



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

PLANNING, POLICY AND LEGISLATION COMMITTEE

MEETING NOTICE

Monday, April 09, 2012, 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

John Marchand, 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

John Marchand

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 March 12, 2012 – **Page 1**

A

4 LEGISLATION AND POLICY

4A. Legislative Update – **Page 5**

I

4B. Update on Transportation Expenditure Outreach Activities and receive Transportation Expenditure Plan (TEP) Communication Toolkit*

I

5 PLANNING

5A. Approval of 2012 LOS Monitoring: Contract Modification, CMP Tier2 Roadway classification and Weekend Peak Data Collection Period – **Page 21**

A

5B. Review of Draft Countywide Transportation Plan– **Page 51** **I**

5C. Review of Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan (TEP) and Update on Development of a Sustainable Communities Strategy (SCS)/Regional Transportation Plan (RTP) – **Page 55** **I**

6 COMMITTEE MEMBER REPORTS (VERBAL)

7 STAFF REPORTS (VERBAL)

8 ADJOURNMENT/NEXT MEETING: MAY 14, 2012

Key: A- Action Item; I – Information Item; D – Discussion Item

* Materials will be provided at meeting

(#) 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

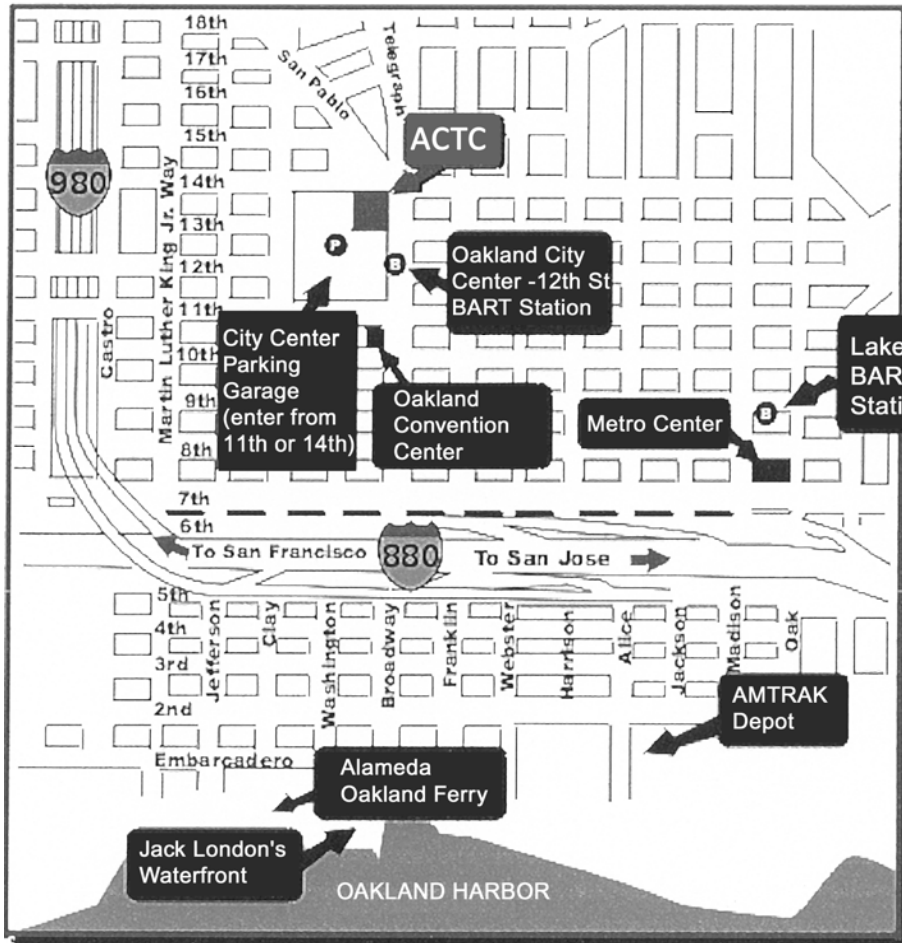


1333 Broadway, Suites 220 & 300

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

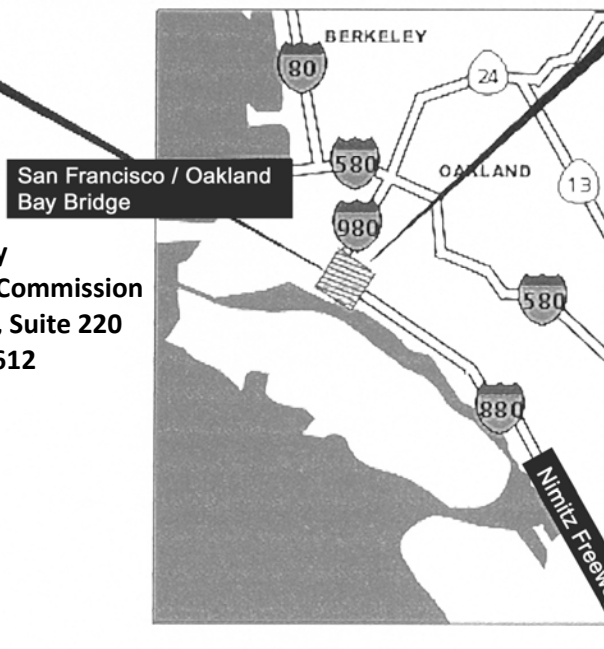
AC Transit:

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 MARCH 13, 2012**

Chair Greg Harper convened the meeting at 11:00 AM.

1. PLEDGE OF ALLEGIANCE

2. PUBLIC COMMENT

There was no public comment.

3. CONSENT CALENDAR

3A. Minutes of February 13, 2012

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

Mayor Green motioned to approve the Consent Calendar. Councilmember Henson seconded the motion. The Consent Calendar was passed 9-0.

4. PLANNING

4A. Review of Legislative Program

Tess Lengyel provided a review of the Alameda CTC Legislative program. On the state side Ms. Lengyel highlighted bill introduction deadlines, the governor's budget, and new state tax measures and initiatives. On the federal side, Ms. Lengyel updated the Committee on senate and house bills and the president's proposed 2013 budget as it relates to transportation. Ms. Lengyel concluded by giving the Committee an update on the legislative visit that staff, as well as Mayor Green and Supervisor Haggerty took to Washington DC.

This Item was for information only.

5. LEGISLATION AND POLICY

5A. Review of the Draft Preferred SCS and Alameda County Draft Land Use Scenario Concept

Beth Walukas made a presentation on ABAG's Draft Preferred SCS and Alameda County Draft Land Use Scenario Concept used in the Countywide Transportation Plan. The presentation provided a summary of the SCS development process, relationship of SCS to Countywide Transportation Plan, the Draft Preferred SCS: the Jobs-Housing Connection Scenario, comparison to Alameda County Draft Land Use Concept and finally, a SCS and CWTP-TEP schedule.

Mayor Sbranti requested that staff look into the numbers provided in regards to population growth and capacity in the city of Dublin.

This Item was for information only.

5B. Review of Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan and Update on Development of Sustainable Community Strategy (SCS)/Regional Transportation Plan RTP

Beth Walukas and Tess Lengyel reviewed the Countywide Transportation Plan and Transportation Expenditure Plan and Update on Development of a Sustainable Community Strategy/Regional Transportation Plan. The review gave a summary of countywide and regional planning activities specifically the release of revised draft Project Performance and Targets Assessment results, development of compelling cases and the release of the draft Preferred SCS. Ms. Walukas also highlighted the release of the Draft Final CWTP and Ms. Lengyel gave an update on the Transportation Expenditure Plan Council approvals and polling.

This item was for information only.

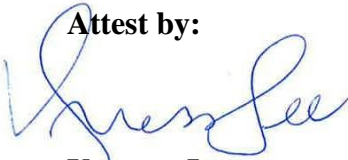
6 STAFF AND COMMITTEE MEMBER REPORTS

Art Dao informed the Committee that the upcoming March 28, 2012 CTC Meeting reception in Berkeley would be sponsored and hosted by the Women's Transportation Seminar and the Self-Help County Coalition Reception would be held on March 21 in Sacramento.

7 ADJOURNMENT/NEXT MEETING: APRIL 09, 2012

The meeting was adjourned at 12:29 p.m.

Attest by:



Vanessa Lee
Clerk of the Commission



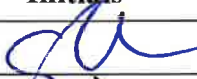


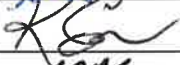
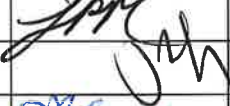
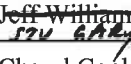



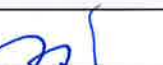
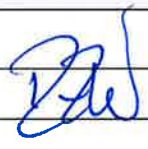
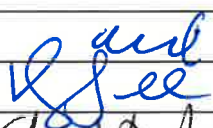

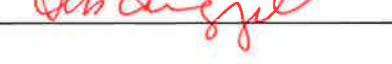

PLANNING, POLICY AND LEGISLATION COMMITTEE MEETING

ROSTER OF MEETING ATTENDANCE

March 12, 2012

11:00 a.m.

