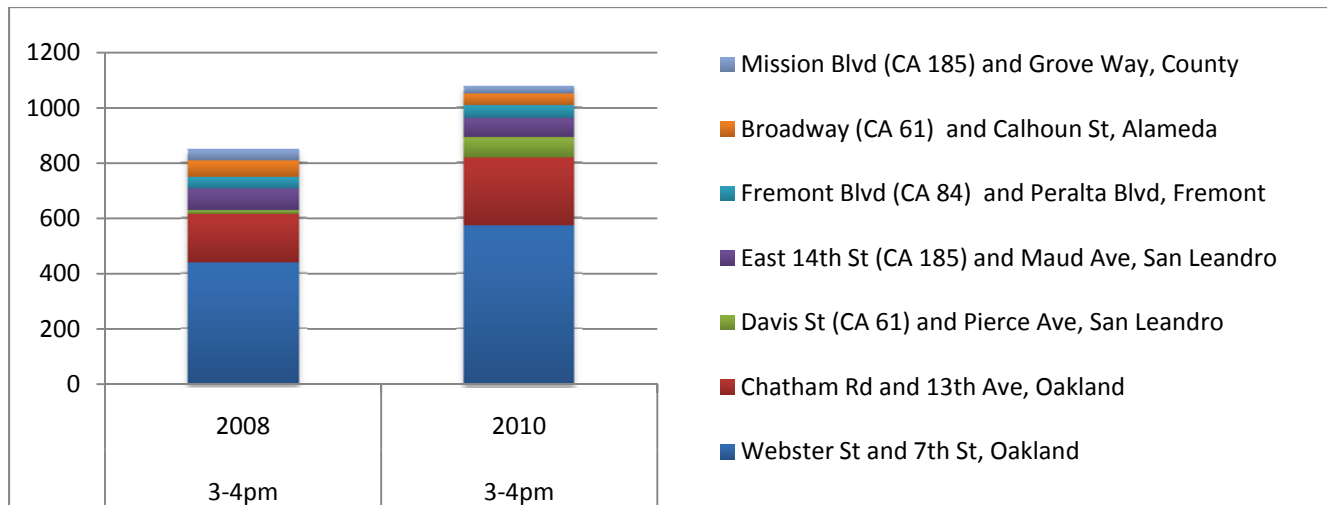
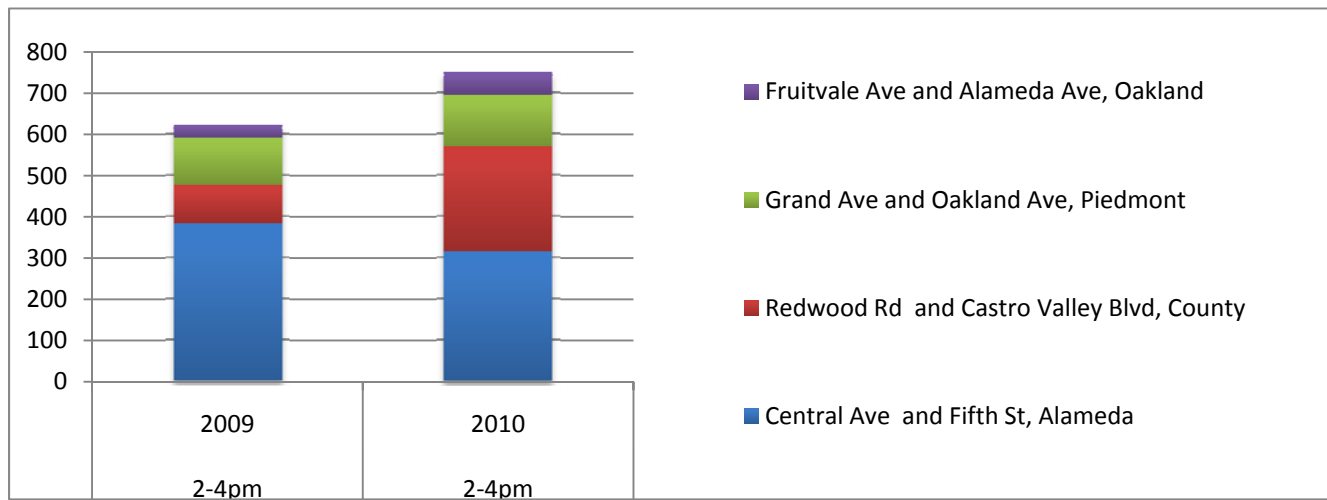


Figure 11 reflects the same upward trend shown in Figure 10, but at different count locations, different years, and the full 2-4pm time period.

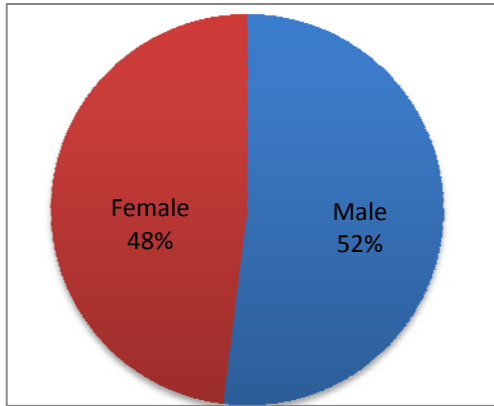
Figure 11: Total pedestrians - weekday school (2009, 2010 from 2-4pm)



Gender Distribution

The average male-female ratio for pedestrians varied within only a few percentage points between 2008 and 2010. Typically, the number of pedestrians closely mirrors the general population distribution, while bicyclists are more heavily male.

Figure 12: Average pedestrian male – female ratio (2008, 2009, 2010)



Countywide Transportation Plan and Transportation Expenditure Plan
Preliminary Development Implementation Schedule - Updated 6/27/11

Calendar Year 2011

2011															FY2011-2012		2011																												
Task		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				Performance measures, call for projects and prioritization process, approve polling questions, initial vision scenario discussion				Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update				Outreach and call for projects update (draft list approval), project and program packaging, county land use				Outreach update, project and program screening outcomes, call for projects final list to MTC, TEP strategic parameters, land use, financials, committed projects				No Meetings.				Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection				No Meetings				1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion				Meeting moved to December due to holiday conflict				Review 2nd draft CWTP; 1st draft TEP			
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, briefing book, outreach				Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update				Outreach and call for projects update, project and program packaging, county land use				Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use, financials, committed projects				No Meetings.				Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection				No Meetings				1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion				Review 2nd draft CWTP, 1st draft TEP, poll results update				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, briefing book, outreach				Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update				Outreach and call for projects update, project and program packaging, county land use				Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use, financials, committed projects				No Meetings.				Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection				No Meetings				1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion				Review 2nd draft CWTP, 1st draft TEP, poll results update				No Meetings			
Public Participation		Public Workshops in two areas of County: vision and needs; Central County Transportation Forum				Public Workshops in all areas of County: vision and needs				East County Transportation Forum												South County Transportation Forum				No Meetings				2nd round of public workshops in County; feedback on CWTP,TEP; North County Transportation Forum				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				Technical work refinement and development of Expenditure plan, 2nd draft CWTP																															
Polling		Conduct baseline poll																Polling on possible Expenditure Plan projects & programs								Polling on possible Expenditure Plan projects & programs				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 Initial Vision Scenario		Detailed SCS Scenario Development				Release Detailed SCS Scenarios		Technical Analysis of SCS Scenarios; Adoption of Regional Housing Needs Allocation Methodology				SCS Scenario Results/and funding discussions				Release Preferred SCS Scenario																					
		Discuss Call for Projects		Call for Transportation Projects and Project Performance Assessment		Project Evaluation		Draft Regional Housing Needs Allocation Methodology																																					
Develop Draft 25-year Transportation Financial Forecasts and Committed Transportation Funding Policy																																													

Bicyclist Count Trends

Weekday PM (4-6pm)

The weekday PM is the period for which there is the most data, both in terms of the number of comparable sites and the number of years of data that is available. While there was a slight decrease in bicyclists from 2002 to 2004, the numbers steadily increased from 2004 to 2010, as shown in Figure 13, with a total increase from 2002 to 2010 of 50%. Figure 14 shows the percentage change for the sites with the largest and smallest changes for each year, indicating that while in the aggregate bicycle use is growing steadily throughout the county, it is considerably more varied at the local level.

While one set of data (2008 and 2010) was counted from 4-6pm, all of the Alameda CTC Level of Service monitoring data (biennial from 2002 to 2008) was collected from 3-6pm. An hourly breakdown of the LOS monitoring data is available for the years 2006 and 2008 only. In order to create comparable data for the 2002 and 2004 years, an approach for converting the 3-6pm time period into a 4-6pm time period was needed. Using the 2006 and 2008 hourly data, the proportion of bicyclists counted during the two hour 4-6pm period of the three hour 3-6pm time period was calculated and used to estimate the two hour 4-6pm portion of the 2002 and 2004 data.

Figure 13: Total bicycles – weekday PM (2002, 2004, 2006, 2008, 2010)

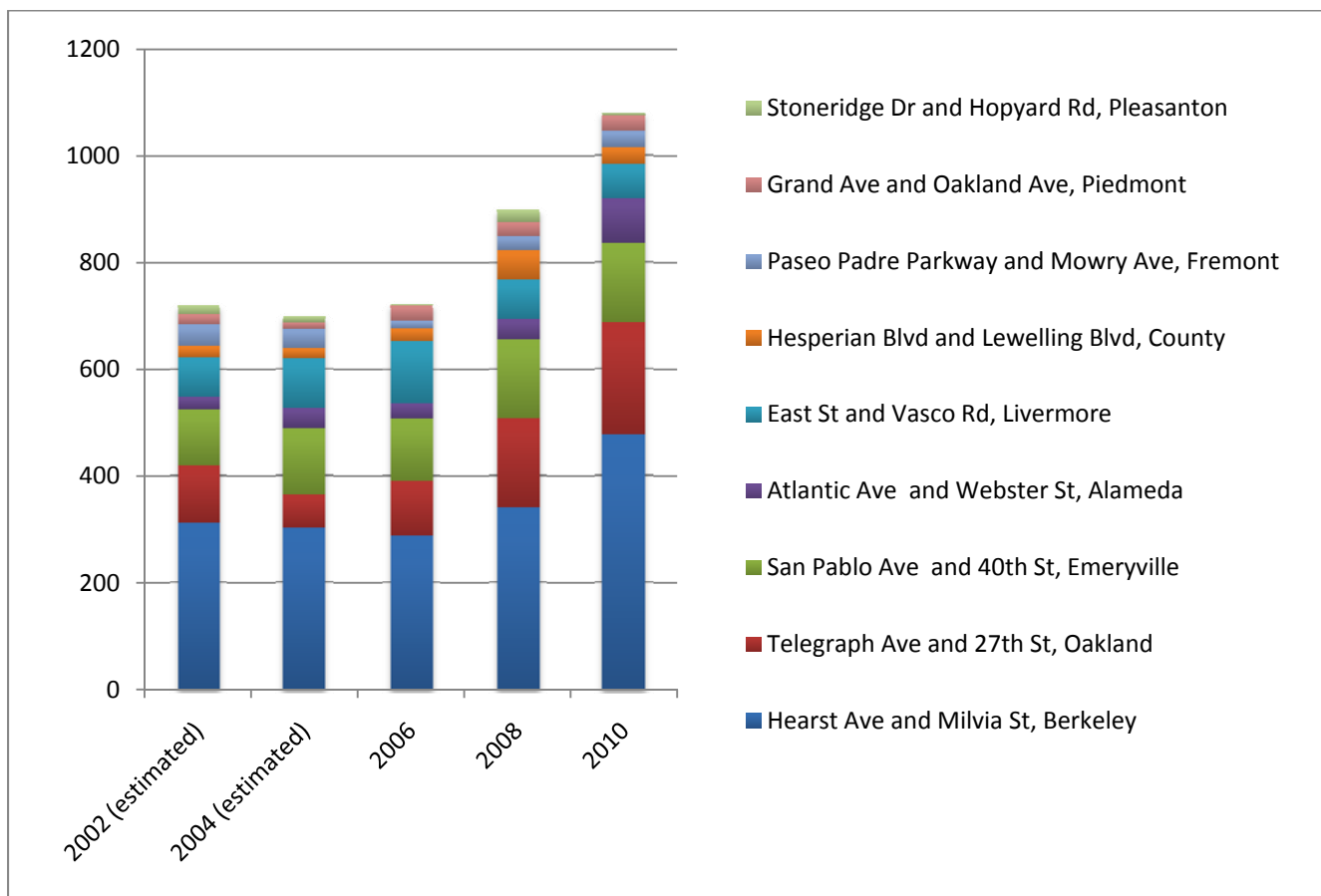
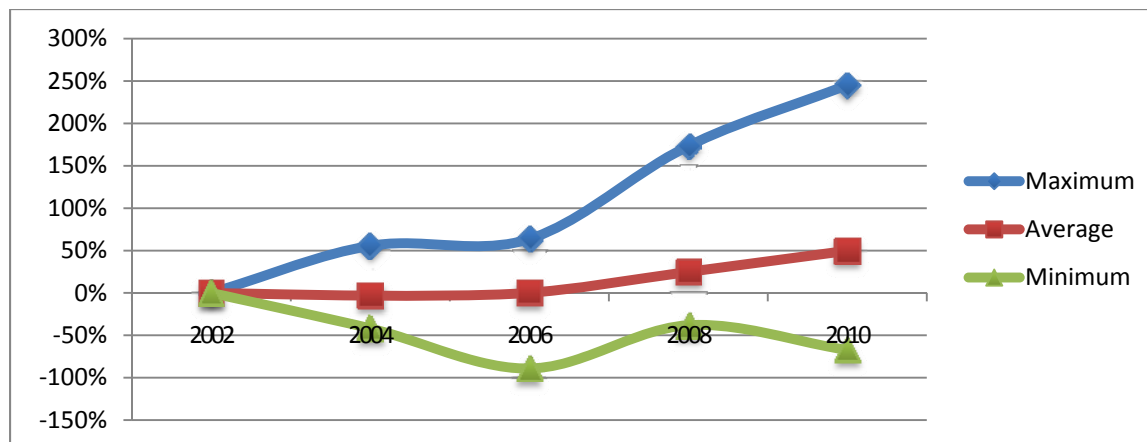