1333 Broadway, Suite 300, Oakland, CA 94612

BOARD MEMBERS	Initials	ALTERNATES	Initials
Chair : Greg Harper – AC Transit		Elsa Ortiz – AC Transit	
Vice Chair: Olden Henson – City of Hayward		Marvin Peixoto – City of Hayward	
Members:			
Scott Haggerty – County of Alameda, District 1		Bill Harrison – City of Fremont	
Keith Carson – County of Alameda, District 5		Kriss Worthington – City of Berkeley	
John Marchand – City of Livermore		Jeff Williams – City of Livermore 	
Jennifer Hosterman – City of Pleasanton		Cheryl Cook-Kallio – City of Pleasanton	
Joyce Starosciak – City of San Leandro		Pauline Russo Cutter – City of San Leandro	
Mark Green – City of Union City		Emily Duncan – City of Union City	
Tim Sbranti- City of Dublin			
LEGAL COUNSEL			
Zack Wasserman – WRBD			
Neal Parish – WRBD			
Geoffrey Gibbs - GLG			
STAFF			
Arthur L. Dao – Executive Director			
Vanessa Lee- Clerk of the Commission			
Beth Walukas – Deputy Director of Planning			
Tess Lengyel – Deputy Director of Policy, Public Affairs and Legislation			

Victoria Winn – Administrative Assistant	VW
--	----

STAFF	Initials	STAFF/CONSULTANT	Initials
Patricia Reavey - Director of Finance		Arun Goel – Project Controls Engineer	AKG
Yvonne Chan – Accounting Manager		Lei Lam – Senior Accountant	
Matt Todd - Manager of Programming		Linda Adams – Executive Assistant	
Gladys V. Parmelee – Office Supervisor		Jacki Taylor – Programming Analyst	
John Hemiup – Senior Transportation Engineer		Laurel Poeton – Assistant Transportation Planner	LP
Steve Haas – Senior Transportation Engineer		Claudia Leyva – Administrative Assistant	
Saravana Suthanthira - Senior Transportation Planner	SS		
Diane Stark -Senior Transportation Planner	DS		
Vivek Bhat – Senior Transportation Engineer		Frank Furger, Executive Director, I-680 JPA	
Liz Brazil – Contract Compliance & Outreach Analyst		James O'Brien	
		Stefan Garcia	

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1. _____			
2. _____			
3. _____			
4. _____			
5. _____			
6. _____			
7. _____			
8. _____			
9. _____			
10. _____			
11. _____			
12. _____			
13. _____			
14. _____			



Memorandum

DATE: March 23, 2012

TO: Planning, Policy and Legislation Committee

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

SUBJECT: Legislative Update

Recommendations

Staff recommends approval of positions on bills as noted below.

Summary

State Update

Budget: To cover the projected \$9.2 billion deficit identified in the Governor's January budget for both the current (\$4.1 billion) and next fiscal year (\$5.1 billion), the Governor continues to move forward with collecting signatures on his ballot measure to temporarily increase the state's sales tax by ½ cent for four years and institute a tiered increase in income taxes based upon income levels.

In addition, he is also moving forward with a joint proposal created through the merger of the Governor's proposed measure and the "Millionaires Tax" proposal supported by the California Federation of Teachers, the California Nurses Association, and the Courage Campaign. The combined proposal would increase the sales tax by ¼ cent for a four year period and institute a tiered income tax increase (1% additional for taxable incomes over \$250,000 or \$500,000 joint; 2% additional for taxable incomes over \$300,000 or \$600,000 joint; 3% additional for taxable incomes over \$500,000 or \$1 million joint) for a seven year period. Each of these efforts is independently pursuing signatures to allow placement on the ballot in case the joint effort is not able to gather enough valid signatures by early May, which is when signatures would need to be turned in to allow enough time to validate them.

Committees in both Chambers are working budget hearings for all portions of the Governor's proposed budget.

State Bills:

Over 1,000 bills were introduced by late February and staff is evaluating bills and recommends the noted positions on the following state bills below:

AB 1780 (Bonilla). Department of Transportation. Project Study Reports (PSR). This bill is a spot bill that essentially takes up the same issue included in AB 1134 (Bonilla) that the Commission took a support position on last year and the Governor vetoed. The bill addresses the preparation of project study reports (also known as Project Initiation Documents) for any projects on the state highway systems. The Self-Help Counties Coalition is the bill's sponsor and aims to streamline and create uniform statewide standards for the development, review, approvals and payment of PSRs. The adopted Alameda CTC legislative program states, "support legislation that improves the ability to deliver Alameda CTC projects and programs in a timely and cost-effective manner" Therefore, staff recommends a **SUPPORT** position on this bill.

ACA 23 (Perea). Local government transportation projects.: special taxes: voter approval

This bill would allow the approval of 55% of voters to impose, increase, or extend a special tax placed on the ballot by local governments to provide transportation funding. The bill would require 2/3 passage in the state legislature to place it on the ballot. The Alameda CTC 2012 legislative program states, "supports efforts to lower the 2/3 voter requirement for voter-approved transportation measures." In this case, because this bill could potentially be placed on the November 2012 ballot, staff recommends a **Support and Seek Amendments** position on the bill. The amendment requested includes that if this measure and other transportation sales tax measures are on the same ballot, passage of the ACA 23 voter threshold would apply to the other ballot measures for transportation.

Federal Update

FY2013 Budget: In February 2012, President Obama released his proposed 2013 budget, a \$3.8 trillion funding request. The proposed plan aims to reduce the federal deficit by over \$4 trillion with cuts in discretionary spending and new revenues.

For transportation, the president an increase over the 2012 budget to increase it from \$71.6 billion to \$74 billion. The proposal provides for increases in transit, rail, highways, safety and aviations, and consolidation of the highway program structure from 55 programs into five. The president has also proposed a 6-year surface transportation plan for \$475. 9 billion, a reduction of about \$80 billion over his last year's proposal. The president proposes to pay for this program with current highway trust fund receipts as well as through savings from ending wars in both Iraq and Afghanistan.

In late March the House Majority released its proposed budget, which provides for \$1.028 trillion in discretionary spending, and proposes to reduce the deficit by \$3 trillion more than the President's plan. Appropriations committees in both chambers continue to address the FY 2013 budget.

Surface Transportation: The current extension of the surface transportation bill runs through March 31, 2012.

On March 14, the Senate passed MAP-21 (S. 1813) , a two-year, \$109 billion surface transportation bill by a bipartisan vote of 74-22.

Key provisions of the Senate MAP 21 bill would:

- Create performance measures for safety, road conditions, and overall system performance and require that states make progress towards improvements or risk losing some of their funding;
- Require states and MPOs to set targets based on federal performance metrics for fund allocations;
- Secure transit funding and created a new dedicated funding for freight transportation;
- Expand Transportation Infrastructure Finance and Innovation Act (TIFIA) funding from \$122 million to \$1 billion per year;
- Expand the use of alternative financing mechanisms and private-sector investment to supplement traditional highway funding;
- Secure transportation enhancement funding and expanded eligible activities
- Create a new threshold for formation of metropolitan planning organizations from a tiered approach to areas with over 200,000 population.
- Expedite project delivery by streamlining NEPA review; and

With the passage of MAP-21 by the Senate, the House will need to determine its course of action on a surface transportation bill. Each Chamber must address the March 31st to ensure that surface transportation funding continues to flow into the nation. It is anticipated that the House will address a short-term 90-day extension during the week of March 26th, and thereafter determine whether it will take up the Senate bill or move forward with its own version. It is possible the House will include provisions of revenue generation sources based upon some of the energy provisions approved in February when they were addressing a long-term bill at that time.

Conditions and Performance of the Nation's Surface Transportation

In March the Department of Transportation released its biennial report, *2010 Status of the Nation's Highways, Bridges and Transit: Conditions and Performance*, highlighting the gap between current spending amounts and those needed to maintain the current transportation system and accommodate projected transit ridership growth. The report projects annual spending needs over the next 20 years for highways and transit as follows:

- \$101 billion (adjusted for inflation) would be needed annually over the next 20 years from all levels of government to keep the highway system in its current state;
- Between \$20.8 billion and \$24.5 billion would be needed annually over the next 20 years to attain a state of good repair for the nation's transit systems and to accommodate expected transit ridership growth.

Similarly, in January 2012, the California Transportation Commission released its *2011 Statewide Transportation Needs Assessment* showing an estimated statewide funding need over the next 10 years for system preservation, rehabilitation and expansion as \$538 billion, with the system preservation portion estimated at \$341 billion (for state of good repair). Projections of funding availability over the same 10-year period are \$242 billion from all sources, representing about 45% of the overall estimated needs.

These two reports further underscore the Commission's rationale for development of the 2012 Transportation Expenditure Plan for placement on the 2012 ballot to bring transportation funding into Alameda County.

Additional information on recent federal activities can be found in Attachments B1 and B2.

Fiscal Impact

No direct fiscal impact.

Attachments

Attachment A: State Update

Attachments B1 and B2: Federal Updates



March 20, 2012

CAPITOL UPDATE

Governor's Initiative: Last Tuesday evening, the Governor and the California Federation of Teachers reached agreement on a compromise ballot initiative, reducing the number of likely tax initiatives on the November ballot from 3 to 2. Molly Munger, proponent of "Our Children, Our Future," has stated her intention to continue her campaign despite low polling numbers. After the Governor and CFT announced their coalition, Munger donated another \$1.5 million to her campaign chest, to bring its total to about \$3.4 million.

The compromise initiative includes constitutional realignment protections for counties, a ¼ cent sales tax increase, and increases in personal income taxes for high wage earners. The table below, created by CSAC, shows a comparison of the original CFT measure, the Governor's measure, and the compromise initiative.