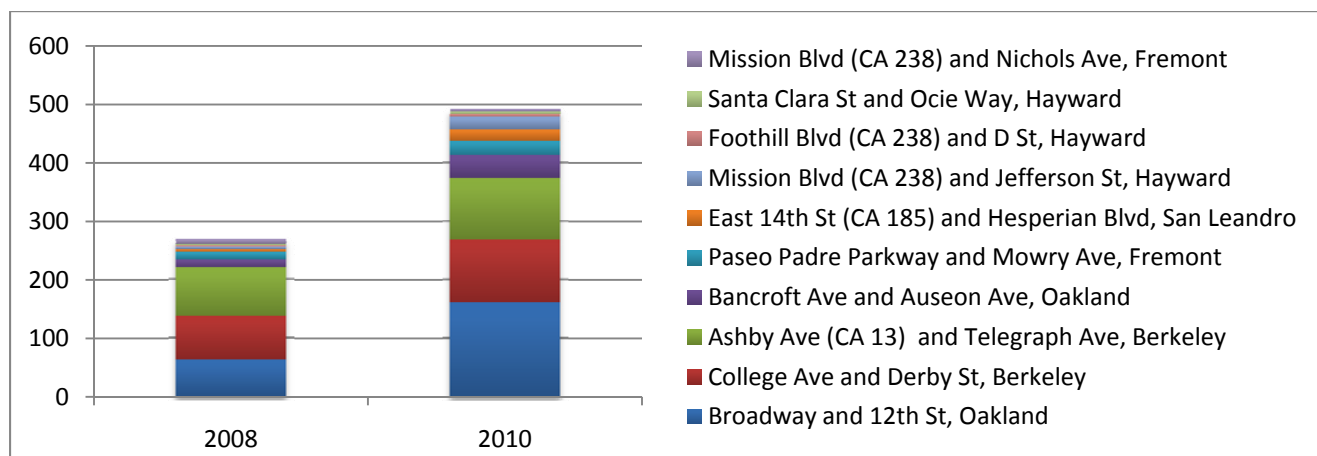
Figure 14: Percentage change in bicycle counts relative to 2002



Weekday Mid-day (12 to 2pm)

While the mid-day counts comparing 2008 and 2010 showed a significant decrease in pedestrian numbers, mid-day bicycle trips almost doubled between 2008 and 2010 at the same sites, with an average increase of 83%, reflecting the overall trend for all count periods for bicyclists. It is possible that more people chose to commute by bicycle due to high fuel prices and the poor economy, or that due to continuing jobs losses, more people had the time during the day to be on their bicycles.

Figure 15: Total bicycles - weekday mid-day (2008, 2010)



Weekday School (2-4pm)

The overall trend in bicycle numbers during the school period is increasing. For the school count period, two charts are shown below. In Figure 16, 2008 and 2010 data is shown from the 3-4pm time period; note that 2008 data was collected from 3-5pm and 2010 data was collected from 2-4pm, so the comparison time period for the data collected is only 3-4pm.

Figure 16: Total bicycles - weekday school (2008, 2010 from 3-4pm)

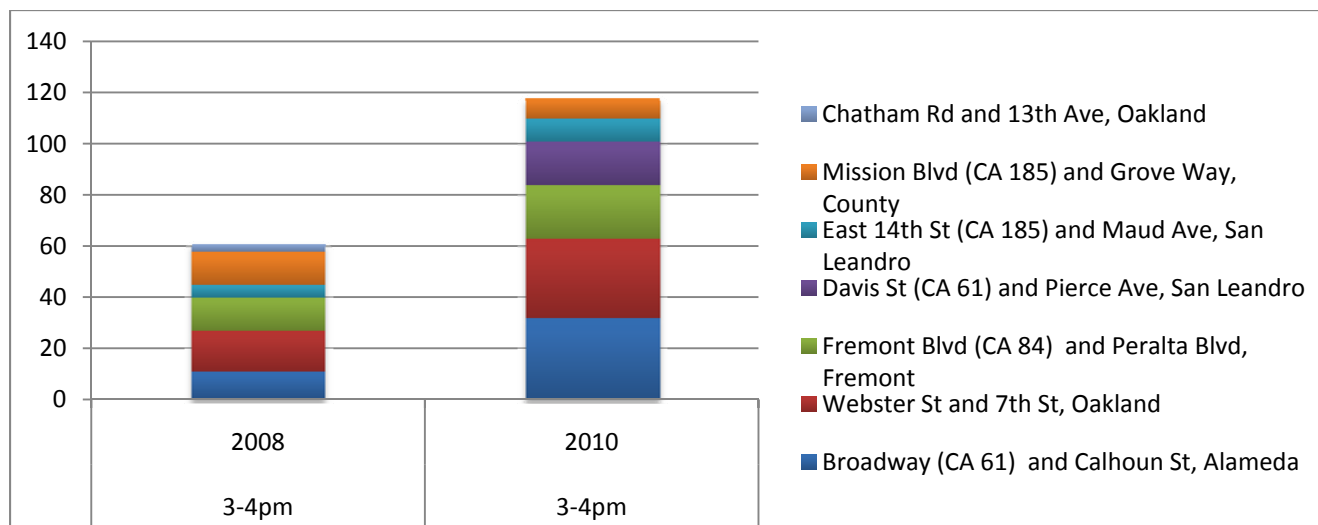
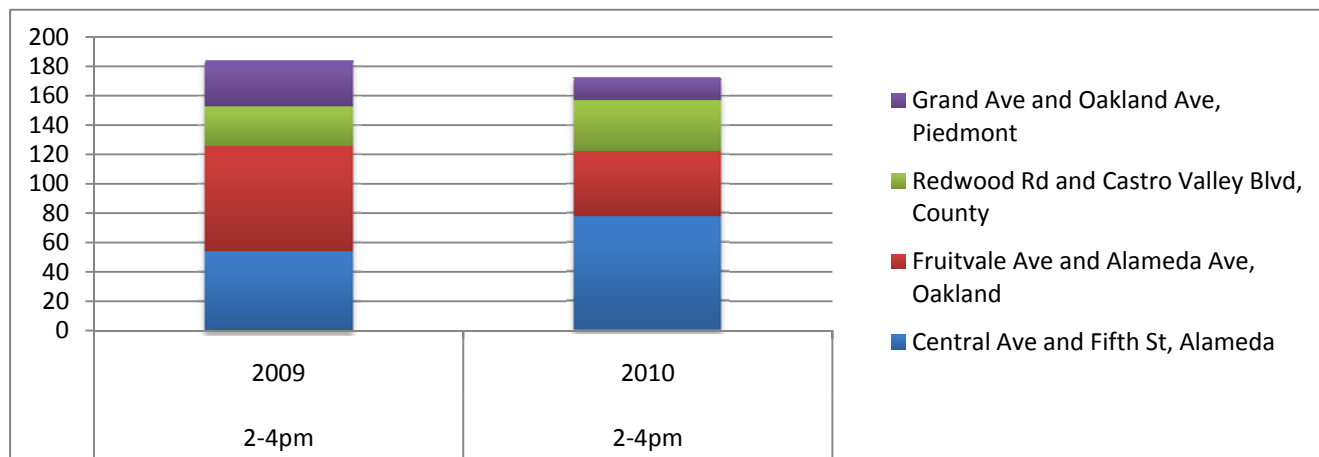