	CFT Measure	Governor's Measure	New Measure
Sales Tax Provisions	None	½-cent increase for four years (1/1/13 – 1/1/17).	¼-cent increase for four years (1/1/13 – 1/1/17).
Income Tax Provisions	<ul style="list-style-type: none"> • Three percent additional on taxable incomes of \$1 million or more. • Five percent additional on taxable incomes of \$2 million or more. • Taxes are permanent. 	<ul style="list-style-type: none"> • One percent additional for taxable incomes over \$250,000 (\$500,000 joint) • 1.5 percent additional for taxable incomes over \$300,000 (\$600,000 joint) • Two percent additional for taxable incomes over \$500,000 (\$1 	<ul style="list-style-type: none"> • One percent additional for taxable incomes over \$250,000 (\$500,000 joint) • Two percent additional for taxable incomes over \$300,000 (\$600,000 joint) • Three percent additional for taxable incomes over \$500,000 (\$1 million joint) • Taxes in effect for

		million joint) • Taxes in effect for five years (1/1/12 – 1/1/17).	seven years (1/1/12 – 1/1/19).
--	--	---	--------------------------------

The incremental revenue increase resulting for the higher tax rates would be deposited into the newly created Education Protection Account. These funds are continuously appropriated with 11% of the funds being allocated to Community Colleges, and 89% to K-12 schools, including charter schools.

The Legislative Analyst believes the revised initiative will bring in \$6.8 billion in its first year, \$2 billion less than the Department of Finance’s estimates. That discrepancy continues through the following five fiscal years of estimates and is the result of the Department of Finance anticipating higher revenue from capital gains. That discrepancy will need to be addressed through the budget process, as if the Legislature assumes the higher number and is wrong further cuts will need to be made later.

Both Brown and CFT will continue to gather signatures for their original measures in the case that the compromise doesn’t successfully make it to the ballot. To qualify, approximately 1 million signatures should be collected to ensure 807,615 of those signatures are valid. To be placed on the November ballot, an initiative must qualify by June 28th. Because each Registrar of Voters must complete a raw count for which they have 8 days, and then (assuming enough signatures) conduct a random sample to verify the signatures for which they have 30 days, signature collection should be completed and signatures should be submitted to counties by Monday May 7th. Cost estimates to obtain that many signatures in a short time-span are coming in at around \$7 million which will be paid by CFT, the Courage Campaign, and fundraising from legislative leadership. It’s unclear at this point how the business community and other entities which previously took no position on the Governor’s initiative yet opposed CFT’s will react to the new measure.

Ballot Measure Update: With all the excitement on the initiative front, it must be time for a recap. As of this afternoon there are four measures still pending at the Attorney General’s office. Last Wednesday there were six in this category but two, the Governor and CFT’s compromise measure submitted last week, along with another spending cap measure submitted on the same day, were given title and summary today and approved for signature gathering. That brings the number of measures in that category to sixty-nine. Given the lateness of these last submittals and the shortness of the time available for gathering signatures, getting any of these to the November ballot with the use of paid signature gatherers could be very pricey.

Also among the most recent measures to qualify for circulation of petitions are a measure sponsored by Senator Doug LaMalfa to prevent the issuance and sale of the remaining high-

speed rail bonds that have already been approved by the voters, and another measure that would deny constitutional protection to corporations by stating that “Corporations are not people.”

Eleven measures have been taken off the table as they have failed to qualify. One proposed initiative, which would repeal the death penalty and replace it with life in prison without the possibility of parole is pending signature verification. It would apply retroactively to those serving time on death row now.

Latest LAO Report: The Office of the Legislative Analyst (LAO) has released a new report on the Governor’s proposals to transition the In-Home Supportive Services (IHSS) Program from fee-for-service to a managed care benefit and to eliminate domestic and related care services for most IHSS recipients who live with another person. The LAO’s informative review on the subject updates the reader on the status of the recent cuts to the IHSS program and using that as a jumping-off point, gives the Legislature some words of advice.

One of the reasons that the Budget is in a deficit situation is that some of the reductions that have been adopted to the IHSS program in the past either have not yet been approved by the federal government or have been enjoined by the courts. The Analyst advises against putting the State in this situation again. For example, the LAO believes there are some serious legal risks with adopting the Governor’s proposal to eliminate domestic and related care services for most recipients in shared living arrangements. A similar proposal in Washington State was recently found to violate Medicaid access to care requirements. Depriving IHSS recipients of these services could also result in placing them at risk of institutionalization – a potential violation of the ADA. And the list goes on.

The Analyst instead recommends that Legislators consider a one-year extension of the 3.6 percent across-the-board reduction in hours that is set to expire this July. Further, the Legislature could look at a provider wage reduction again, assuming it adopt safeguards to avoid associated legal action. The report is available at www.lao.ca.gov.

Calendar

03/20/2012 ASSEMBLY BUDGET SUBCOMMITTEE NO. 4 ON STATE ADMINISTRATION

1:30 p.m., Room 447

0840 State Controller

0860 State Board of Equalization

0950 State Treasurer

1730 Franchise Tax Board

2150 Department of Financial Institutions

2180 Department of Corporations

9210 Local Government Financing

03/20/2012 Assembly Environmental Safety & Toxic Materials

1:30 pm, Room 444

SUBJECT: Local Agency Environmental Protection Program Status: Certified Unified Program Agencies.

03/20/2012 SENATE JOINT HEARING SENATE ELECTIONS AND CONSTITUTIONAL AMENDMENTS COMMITTEE AND ASSEMBLY ELECTIONS AND REDISTRICTING COMMITTEE

1:30 p.m., Room 3191

INFORMATIONAL HEARING

SUBJECT: Proposition 28: Limits on Legislators Terms in Office

03/21/2012 ASSEMBLY BUDGET SUBCOMMITTEE NO. 3 ON RESOURCES AND TRANSPORTATION

9 a.m., Room 447

Item No. Description

2600 California Transportation Commission

2660 Department of Transportation CalTrans

2670 Board of Pilot Commissioners for the Bay

2700 Office of Traffic Safety

2740 Department of Motor Vehicles

03/21/2012 SENATE JOINT HEARING HEALTH AND BUSINESS, PROFESSIONS AND ECONOMIC DEVELOPMENT

1 p.m., Room 112

SUBJECT: Increasing Access to Care Under the Affordable Care Act: Utilizing the Health Care Continuum to Increase Patient Access

03/21/2012 ASSEMBLY BUDGET SUBCOMMITTEE NO. 1 ON HEALTH AND HUMAN SERVICES

1:30 p.m., Room 444

SUBJECT: Health and Human Services Agency Issues, Automation Projects, CalFresh, Department of Social Services BCPs

Item No. Description

0530 Secretary for California Health and Human Services Agency Office of Systems Integration

5180 Department of Social Services

03/21/2012 ASSEMBLY LOCAL GOVERNMENT

1:30 p.m., Room 447

SUBJECT: The Use of Joint Powers Agreements and Joint Powers Authorities.

03/21/2012 SENATE BUDGET AND FISCAL REVIEW SUBCOMMITTEE NO. 2 ON RESOURCES, ENVIRONMENTAL PROTECTION, ENERGY AND TRANSPORTATION

2:30 p.m., Room 2040

Item Description

3480 Department of Conservation

3460 Colorado River Board of California
3680 Department of Boating and Waterways
3820 San Francisco Bay Conservation and Development
3840 Delta Protection Commission
3860 Department of Water Resources
3875 Sacramento-San Joaquin Delta Conservancy
3885 Delta Stewardship Council
8570 Department of Food and Agriculture

03/22/2012 SENATE BUDGET AND FISCAL REVIEW SUBCOMMITTEE NO. 1 ON EDUCATION
9:30 a.m., Room 3191

SUBJECT: Governor's 2012-13 K-12 Budget Proposals:

Item Description

6110 Department of Education

- Charter Schools

- Special Education - Mental Health Related Services - State Special Schools

6350 School Facilities Aid Program

6360 Commission on Teacher Credentialing

03/22/2012 SENATE BUDGET AND FISCAL REVIEW SUBCOMMITTEE NO. 3 ON HEALTH AND HUMAN SERVICES

9:30 a.m., Room 4203

Item Description

4280 Managed Risk Medical Insurance Board

- Healthy Families Program

4260 Department of Health Care Services

- FQHC Payment Reform

- Annual Enrollment

- AB 1629

- Value Based Purchasing

- Gross Premium Tax Extension

- Other issues

03/22/2012 SENATE BUDGET AND FISCAL REVIEW SUBCOMMITTEE NO. 4 ON STATE ADMINISTRATION AND GENERAL GOVERNMENT

9:30 a.m., Room 112

Item Description

2150 Department of Financial Institutions

2180 Department of Corporations

1760 Department of General Services

5175 Department of Child Support Services

**03/22/2012 SENATE BUDGET AND FISCAL REVIEW SUBCOMMITTEE NO. 5 ON CORRECTIONS,
PUBLIC SAFETY, AND THE JUDICIARY**

9:30 a.m., Room 113

Item Description

5225 Department of Corrections and Rehabilitation - Division of Juvenile Justice

5227 Board of State and Community Corrections

**03/26/2012 SENATE BUDGET AND FISCAL REVIEW SUBCOMMITTEE NO. 3 ON HEALTH AND
HUMAN SERVICES**

10 a.m., Room 4203

Item Description

4300 Department of Developmental Services

5170 State Independent Living Council

**03/26/2012 ASSEMBLY BUDGET SUBCOMMITTEE NO. 1 ON HEALTH AND HUMAN SERVICES
4 p.m., Room 127**

Item No. Description

4265 Department of Public Health

03/27/2012 ASSEMBLY BUDGET SUBCOMMITTEE NO. 2 ON EDUCATION FINANCE

9 a.m., Room 444

Item No. Description

6110 Department of Education

Student Mental Health Update

Governor's 2012-13 Budget Proposals: School Facilities

Charter Schools

6360 Commission on Teacher Credentialing

03/27/2012 ASSEMBLY BUDGET SUBCOMMITTEE NO. 4 ON STATE ADMINISTRATION

1:30 p.m., Room 447

Item No. Description

0502 California Technology Agency

1760 Department of General Services

8880 Financial Information System for California

03/27/2012 SENATE HUMAN SERVICES

1:30 p.m., Room 3191

SUBJECT: In Home Supportive Services (IHSS) Integration into Medi-Cal managed Care: Policy Considerations

**03/28/2012 ASSEMBLY BUDGET SUBCOMMITTEE NO. 3 ON RESOURCES AND
TRANSPORTATION**

9 a.m., Room 447

Item No. Description

3460 Colorado River Board of California

3480 Department of Conservation

3680 Department of Boating and Waterways

3820 San Francisco Bay Conservation and Development

3840 Delta Protection Commission

3860 Department of Water Resources

3875 Sacramento-San Joaquin Delta Conservancy

3885 Delta Stewardship Council

8570 Department of Food and Agriculture

**03/28/2012 SENATE JOINT HEARING SENATE LABOR AND INDUSTRIAL RELATIONS AND
ASSEMBLY LABOR AND EMPLOYMENT COMMITTEE**

9:30 a.m., Room 2040

INFORMATIONAL HEARING

SUBJECT: Injured Workers Since S.B. 899 (Statutes 2004): A Discussion on the Impacts of S.B. 899
on

Permanent Disability Benefits.

03/28/2012 ASSEMBLY BUDGET SUBCOMMITTEE NO. 1 ON HEALTH AND HUMAN SERVICES

1:30 p.m., Room 444

SUBJECT: Developmental Services

Item No. Description

4300 Department of Developmental Services

03/28/2012 ASSEMBLY BUDGET SUBCOMMITTEE NO. 5 ON PUBLIC SAFETY

1:30 p.m., Room 437

Item No. Description

0690 California Emergency Management Agency

5225 Department of Corrections and Rehabilitation

Division of Juvenile Justice

5227 Board of State and Community Corrections

**03/28/2012 SENATE BUDGET AND FISCAL REVIEW SUBCOMMITTEE NO. 2 ON RESOURCES,
ENVIRONMENTAL PROTECTION, ENERGY AND TRANSPORTATION**

2:30 p.m., Room 2040

Item Description

2670 Board of Pilot Commissioners

2700 Office of Traffic Safety

2740 Department of Motor Vehicles

2720 Department of the California Highway Patrol

03/29/2012 SENATE BUDGET AND FISCAL REVIEW SUBCOMMITTEE NO. 1 ON EDUCATION

9:30 a.m., Room 3191

SUBJECT: Governor's 2011-12 and 2012-13 Higher Education Budget Proposals:

Item Description

6870 California Community Colleges

**03/29/2012 SENATE BUDGET AND FISCAL REVIEW SUBCOMMITTEE NO. 4 ON STATE
ADMINISTRATION AND GENERAL GOVERNMENT**

9:30 a.m., Room 112

Item Description

0860 State Board of Equalization

1730 Franchise Tax Board

REVENUES

**03/29/2012 ASSEMBLY SELECT COMMITTEE ON HIGH QUALITY EARLY CHILDHOOD
EDUCATION**

3:30 p.m., Woodside Elementary, 761 San Simeon Drive, Concord

SUBJECT: Governor's Budget Proposal on Transitional Kindergarten



TO: Art Dao
Alameda County Transportation Commission

FROM: CJ Lake

DATE: March 16, 2012

RE: Legislative Update

On March 14, the Senate passed MAP-21 (S. 1813) the two year \$109 billion surface transportation bill by a bipartisan vote of 74-22.

The Senate leadership reached an agreement on March 7 to limit the amendments that could be offered to the bill. With Chair Boxer and Ranking Member Inhofe working together to either accept or reject germane amendments, most of the vote outcomes were easily predictable. Two Republican amendments to turn back or devolve the federal highway program to states were easily defeated, as were amendments constraining funding levels or altering funding formulas.

One amendment that was adopted would reduce highway funding for states that privatize some of their major highways. This amendment was offered by Senator Jeff Bingaman (D-NM) and was adopted by a vote of 50-47. Both Senators Feinstein and Boxer opposed this amendment.

With the passage of MAP-21 by the Senate, attention returns to the House to act. Speaker Boehner has been trying to line up the votes to pass a transportation bill for the past month. We expect the House to determine its next move on the bill when it returns from a week long recess next week. Both the House and Senate must address the March 31st deadline of the most recent extension in the event a final bill cannot be negotiated before then. We are hearing the House will likely take up a clean short-term extension the week of March 26th, but the duration of any short-term extension still remains unclear.

At this point it is still unclear if the House Leadership will again try to pass a longer term, five year, bill or will move towards a two year bill similar to MAP-21. It is likely the House may wait until the week of April 16, to take up its long-term bill.

Regardless, it is unlikely that the House will pass MAP-21 as is, but rather will pass a bill that has the stamp of the House on it that could include the energy revenue titles that passed last month.

This page intentionally left blank

SIMON AND COMPANY
INCORPORATED

Washington Friday Report

Volume XIV, Issue 11

March 16, 2012

INSIDE THIS WEEK

- 1 Transportation, FTA Grant, FY13 Appropriations
- 2 FEMA Reforms, FEMA Corps, HUD Mortgage
- 2 DOL YouthBuild, LWCF, Obama Jobs & Energy

Plenty of news out of Washington this week. The Senate passed their transportation bill and FY13 appropriations hearings are ramping up. We'll keep you posted on the latest developments!

Transportation Reauthorization – Senate Passes MAP-21

On Wednesday, the Senate passed a full reauthorization of surface transportation programs, with Majority Leader **Harry Reid** (NV) urging the House to take up the two-year measure. The bill (S.1813) is called *MAP-21*, an acronym meaning *Moving Ahead for Progress in the 21st Century*. It is primarily the product of collaboration between Senators **Barbara Boxer** (CA) and **James Inhofe** (OK), Chairman and Ranking Member, respectively, of the Senate Environment and Public Works Committee and includes a transit title from the Senate Banking, Housing and Urban Affairs Committee. On Tuesday and Wednesday, votes on amendments occurred, culminating in the bill's final passage with a vote of 74 to 22.

House Minority Whip **Steny Hoyer** (MD) noted, *"The Senate bill passed with a strong bipartisan vote of 74-22, and I urge the House Republican leadership to bring it to the Floor so we can act on it without delay."* Senator **Boxer** said, *"It is a great day when the Senate, in an overwhelmingly bipartisan way, votes to save 1.8 million jobs and create up to 1 million more jobs."*

The House is in recess this week, which gives the leadership time to consider whether to pass the Senate bill with little modification or to try and forge ahead with their own longer-term bill when they return next week. For more, click on [Boxer Statement](#) or [Senate Transportation Bill Summary](#).

Alternatives Analysis Transit Grants

The Federal Transit Administration has announced the availability of approximately \$25 million through their FY12 Alternatives Analysis grant program, which is the first key step that local decision makers must take as they pursue federal funds for key transit construction projects. Complete proposals must be submitted by **April 19**. For more, click on [Alternatives Analysis](#).

COPS and TIGER Due Next Week!

***TIGER 2012** final applications are due Monday, March 19, by 5:00PM EDT. Only those who have submitted a pre-application may submit a final application.*

***COPS Hiring Grant** applications are due Thursday, March 22, by 7:59 PM EDT. Only law enforcement agencies that applied last year, but were not funded or partially funded, are eligible to apply this year.*

FY13 Appropriations Hearings

It's that time of the year again. No, we're not talking about shamrocks, green beer, or NCAA basketball. Actually, tis the season for a slew of Congressional hearings concerning the federal government's Fiscal Year 2013 appropriations! The Obama administration is now sending its department heads and agency representatives to the Hill to testify in a number of hearings defending the President's proposed FY13 budget in front of lawmakers. More specifically, the House and Senate Appropriations Committees and their corresponding subcommittees are where all the action is taking place on this front.

Here are highlights from some of the Appropriations subcommittee hearings so far, in rough chronological order:

- **Housing and Urban Development**

On March 1, the Senate subcommittee on Transportation, HUD, and Related Agencies, Chaired by **Patty Murray** (WA), held a hearing on the FY13 HUD budget request, with HUD Secretary **Shaun Donovan** as a witness. In her opening statement, Senator **Murray** addressed several topics, including housing market challenges, FHA solvency, and budget proposal concerns. Secretary **Donovan** stated in his written testimony, *"Our Budget provides \$44.8 billion for HUD programs, an increase of \$1.4 billion, or 3.2 percent, above fiscal year 2012."* A corresponding House subcommittee hearing on HUD is scheduled for March 21. For more from the Senate, click on [HUD Appropriations](#).