Figure 16 shows an almost doubling of bicycles from 2008 to 2010 (a 93% increase). However, Figure 17 shows that at the second set of count sites, from 2009 to 2010, the number of bicycles decreased by about 2%. This stark difference may not be statistically significant since there are only four count sites in the 2009/2010 data set. It could also be due to the difference in time periods or count sites, with only two of the four sites showing decreases during this period. It may also be the case that much of the growth between 2008 and 2010 as shown in Figure 16, took place between 2008 and 2009.

While this time period is called the “school” time period, this mostly refers to time of day and not the count locations. Of the eleven count locations included in Figures 16 and 17, only three are within a ¼ mile of schools: Grand Ave. and Oakland Ave. in Piedmont; Central Ave. and Fifth St. in Alameda; and Chatham Rd. and 13th Ave. in Oakland.

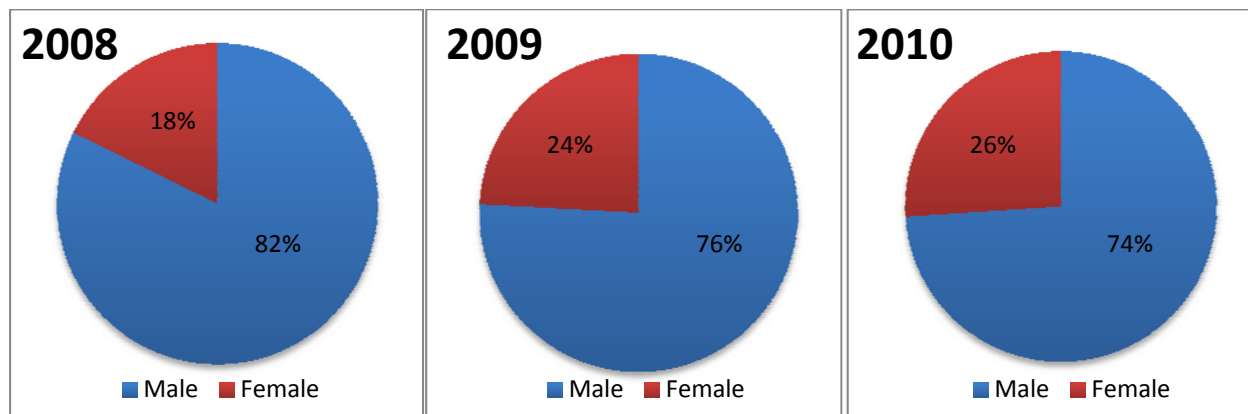
Figure 17: Total bicycles - weekday school (2009, 2010 from 2-4pm)



Gender Distribution

Men are far more likely to be riding a bicycle than women. However, the number of female bicyclists increased steadily over the 2008 to 2010 time period from 18% to 26%. However, during the school period (2-4pm) it remained at about 18% across all three years. Only three of the sites that were counted during the school periods were within a ¼ mile of a school, so it is inconclusive whether this difference is related to school-aged bicyclists.

Figure 18: Bicyclist male-female ratios from 2008 to 2010



Helmet Use

Just over 50% of all bicyclists are wearing helmets, according to 2010 counts at 63 locations around the county. Data on helmet use was only collected in 2010, so there is no way to assess changes in usage. However, there was a difference between time periods:

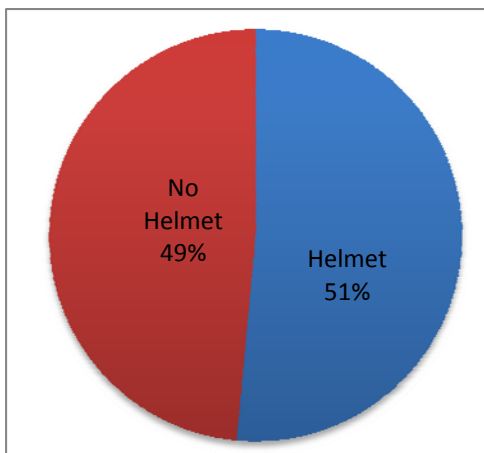
Mid-day: 51.4%

School: 40.1%

PM: 53.5%

As discussed previously, the data is not conclusive about whether the school period data is related to the behavior of school-aged bicyclists.

Figure 19: Average helmet use in 2010



Recommendations

During the process of organizing and analyzing the data in this report, the following recommendations were developed for future data collection efforts and data analysis.

There are 99 count locations that have been counted since 2002; less than half of these were usable for comparing data across years. While each count effort may have had a specific purpose, its usefulness as longitudinal data will depend on:

- Continuing to count key sites - Sites that have been counted several times in the past should continue to be counted unless the site is being “retired.”
- Using standard time periods, seasons, and days of week – To ensure comparability, continue using time periods that have been used in the past and/or time periods that are standard with other jurisdictions.
- Maintaining data in fine increments, and at least hourly – This approach will allow the use of at least part of the data, even if the standard time periods shift.
- Ensuring contextual data is maintained, such as date, time, weather, and temperature.
- Continuing to collect auxiliary data such as gender and helmet use.

In addition, more can be learned from the existing data. Research conducted by SafeTREC (formerly the UC Berkeley Traffic Safety Center) uses data from automated pedestrian counters to create adjustment factors that can be applied to existing data that was not collected during the same time period, day of week, and season. Applying these factors will allow the conversion of much of the existing data into a comparable form. This includes adjusting for season, extreme temperatures, time period, and land use. These adjustment factors are currently available for Alameda County only for pedestrian counts but hopefully they will soon be available for bicycle counts as well.