- **Homeland Security and FEMA**

On March 7, the House subcommittee on Homeland Security, Chaired by **Robert Aderholt** (AL), held a hearing on the FY13 DHS budget request, focusing on FEMA, with Administrator **Craig Fugate** as a witness. A corresponding Senate subcommittee hearing was held on March 8, and focused on the entire Department of Homeland Security, with Secretary **Janet**

Washington Friday Report 1

www.simoncompany.com

1660 L Street, N.W. • Suite 501 • Washington, D.C. 20036 • (202) 659-2229 • Fax (202) 659-5234 •

len.simon@simoncompany.com

Napolitano as a witness. For more from the House, click on [FEMA Appropriations](#).

- **Justice Department**

On March 8, the Senate subcommittee on Commerce, Justice, Science, and Related Agencies, chaired by **Barbara Mikulski** (MD), held a hearing on the FY13 Justice Department budget request, with Attorney General **Eric Holder** as a witness. A corresponding House subcommittee held a hearing on the Justice Department on February 28. For more from the Senate, click on [Department of Justice Appropriations](#).

- **Department of Transportation**

Yesterday, the Senate subcommittee on Transportation, HUD, and Related Agencies, Chaired by **Patty Murray** (WA) held a hearing on the FY13 Transportation Department budget request. The key witness was DOT Secretary **Ray LaHood**, who defended the President's budget. The President is proposing a surface transportation reauthorization bill that would last six years and cost \$476 billion. With an air of concern, Senator **Murray** said in her opening statement, *"The Appropriations Committee is now working under right caps on discretionary spending set by the Budget Control Act. And unfortunately, the budget request does not offer a realistic picture of how to fund transportation under those caps."* In his written testimony, Secretary **LaHood** said, *"We will pay for the investments proposed... with the savings achieved from ramping down overseas military operations to do some Nation-building right here at home."* A corresponding House subcommittee hearing on transportation is scheduled for March 22. For more, click on [Transportation Appropriations](#).

FEMA Reforms and Streamlining

On March 8, the House Transportation and Infrastructure Committee unanimously approved the *FEMA Reauthorization Act of 2011* (H.R. 2903). It provides a streamlined method for states and local communities to receive needed supplies and equipment that FEMA no longer needs and requires FEMA to review its policies and regulations to cut red tape and speed up the recovery process. For more, click on [FEMA Reforms](#).

Introducing FEMA Corps

FEMA, in collaboration with the Corporation for National and Community Service (CNCS) has announced the creation of FEMA Corps, setting the foundation for a new generation of emergency managers. The full-time residential service program is for individuals ages 18-24, and members will serve a one-year term including a minimum of 1,700 hours, providing support working directly with disaster survivors. The first members will begin serving in this August and the program will reach its full capacity within 18 months. For more, click on [FEMA Corps](#).

HUD Mortgage Settlement and Rental Assistance

Yesterday, we participated in a teleconference with HUD senior officials and other urban stakeholders to discuss recent developments regarding the mortgage servicing settlement. On Monday, documents were released with more specific details of the settlement; the link to them is at the end of this paragraph.

One interesting question was if there were any developments on the possibility of the FHA approving principal reductions for its mortgage holders. The answer from HUD: Nothing new to report. For more, click on [Mortgage Servicing Settlement](#).

Also, HUD is seeking public comment on a new comprehensive tool to preserve public housing and other federally assisted housing, called Rental Assistance Demonstration (RAD). The purpose of RAD is to demonstrate the extent to which the conversion to long-term Section 8 rental assistance helps preserve and improve covered projects, particularly with respect to the ability of public housing agencies and multifamily owners to access private debt and equity to address long-term capital needs. All public comments are due no later than **April 9**. For more, click on [HUD RAD](#).

DOL's YouthBuild Program

DOL recently announced a solicitation of applications for the YouthBuild Program which awards grants to organizations to oversee the provision of education, occupational skills training, and employment services to disadvantaged youth in their communities while performing meaningful work and service to their communities. ETA expects to award approximately \$75 million in grant funds to projects in 75 communities across the country based on FY2012 funding. The award ceiling is \$1,100,000 with a floor of \$700,000. The application deadline is **May 8**. For more, click on [YouthBuild](#) (PDF).

Land and Water Conservation

As part of the 2-year transportation reauthorization (S.1813), the Senate also provided dedicated funding for the Land and Water Conservation Fund (LWCF), to the tune of \$1.4 billion over the next two years. It would also reauthorize the LWCF through 2022. *"This is a huge victory for conservation and for the economic benefits that outdoor recreation brings to communities in all 50 states,"* said **Bill Meadows**, President of the Wilderness Society. The contentious House transportation bill (H.R.7) does not currently include a provision to fund LWCF. For more, click on [Land and Water Conservation](#).

New Job Training Plan

The White House has released details on **President Obama's** plan to provide Americans with job training and employment services. Details include the *Universal Displaced Worker Program* as part of the FY13 budget proposal, \$4,000 training awards for displaced workers, and investing in proven and effective training. For more, click on [Job Training Plan](#).

Obama Administration Energy Progress

The White House has released a One-Year Progress Report, highlighting accomplishments that have been achieved since the President released the *"Blueprint for a Secure Energy Future."* Achievements include increasing American energy independence and setting historic new fuel economy standards. For more, click on [Obama Energy Progress Report](#).

Please contact Len Simon, Brandon Key, Jennifer Covino, and Stephanie Carter McIntosh with any questions.



Memorandum

DATE: March 28, 2012

TO: Planning, Policy and Legislation Committee

FROM: Saravana Suthanthira, Senior Transportation Planner

SUBJECT: **2012 Level of Service (LOS) Monitoring – Approval of Weekend Peak Period for Freeways and Segmentation and Classification of Congestion Management Program (CMP) Tier 2 Roadways and Extension of Contract**

Recommendations

It is recommended that the Commission approve (1) the proposed recommendation for the weekend peak period for freeways and segmentation and classification of CMP Tier 2 roadways for the purposes of travel time data collection for the Level of Service (LOS) Monitoring surveys, and (2) extension of the contract period with Jacobs Engineering for data collection until December 31, 2012. ACTAC is scheduled to consider this item at its April 3, 2012 meeting.

Summary

Alameda CTC, in its role as the Congestion Management Agency for Alameda County, is conducting the biennially required LOS Monitoring Study this year. Travel time data collection on the CMP roadways began on February 28, 2012 and is scheduled to be completed by June 14, 2012.

As recommended by the Commission with the adoption of the 2011 Congestion Management Program at its December 2011 meeting, travel time data will be collected on freeways for the weekend peak period and on the Tier 2 roadways for the morning and afternoon peak periods beginning with the 2012 LOS monitoring cycle. To determine the weekend peak period on freeways, Vehicle Miles Traveled (VMT) data from Caltrans' Freeway Performance Measurement System PeMS database was used. Based on the VMT data collected for three weekends in March 2011, as shown in Attachment 1a and 1b, the time period of 1:00 p.m. to 3:00 p.m. is recommended as the weekend peak period for travel time data collection on Alameda County freeways.

For the newly added Tier 2 network, the roadways need to be divided into measurable segments with uniform characteristics to report travel time consistent with the Tier 1 network. Staff has developed the segmentation shown in Attachment 2 by applying the methodology adopted in the CMP. In addition to segmentation, assigning arterial classification based on the Highway Capacity Manual (HCM) for the Tier 2 roadways is also required. However, because the existing CMP standard for classification is currently based on the 1985 HCM, which requires a Free Flow Speed study to determine the classification and because it is anticipated that as part of the 2013 CMP Update a transition will be made to using the 2010 HCM, one of two options is proposed for consideration: (1) defer any work related to Tier 2 classification until the 2014 monitoring cycle when the transition will be made to the 2010 HCM and for the 2012 LOS Monitoring cycle report average segment speed

based on the travel time data collected for the Tier 2 segments (this would mean no letter of service will be assigned to the Tier 2 segments until 2014 and the Free Flow Speed study will be conducted during the 2014 data collection period), or (2) conduct a Free Flow Speed study in summer or fall 2012 when funding is available and delay reporting the Tier 2 service level results until fall 2012. ACTAC will be considering this item at its April 3, 2012 meeting where they will be requested to provide input on these recommendations, particularly on the segmentation, by April 13th, 2012. A summary of ACTAC's discussion will be presented at the meeting.

Also, the contract with Jacobs Engineering for collecting travel time data ends on July 31, 2012. Extension of the contract until December 31, 2012 is recommended for continued services for data consolidation and assistance with report preparation. There is no impact to the budget as a result of this request.