Additionally, with more years of count data, it could be useful to break the data down by planning area and possibly, by city.

Finally, future analysis should include the automated count data currently being collected throughout Alameda County, as this is a valuable resource.

Appendices

- Appendix 1: Summary data for all manual pedestrian count locations
- Appendix 2: Summary data for all manual bicycle count locations

APPENDIX 1: Summary data for all manual pedestrian count sites

ID #	Street	City	ACTIA Planning Area	2002			2003			2006			2008			2009			2010			
				AM	School	PM	Weekend	AM	School	PM	Weekend	AM	School	PM	Weekend	AM	School	PM	Weekend	AM	School	PM
1	Atlantic Avenue	Alameda	North																874			457
2	Broadway (CA 61)	Alameda	North										72	59						102	41	83
3	Central Avenue	Alameda	North																			
4	Encinal Avenue (CA 61)	Alameda	North																			
5	Encinal Avenue (CA 61)	Alameda	North																			
6	Otis Drive	Alameda	North																			
7	Park Street	Alameda	North	85			272													280		189
8	Park Street	Alameda	North																			
95	Buchanan Street	Albany	North																			
9	Solano Avenue	Albany	North																	443	329	245
10	Ashby Avenue (CA 13)	Berkeley	North										514	334		397				407		551
11	Ashby Avenue (CA 13)	Berkeley	North																	269		361
12	Ashby Avenue (CA 13)	Berkeley	North										332	152		412						
13	Ashby Avenue (CA 13)	Berkeley	North													191				345		306
14	College Avenue	Berkeley	North													68						
15	Hearst Avenue	Berkeley	North	398			412									628				390		748
16	Hearst Avenue	Berkeley	North																			
17	San Pablo Avenue	Berkeley	North	78			103															
18	San Pablo Avenue (CA 123)	Berkeley	North													103						
19	San Pablo Avenue (CA 123)	Berkeley	North													114						
20	Spruce	Berkeley	North																			
21	University Avenue	Berkeley	North																			
22	Hesperian Boulevard	County	Central																			
23	Mission Boulevard (CA 185)	County	Central																			
24	Redwood Road	County	Central																			
25	Amador Valley Boulevard	Dublin	East																			
26	Dougherty Road	Dublin	East																			
27	Dublin Boulevard	Dublin	East	19		25	22													41		59
28	Dublin Boulevard	Dublin	East																53			42
29	Foothill Rd.	Dublin	East																			
30	Powell Street	Emeryville	North	20			68													159		104
31	San Pablo Avenue	Emeryville	North																			
32	Fremont Blvd	Fremont	South	127		205														484		530
98	Fremont Blvd (Washington)	Fremont	South																			
33	Fremont Boulevard (CA 84)	Fremont	South																			
34	Mission Boulevard (CA 238)	Fremont	South																			

ID #	Street	City	ACTIA Planning Area	2002				2003				2006				2008				2009				2010				
				AM	Mid	School	PM	Weekend	AM	Mid	School	PM	Weekend	AM	Mid	School	PM	Weekend*	AM	Mid	School	PM	Weekend*	AM	Mid	School	PM	Weekend
35	Mowry Avenue (CA 84)	Fremont	South													9	2											17
36	Paseo Padre Parkway	Fremont	South													229												112
99	Paseo Padre Parkway	Fremont	South													89										7	2	8
37	Thornton Avenue (CA 84)	Fremont	South													42	24											
38	Warm Springs	Fremont	South																									5
97	C Street	Hayward	Central																									98
39	Foothill Boulevard (CA 238)	Hayward	Central													20												42
40	Foothill Boulevard (CA 238)	Hayward	Central													64												
41	Mission Boulevard (CA 238)	Hayward	Central													171												
42	Mission Boulevard (CA 238)	Hayward	Central														101	56										96
43	Mission Boulevard (CA 238)	Hayward	Central													22												
44	Mission Boulevard (CA 238)	Hayward	Central														16	6										
45	Santa Clara Street	Hayward	Central													10												123
46	W Harder Road	Hayward	Central														22	20										
47	Winton Avenue	Hayward	Central	126		94																						150
48	Concannon Blvd.	Livermore	East	8	2																							
49	East Street	Livermore	East																									12
50	Railroad Avenue	Livermore	East																									
51	Ardenwood Boulevard (CA 84)	Newark	South														55	29										31
52	Thornton Avenue	Newark	South																							10	8	7
53	66th Avenue	Oakland	North	143		91	49	27																				207
54	Avenal	Oakland	North																									
55	Bancroft Avenue	Oakland	North													56												119
56	Broadway	Oakland	North													3577												1957
57	Broadway	Oakland	North																									1407
58	Chatham Road	Oakland	North														222	177										92
59	Doolittle Drive (CA 61)	Oakland	North														9	4										6
60	Foothill Boulevard	Oakland	North													69												
61	Fruitvale Avenue	Oakland	North																									
62	Fruitvale Avenue	Oakland	North																									
63	Fruitvale Avenue	Oakland	North																									
64	Grand Avenue	Oakland	North	387		571	380	457																				504
65	Grand Avenue	Oakland	North																									576
66	High Street (CA 185)	Oakland	North																									
67	International Boulevard (CA 185)	Oakland	North													89												
68	International Boulevard (CA 185)	Oakland	North														381	212										
69	International Boulevard (CA 185)	Oakland	North														287	168										
70	MacArthur Boulevard	Oakland	North																									
71	Mandana Boulevard	Oakland	North														28	5										316

ID #	Street	City	ACTIA Planning Area	2002				2003				2006				2008				2009				2010											
				AM	Mid	School	PM	Weekend	AM	Mid	School	PM	Weekend	AM	Mid	School	PM* 3-6pm	School* 3-5pm	School* 3-4pm	PM* 3-6pm	Weekend*	AM	Mid	School	School* 3-4pm	PM	Weekend*								
72	Mandela Parkway	Oakland	North																																
73	Martin Luther King Jr. Way	Oakland	North													152	73		76																
74	Moraga Avenue	Oakland	North												7				3																
75	Mountain	Oakland	North																																
76	Telegraph Avenue	Oakland	North																																
96	Telegraph Avenue	Oakland	North																																
77	Webster Street	Oakland	North												1843				137																
78	Webster Street	Oakland	North													936	440		1131																
79	Grand Avenue	Piedmont	North															144																	
80	Main St	Pleasanton	East	44	152		165																												
81	Owens Drive	Pleasanton	East														49	30		31															
82	Santa Rita Road	Pleasanton	East																																
83	Stoneridge Drive	Pleasanton	East																																
84	Stoneridge Drive	Pleasanton	East												18				7																
85	Bancroft Avenue	San Leandro	Central	429			118		391	705	95																								
86	Davis Street (CA 61)	San Leandro	Central																																
87	Davis Street (CA 61)	San Leandro	Central														28	11		33															
88	East 14th Street (CA 185)	San Leandro	Central																																
89	East 14th Street (CA 185)	San Leandro	Central																																
90	East 14th Street (CA 185)	San Leandro	Central														179	79		145															
91	Alvarado Niles Road	Union City	South																																
92	Alvarado-Niles Road	Union City	South																																
93	Decoto Road	Union City	South	121			193		157		218																								
94	Decoto Road	Union City	South																																
				Total Number of Count Locations:				13	1	0	13	0	6	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Notes:

* Non-standard time period of AM: 7-9am, Mid-day: 12-2pm, School: 2-4pm, PM: 4-6pm, Weekend: no standard (actual time period is shown)

Green highlighted columns are estimated or use only part of the full time period data.

Appendix 2 : Summary data for all manual bicycle count sites

ID#	Street	Cross street	City	ACTIA Planning Area	2002				2003				2004				2006				2008				2009				2010			
					AM	School	PM* 3-6pm (in green), 4-6pm	Weekend	AM	School	PM	Weekend	AM	School	PM* 3-6pm	Weekend	AM	School	PM	Weekend	AM	School	PM* 3-6pm	School* 3-5pm	PM* 3-6pm	PM 4-6pm	Weekend	AM	School	PM	Weekend	AM
1	Atlantic Avenue	Webster Street	Alameda	North			36						56			41	29					62	38					26	24	40	82	
2	Broadway (CA 61)	Calhoun Street	Alameda	North																	16			24						44	21	
3	Central Avenue	Fifth Street	Alameda	North																							54	27		78	79	
4	Encinal Avenue (CA 61)	Oak Street	Alameda	North																43			40									
5	Encinal Avenue (CA 61)	Benton Street	Alameda	North																	14			12								
6	Otis Drive	Sandcreek	Alameda	North																							10	21				
7	Park Street	Otis Drive	Alameda	North	20		58																							63	81	
8	Park Street	San Jose	Alameda	North																							44	33				
95	Buchanan Street	Jackson Street	Albany	North																										64	88	
9	Solano Avenue	Masonic Ave(Ohlone Trail)	Albany	North																		150		127				149	135	91	148	
10	Ashby Avenue (CA 13)	Hillegass Avenue	Berkeley	North																										48	93	
11	Ashby Avenue (CA 13)	Benvenue Avenue	Berkeley	North																		45		48								
12	Ashby Avenue (CA 13)	Telegraph Avenue	Berkeley	North																82			67							105	166	
13	Ashby Avenue (CA 13)	Acton Street	Berkeley	North																		35		36								
14	College Avenue	Derby Street	Berkeley	North																75			65						108	167		
15	Hearst Avenue	Oxford St.	Berkeley	North	111		124																									
16	Hearst Avenue	Milvia Street	Berkeley	North			405						392			374	289						441	340				343	171	235	476	
17	San Pablo Avenue	Virginia Street	Berkeley	North	59		69																					95	74	59	86	
18	San Pablo Avenue (CA 123)	Ward Street	Berkeley	North																77			35									
19	San Pablo Avenue (CA 123)	Harrison Street	Berkeley	North																38			43									
20	Spruce	Rose	Berkeley	North																							50	50				
21	University Avenue	Bonar Street	Berkeley	North																		40		25								
22	Hesperian Boulevard	Lewelling Boulevard	County	Central			27						25			36	25						68	56				25	24		43	32
23	Mission Boulevard (CA 185)	Grove Way	County	Central																	24		18							16	5	
24	Redwood Road	Castro Valley Boulevard	County	Central									26			36	29						45	27			27	55		35	28	
25	Amador Valley Boulevard	Stagecoach Road	Dublin	East																5			25									
26	Dougherty Road	Scarlett Drive (Iron Horse Trail)	Dublin	East																	34		57									
27	Dublin Boulevard	Scarlett Drive (Iron Horse Trail)	Dublin	East	11		17	13																				82	84	40	55	
28	Dublin Boulevard	Hacienda Drive	Dublin	East																								31	20	3	13	
29	Foothill Rd.	nr. 580 (West Dublin BART)	Dublin	East																												
30	Powell Street	Christie Avenue	Emeryville	North	9		7																							32	43	
31	San Pablo Avenue	40th Street	Emeryville	North			142						168			158	118						196	147				174	42		133	150
32	Fremont Blvd	Mowry Avenue	Fremont	South	50		90	30																						29	67	

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Notes:

* Non-standard time period of AM: 7-9am, Mid-day: 12-2pm, School: 2-4pm, PM: 4-6pm, Wee

Green highlighted columns are estimated or use only part of the full time period data.



Memorandum

DATE: September 28, 2011
TO: Planning, Policy and Legislation Committee
FROM: Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation
SUBJECT: Legislative Update

Recommendations

This is an information item only.

Summary

State Update

Budget: The FY 2011/12 budget act includes triggers for more cuts if the estimated state revenues do not manifest as prescribed in the budget by December 15, 2011. As of the first part of September, the State Controller announced that while August receipts were higher than the previous month's receipts, they did not offset the lower revenues of July. According to Controller Chiang, the state's revenues were behind the projected budget amounts by \$403.8 million. The September receipts will provide a good indicator as to whether the cuts will be triggered in December.

State Budget and Transportation:

On a statewide level, the Self-Help Counties Coalition is working to address how to move transportation projects forward in light of the Governor's line-item veto of funding for state staff to work on project initiation documents (PIDs) for locally sponsored projects. A PID is a state required document that addresses a proposed highway project's scope, cost and schedule. A PID must be completed prior to a project being programmed into the STIP, even if it is substantially funded by a local agency. As a result of the Governor's line item veto, new highway projects cannot move forward at this time.

Update on AB 1086, (Wieckowski) Transactions and use taxes: County of Alameda. On September 26th, Governor Brown signed AB 1086 into law which allows the Alameda CTC to go to voters to seek approval of a transactions and use tax for transportation purposes in excess of the current cap which disallowed a combined rate of all transactions and use taxes to exceed 2 percent. This action allows the Alameda CTC to place a measure on the ballot that could exceed that amount by a half percent.

At the Committee meeting, staff will present a summary of the Governor's actions on bills the

Alameda CTC has taken positions on over the course of the year. The Governor has until October 9th to sign or veto bills.

Federal Update

Jobs and Deficit Reduction: In early September, President Obama released his proposal for a \$447 billion jobs bill which would provide significant funding for infrastructure, including \$50 billion for transportation infrastructure. While the bill was not formally introduced into either House at the time of this writing, it has served as a focal point for discussions around the surface transportation bill reauthorization and how to pay for it. The President's plan to fund his Jobs for America bill would come from deficit savings efforts on which the Joint Select Committee on Deficit Reduction is working. The Committee has until November 23rd to come up with over \$1.5 trillion in deficit reduction savings over a ten year period, and then Congress would have to act on those savings by December to avoid automatic trigger cuts of \$1.2 trillion, whereby 50% would come from Defense and 50% from domestic programs.