Discussion

Weekend Peak Period for the Freeways for Travel Time Data Collection

Based on the recommendation of the Commission, weekend traffic congestion along major corridors (all of the freeways) in the County is being monitored beginning with the 2012 LOS Monitoring cycle. In order to conduct weekend travel time runs, the time of the weekend peak period needs to be determined. Staff found that there is no already identified weekend peak period for freeway corridors available either from Caltrans or MTC. Therefore, Caltrans' PeMS database was used to determine the weekend peak period for Alameda County freeways. PeMS obtains loop detector data from all of the freeways and computes several roadway performance measures including Vehicle-Miles Traveled (VMT). PeMS provides VMT data for corridors for a maximum continuous time period of three weeks. To determine the peak period for typical weekend traffic in Spring, the holiday free month of March was chosen for year 2011. Based on the VMT data for three weekends in March 2011 for Alameda County freeways, peak periods were identified for four, three and two-hours time periods as shown in Attachment 1a. The supporting datasheets are shown in Attachment 1b. Based on the three peak time periods identified for all of the freeway corridors, the two-hour peak period of 1 to 3 p.m. is recommended for freeway peak period data collection. This period will be within the four-hour peak period of all Alameda County freeways with the exception of westbound SR 24 (four-hour peak period - 10 a.m. to 2 p.m.) and westbound SR 84 (four-hour peak period – 2 to 6 p.m.), which will still have one hour of the 1 to 3 p.m. peak period within the four-hour peak period for these two corridors.

Tier 2 CMP Roadways Segmentation

As part of the 2011 Congestion Management Program update, 92.4 miles of roadways (arterials and major collectors) across the county were added to the CMP network based on a set of criteria adopted by the Commission. These Tier 2 roadways are being monitored beginning with the 2012 LOS Monitoring cycle. The travel time data collected on the Tier 2 network will be used only for informational purposes.

For the purposes of travel time analysis, measurable roadway segments with uniform characteristics need to be developed on these Tier 2 roadways using the following guidelines documented in the CMP:

1. Segments should be at least one mile and not more than five miles in length; and
2. Logical segment break points include:
 - jurisdictional boundaries

- points where number of travel lanes change
- locations where land use changes occur (e.g., commercial area versus residential)
- points where the posted speed limit changes or where the number of driveways is significantly different

In general the first guideline applies to freeways and the second guideline applies to arterials except after 2007 when some freeway segments were broken into less than one mile segments to reflect the land use changes that occurred since 1991. Therefore, for the purposes of developing segments for the Tier 2 roadways, which are Arterials and Major Collectors, the second guideline above based on a 'logical segment breakpoint' was applied, which is consistent with the segmentation of the CMP Tier 1 Arterials. Attachment 2, CMP Tier 2 Roadway Segments, shows the draft list of segments developed by applying the 'logical segment breakpoint' approach. PPLC and ACTAC are requested to provide input on the proposed segmentation of these roadways using the field information by April 13, 2012. Based on the input received from both Committees, the roadway segmentation will be revised and presented to the Commission at its April meeting.

Tier 2 Roadway Classification

Since Tier 2 roadways are Arterials and Major Collectors, classification for these roadways need to be developed in order to estimate the service levels for the roadway segments from the travel time data collected. The existing CMP roadway classification uses the methodology based on 1985 Highway Capacity Manual, which requires Free Flow Speed survey data on these roadways. Additionally, it is anticipated that for the 2013 CMP Update a transition from using the 1985 HCM to using the 2010 HCM will be made. The transition to the 2010 HCM will then take effect starting with the 2014 LOS Monitoring cycle. Therefore, one of the following two options is proposed for consideration:

1. Defer any work related to Tier 2 classification until the 2014 monitoring cycle when the transition will be made to the 2010 HCM, and for the 2012 LOS Monitoring cycle report average segment speed based on the travel time data collected for the Tier 2 segments (this would mean no letter of service will be assigned to the Tier 2 segments until 2014 and the Free Flow Speed study will be conducted during the 2014 data collection period); or
2. Conduct a Free Flow Speed study in summer or fall 2012 when funding is available and delay reporting the Tier 2 service level results until fall 2012, by which time a detailed comparison of the 1985 and 2010 HCMs regarding transitioning from using 1985 HCM to 2010 HCM for CMP purposes is expected to be completed. This will delay reporting service levels for the Tier 2 network, but it would be done as part of the 2012 Monitoring cycle.

Both of these options will not impact the CMP conformity findings process because the travel time data for the Tier 2 roadways is for informational purposes only. ACTAC's comments will be shared at the meeting.

Contract Extension

The travel time data for the 2012 LOS Monitoring Study is collected by a consultant, Jacobs Engineering. The existing contract with Jacobs Engineering for data collection ends on July 31, 2012. Extension of the contract until December 31, 2012 is recommended for continued services from the consultant regarding data consolidation and assistance with report preparation.

Fiscal Impact

This request is for a contract time extension only. There is no impact to the budget.

Attachments

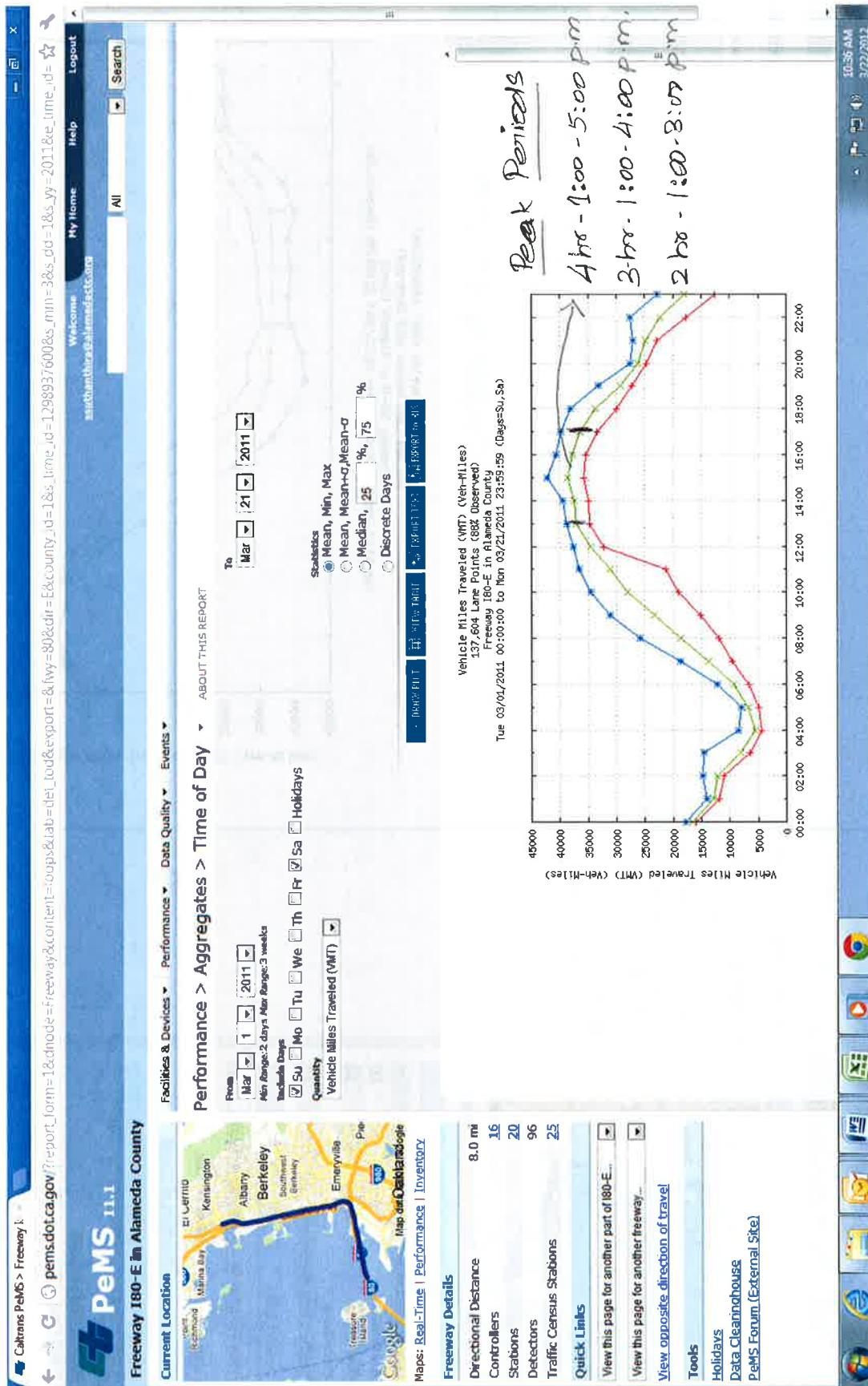
Attachment 1A:	Weekend Peak Periods for Alameda County Freeways
Attachment 1B:	Weekend VMT data for Alameda County Freeways
Attachment 2:	Proposed Tier 2 Roadway Segmentation

Weekend Peak Periods on Alameda County Freeways

PeMS data from 03/01/11 through 03/21/11

Roadway	Direction	4 Hour Peak Period		3 Hour Peak Period		2 Hour Peak Period	
I-80	East	1:00	5:00	2:00	5:00	2:00	4:00
	West	1:00	5:00	1:00	4:00	1:00	3:00
I-580	East	1:00	5:00	1:00	4:00	2:00	4:00
	West	1:00	5:00	2:00	5:00	2:00	4:00
I-680	North	1:00	5:00	2:00	5:00	3:00	5:00
	South	1:00	5:00	2:00	5:00	2:00	4:00
I-880	North	1:00	5:00	2:00	5:00	2:00	4:00
	South	1:00	5:00	1:00	4:00	1:00	3:00
I-980	East	12:00	4:00	1:00	4:00	1:00	3:00
	West	11:00	3:00	11:00	2:00	11:00	1:00
SR-24	East	1:00	5:00	2:00	5:00	2:00	4:00
	West	10:00	2:00	10:00	1:00	10:00	12:00
SR-92	East	12:00	4:00	1:00	4:00	2:00	4:00
	West	12:00	4:00	1:00	4:00	2:00	4:00
I-238	North	12:00	4:00	12:00	3:00	1:00	3:00
	South	12:00	4:00	12:00	3:00	1:00	3:00
SR-84	East	2:00	6:00	2:00	5:00	2:00	4:00
	West	12:00	4:00	1:00	4:00	1:00	4:00

This page intentionally left blank



Freeway 180-W in Alameda County

Current Location



Maps: Real-Time | Performance | Inventory

Freeway Details

Directional Distance	8.0 mi
Controllers	20
Stations	19
Detectors	102
Traffic Census Stations	15

Quick Links

View this page for another part of 180-W...
View this page for another freeway...