Surface Transportation: At the end of September, President Obama signed the surface transportation bill extension to March 31, 2012, continuing the current 2011 levels through early spring. The House and Senate are approaching the reauthorization of the bill in very different ways. The Senate proposed a 2-year bill authorizing current funding levels throughout that duration with the acknowledgement of the need for some revenue beyond the Highway Trust Fund to cover obligation levels. On the other hand, the House has shifted its course from its original proposal for a 6-year reauthorization bill, which was originally proposed as a pay-go method, and, as a result of the declining revenues from the Highway Trust Fund, would have constituted a significant reduction in transportation funding across the nation. The house leadership is now seeking up to \$100 billion in additional revenues, which could potentially be derived from sources other than increasing the gas tax, such as funds resulting from oil and gas production on public lands. If this approach is approved, the funding levels in both the Senate and House proposals would be relatively close. This represents a significant shift in the House approach to reauthorization.

While the President issued his proposal in early September for a Jobs bill, the House has largely not supported the transportation components of the President's proposal and is more so focusing on the surface transportation bill as job-creation initiative.

Fiscal Impact

No direct fiscal impact.

Attachments

Attachment A: Federal Updates



MEMORANDUM

TO: Art Dao
Alameda County Transportation Commission

FROM: CJ Lake

RE: Legislative Update

DATE: September 26, 2011

Schedule

The House and Senate should be in recess this week, but will be in Washington until a deal can be worked out on a Continuing Resolution to fund the government before the new fiscal year starts on October 1. We are hearing a deal could be worked out as soon as tonight.

Appropriations

Last week, the House approved a bill that will fund the federal government through November 18. The bill is based on the funding levels agreed to as part of debt deal, which would represent a 1.5 percent reduction from FY11 levels.

The bill contains \$3.65 billion in disaster relief funding, including \$1 billion in immediate aid for FY11, which would be offset by cutting \$1.5 billion from the Energy Department's Advanced Technology Vehicles Manufacturing Loan Program and \$100 million from the DOE loan guarantee program that was used by Solyndra. Democrats in both chambers have said there is no need for an offset and have argued that disaster relief in the past has not been paid for with cuts from other programs.

On Friday, the Senate voted to table the House-passed bill because of the offsets.

Later today, the Senate will take a procedural vote on an amendment offered by Majority Leader Reid to the House-passed CR that would remove the offsets.

We are hearing the Senate worked out a compromise prior to the vote, but do not know details. The Senate could vote tonight on this compromise, although the House would still have to approve the deal.

Senate Transportation HUD

The Senate Appropriations Committee marked up the FY12 Transportation, Housing and Urban Development (T-HUD) funding bill last week.

Transportation

- The bill provides \$41.1 billion for highway funding, the same as current year funding, and \$1.9 billion in emergency relief highway funding. The House bill would only provide \$27.7 billion for highways.
- Transit funding is \$10.6 billion, a \$585 million increase over FY2011. The House bill would only provide \$7.04 billion for transit.
- During committee consideration, approval was given to an amendment offered by Senator Durbin (D-Ill.) providing \$100 million for high-speed rail; the House bill would provide no funding for High Speed Rail.
- The TIGER grant program is provided with \$550 million; the House bill would eliminate funding for the program.
- The TIGGER grant program is provided with \$25 million; the House bill would eliminate funding for the program.
- \$90 million would be provided for the Sustainable Communities Initiative to promote integrated housing and transportation planning. The House bill would eliminate funding for any sustainable, green or livable programs.

We do not expect either bill to go to the full House or Senate. Leadership will likely try to package several bills together in some type of omnibus legislation.

Surface Transportation Authorization

President Obama signed a six-month clean extension on September 23, which will extend the surface transportation programs through March 31. The legislation passed the House by voice vote. The Senate also passed the legislation with relative ease but first had to reach a compromise with Senator Tom Coburn (R-OK) who objected to funding for the Transportation Enhancements Program. He, along with many other Republicans, believes Highway Trust Fund money should not be spent on transportation enhancements such as bike trails and pedestrian walkways. Currently, states are required to set aside a certain amount for Transportation Enhancements. A number of Republicans want to give states the option to opt out of this program. Senator Coburn raised the issue when the Senate took up the extension and threatened to filibuster the bill. Ultimately, Senators Boxer and Inhofe worked out a deal with Senator Coburn. They have not released details, but there will likely be some reforms to the enhancements program when the Senate EPW releases its two-year bill.

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Volume XIII, Issue 37

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INSIDE THIS WEEK

- 1 **CR Fight, FY12THUD Appropriation, Buffett Rule**
- 2 **Leader Cantor on Jobs, FEMA, Jobs Innovation**
- 2 **School Accountability, USCM Leadership**

Continuing Resolution, Omnibus, American Jobs Act, Super Committee -- we've got them all! An important week in what is certain to be a most dramatic fall! Read all about it below!

Continuing Resolution: Trouble

In a surprise move, on Wednesday night the House rejected, 195-230, a Continuing Resolution to fund the government through November 18, then rebounded and passed a new one on Thursday which instantly headed for trouble in the Senate. The "CR" is needed by October 1 to avert a government shutdown. The dispute in the House is a disaster aid "offset" that most Democrats opposed. In previous years disaster aid has been added as an addition to the budget. Under the pending CR, cuts were made to the Advance Technologies Vehicles Manufacturing Program, to meet the costs of disasters this year. After midnight on Thursday night, by a vote of 219 to 203, the bill passed after Republican leaders included a new spending cut to lure recalcitrant Republicans with a new rescinding money for the loan program that supported the defunct solar panel maker Solyndra. The Democratic-led Senate believes the bill does not do enough for disaster victims, raising a new specter of a shutdown September 30. Senate Majority Leader **Harry Reid** said last night: *"The bill the House will vote on tonight is not an honest effort at compromise. It will be rejected by the Senate"* Click on [Chairman Rogers](#) to read the views of Rep. **Harold Rogers**, Chairman of the House Appropriations Committee and on [Rep. Norm Dicks](#) to read the statement of the Committee's Ranking Minority Member. *Members will likely now have to stick around to sort this out instead of being on a one week break.*

Senate Transportation – HUD Bill

The Senate Appropriations Committee on Thursday approved its FY12 Transportation-HUD bill, providing funding for DOT and HUD, \$100 million, or 0.2 per cent less than FY11 levels, and \$19.7 billion less than President Obama requested. Said Subcommittee Chairman **Patty Murray** (WA) *"We must do everything we can to cut spending in a responsible way, but we also must make sure we are investing in our future and protecting*

the most vulnerable among us," Under the bill, the federal-aid highway program would get \$41.1 billion, which is the same as current funding levels. Competitive grants for significant transportation projects, provided through the TIGER program, would receive \$550 million, a \$23 million increase over FY11. The House bill contained no TIGER funding.