View opposite direction of travel

Tools

Holidays
Data Clearinghouse
PeMS Forum (External Site)

Facilities & Devices

Performance

Data Quality

Events

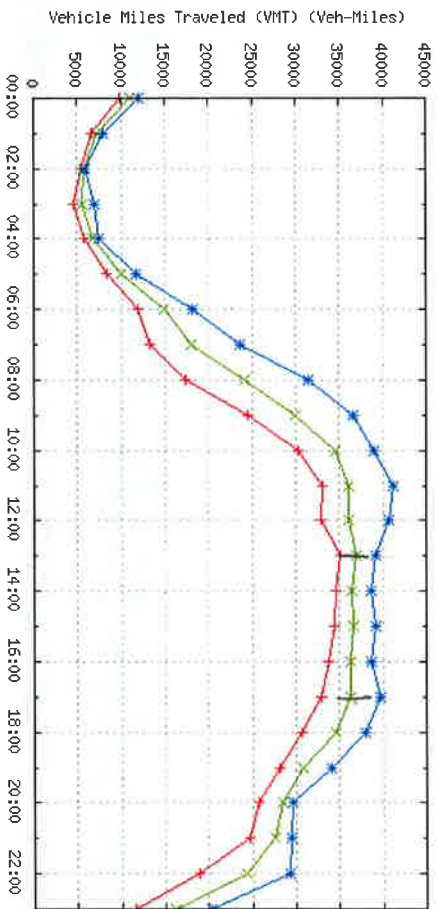
Performance > Aggregates > Time of Day

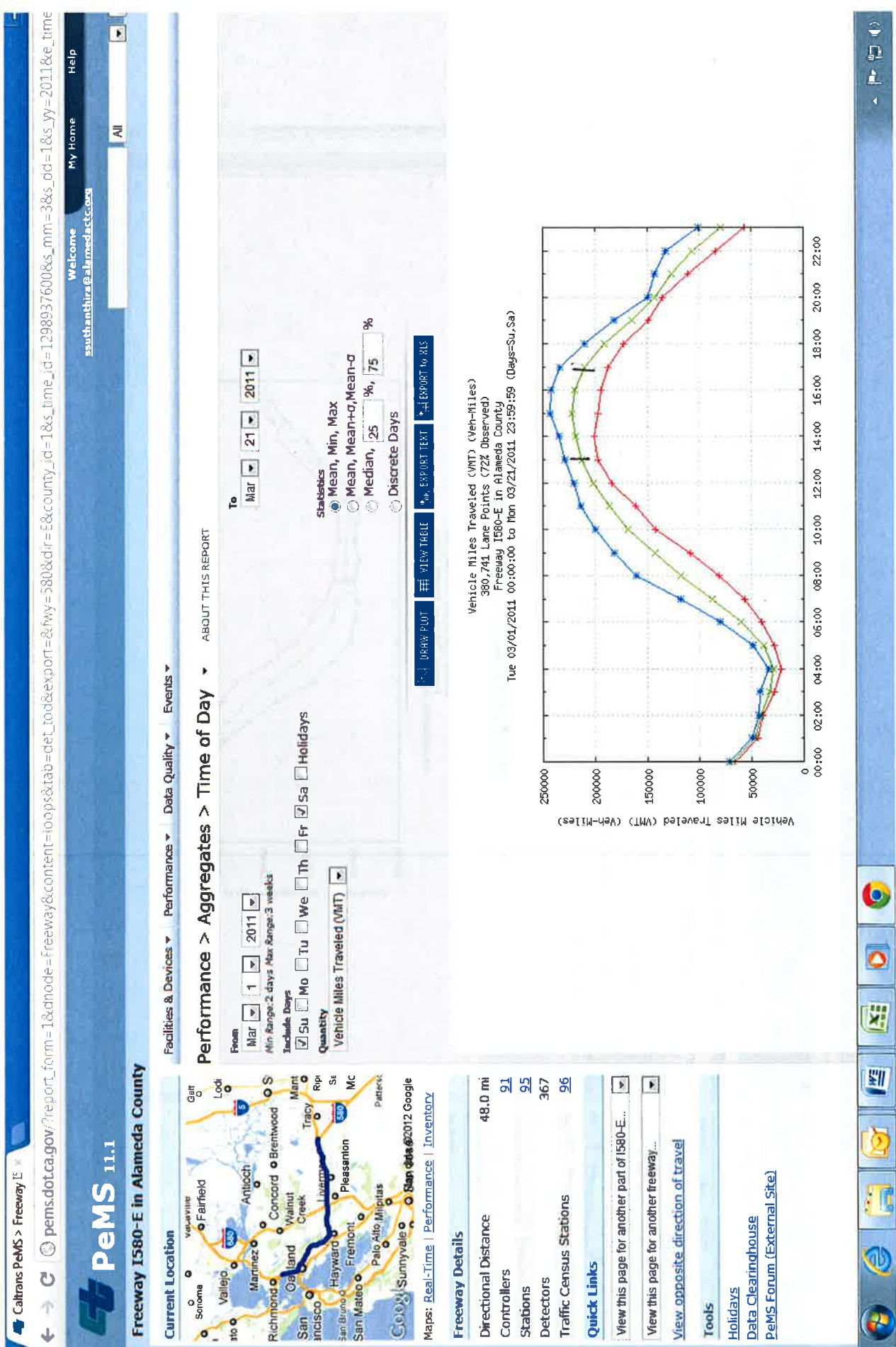
ABOUT THIS REPORT

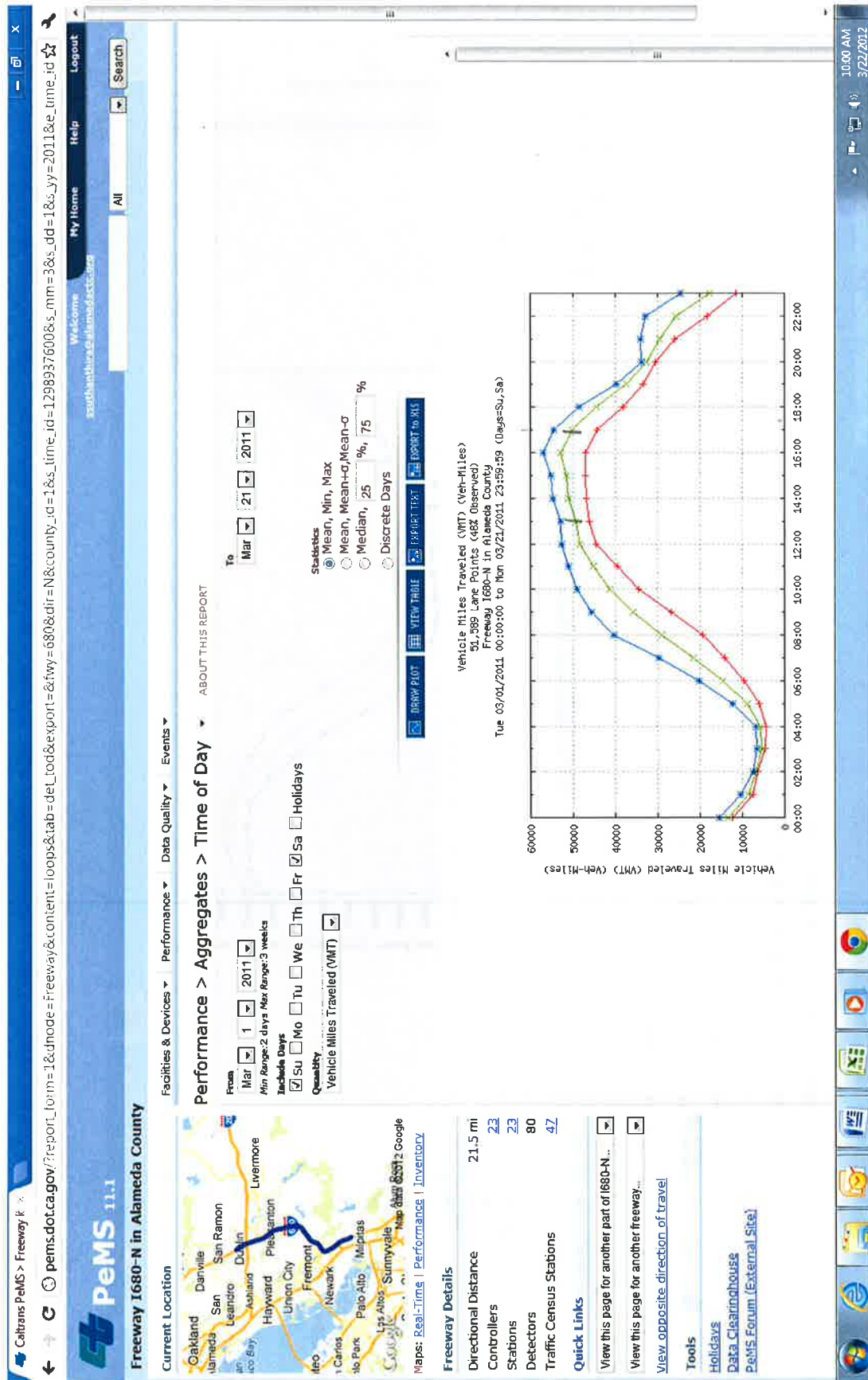
From
Mar 1 2011
Min Range: 2 days Max Range: 3 weeks
Include Days
☒ Su ☐ Mo ☐ Tu ☐ We ☐ Th ☐ Fr ☒ Sa ☐ Holidays
Vehicle Miles Traveled (VMT)