The Community Development Block Grant would receive steep cut of 15 percent, or \$485 million, from the FY11 for a total of \$2.85 billion. The House version raised the program slightly to \$3.5 billion. The HOME Investment Partnerships program would get a 38 percent cut, and the public housing operating fund would be reduced by 14 percent compared with FY11 levels. The bill would provide slight increases for housing assistance vouchers and project-based rental assistance and would maintain current funding levels for homeless assistance grants. The bill also would provide \$120 million for HUD's Choice Neighborhoods program and \$90 million for a sustainable communities programs, , important Administration initiatives. The bill would provide \$3.5 billion for capital investments at airports and a \$358 million increase over fiscal 2011 levels for the Federal Transit Administration's New Starts program. The Federal Transit Administration would get \$10.6 billion, \$332 million more than fiscal 2011 but \$11.7 billion less than the request. The bill at Subcommittee provided no funding for high speed rail, but an amendment by Sen. **Dick Durbin** (Ill.), would provide \$100 million for the program was included at full committee. The House bill contains zero for high speed rail. Click on [Senate THUD](#) for additional information.

The Buffett Rule

In a speech on Monday, **President Obama** made formal recommendations to the Super Committee wrestling with the task of cutting \$1.5 trillion from the deficit. As the White House noted, *"A balanced approach includes many of the proposals the President has previously discussed -- closing tax loopholes for oil companies and hedge fund managers and asking the very wealthiest and special interests to pay their fair share. A balanced approach also includes difficult spending cuts and making adjustments to strengthen programs like Medicare and Medicaid for future generations"*.

Towards that end, the President is calling on the Congress to undertake comprehensive tax reform to simplify the system, make it more fair and efficient, and lay a stronger foundation for economic growth. One of the key principles is the "Buffett Rule" – No household making over \$1 million annually should pay a smaller share of its income in taxes than middle-class families

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len.simon@simoncompany.com

pay. The Buffett Rule applies to the top 0.3% of the wealthiest Americans. **Warren Buffett** has said that the wealthy should not “pay a lower part of our income in taxes than our receptionists do, or our cleaning ladies, for that matter.” Click on [White House Plan](#) to read the details and on [Speaker Boehner](#) for his reaction in opposition to the Administration’s proposal.

Leader Cantor Memo on Jobs Act

House Majority Leader **Eric Cantor** sent a memo to the Republican caucus analyzing “The American Jobs Act” proposed two weeks ago by President Obama. In the memo he noted, “*We believe there are areas of common agreement, and areas worthy of further conversation where agreement -- assuming there are good faith discussions -- may be possible.* Areas of potential common agreement and areas worthy of further discussion include:

- **Extension of 100 Percent Bonus Depreciation**
- **Addressing the Pending Application of Withholding on Government Contractors**
- **Small Business Capital Formation**
- **Incentives for Hiring Veterans**
- **Unemployment Insurance System Reforms**
- **Free Trade Agreements**
- **Infrastructure Funding**
- **Payroll Tax Relief**

The memo went on to note: “*There are also some aspects of the President’s proposal where it will be harder to find common ground. In addition to his proposed tax increases, we do not agree with the policies proposed by the President that are a repeat or continuation of spending from his 2009 stimulus bill. For example, the President has proposed*”:

- **Payments to State and Local Governments**
- **Federal School Construction**
- **Neighborhood Stabilization Grants**
- **Tax Increases**
- **Tax Deductions and Exclusions**

After clarifying all of these individual pros and cons, the memo concluded by noting: *We are, however, committed to passing legislation to implement the policies in the areas where agreement can be found to support job creation and long-term economic growth.* Click on [Leader Cantor](#) to read the memo.

National Disaster Recovery Framework (NDRF)

Today, the Department of Homeland Security’s (DHS) Federal Emergency Management Agency (FEMA) and other federal partners announced the release of the National Disaster Recovery Framework (NDRF). NDRF outlines how community recovery is supported and organized on a national level. It builds on scalable, flexible, and adaptable coordinating structures to align key roles and responsibilities, linking local, State, Tribal and Federal governments, the private sector, voluntary, faith-based and community organizations that all play vital roles in recovery in support of Whole Community principles. Click on [National Disaster Recovery Network](#) for more information.

Jobs and Innovation Accelerator Challenge

On Thursday, the Obama Administration announced the winners of the \$37 million Jobs and Innovation Accelerator Challenge, a multi-agency competition launched in May to support the advancement of 20 high-growth, regional industry clusters. Investments from three federal agencies and technical assistance from 13 additional agencies will promote development in areas such as advanced manufacturing, information technology, aerospace and clean technology, in rural and urban regions in 21 states. Projects are driven by local communities that identify the economic strengths of their areas, with funding awarded to the best proposals. For more information on the Jobs and Innovation Accelerator Challenge, [click here](#)

Improving School Accountability

On Thursday, the Subcommittee on Early Childhood, Elementary, and Secondary Education, chaired by Rep. **Duncan Hunter** (CA), held a hearing to explore state and local efforts to improve public school accountability. He noted, “*We can all agree a strong accountability system is vital for effectively monitoring and improving student achievement. However, the current system under elementary and secondary education law is failing....Instead of forcing a narrow and inflexible system on states and school districts, the federal government should encourage state and local officials to create new approaches for measuring student achievement and engaging parents and community members in the performance of schools*”. To read testimony and view related documents from the hearing, visit www.edworkforce.house.gov/hearings.

USCM Leadership Meetings

Courtesy of the U.S. Conference of Mayors and some of the terrific Mayors we work for who are part of that leadership, we had the opportunity to sit in on a number of key meetings this week as the Mayors worked towards enactment of their Common Sense Jobs Agenda. Click on [USCM Jobs Agenda](#) for read more about it. Among the leaders we met with in pursuit of their program were: (1) Senate Minority Leader **Mitch McConnell** (KY); (2) House Minority Leader **Nancy Pelosi** (CA); (3) Super Committee Members: Reps. **Chris Van Hollen** (MD); **Xavier Becerra** (CA); **James Clyburn** (SC) and Senator **Patty Murray** (WA); (4) House Appropriations Committee Ranking Minority Member **Norm Dicks** (WA) and Senator **Mark Begich** (AL).

The leaders we met with reported on the challenges ahead, including working towards an FY12 Continuing Resolution, and FY12 Omnibus Appropriations and meeting the Super Committee deadlines to keep a \$1.2 trillion across-the-board cut from occurring. *We’ll continue to report to you on follow-up from these meetings.*

Please contact Len Simon, Brandon Key, Rukia Dahir and Stephanie Carter with any questions.