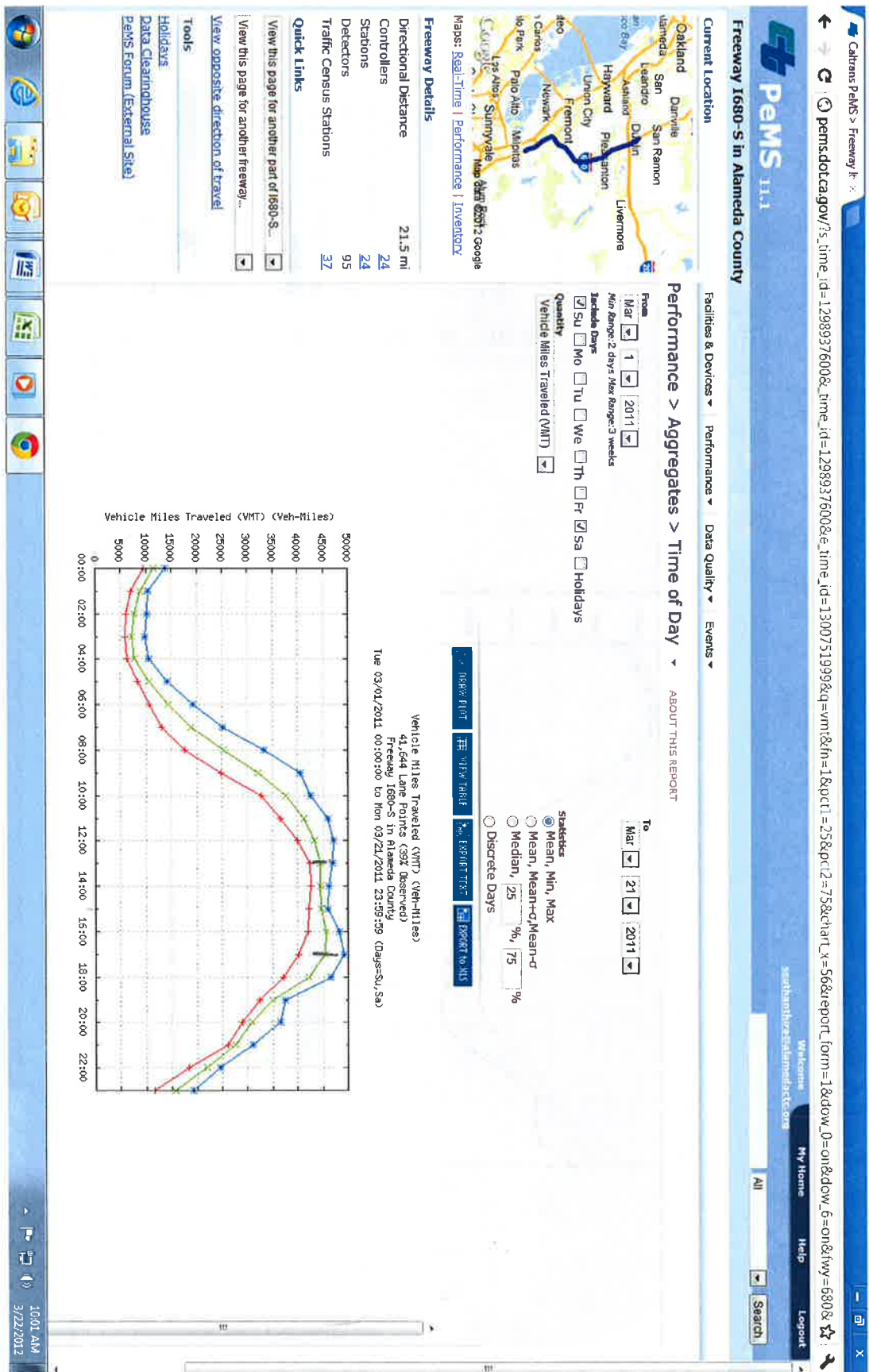
To
Mar 21 2011
Statistics
☒ Mean, Min, Max
☐ Mean, Mean+Q, Mean-Q
☐ Median, 25 %, 75 %
☐ Discrete Days

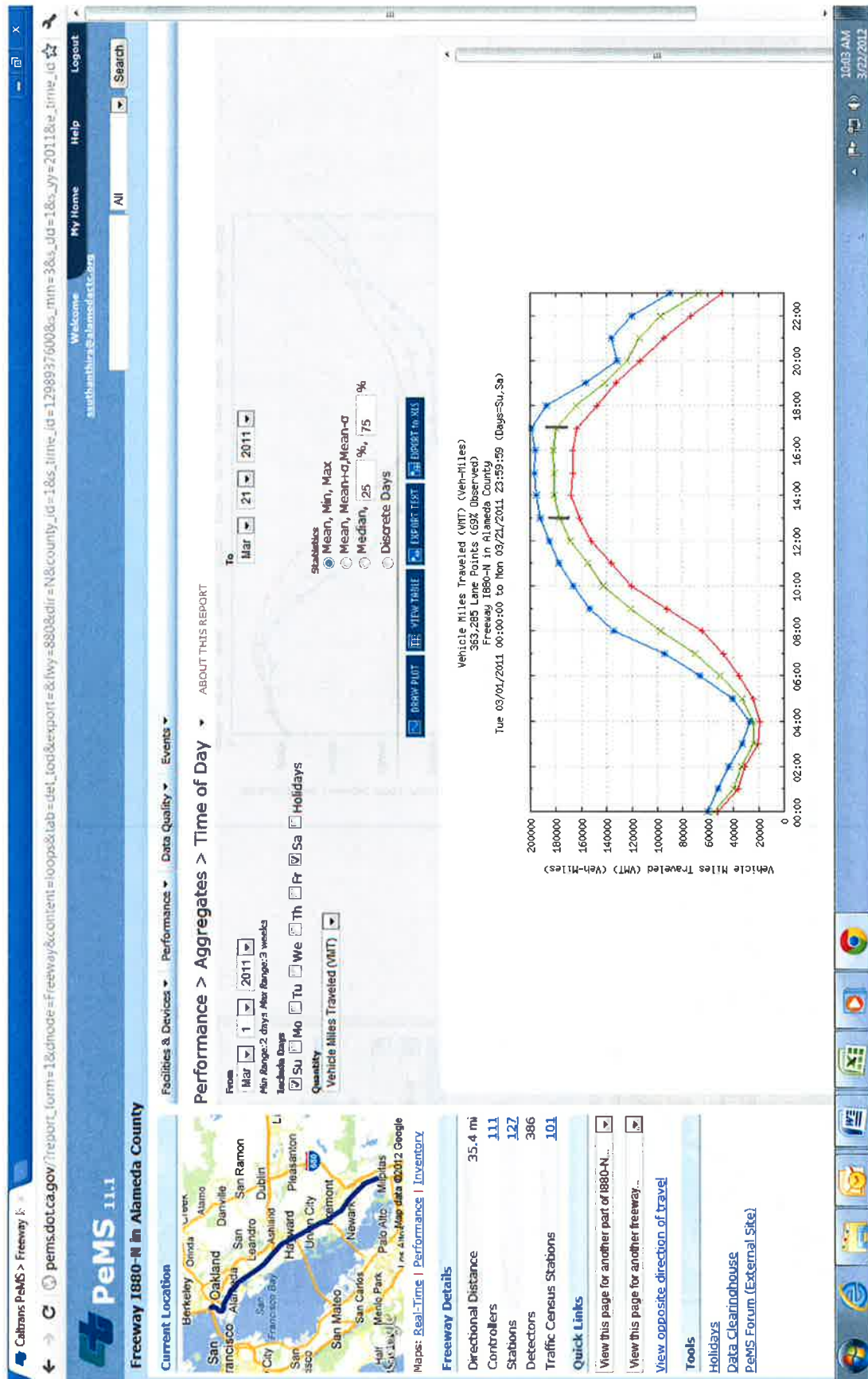
DRAW PLOT VIEW TABLE EXPORT TEXT EXPORT TO XLS













Freeway 1880-S in Alameda County

Current Location



Map: Real-Time | Performance | Inventory

Freeway Details

Directional Distance	35.1 mi
Controllers	126
Stations	138
Detectors	419
Traffic Census Stations	96

Quick Links

- [View this page for another part of 1880-S](#)
- [View this page for another freeway](#)
- [View opposite direction of travel](#)

Tools

- [Holidays](#)
- [Data Cleanuphouse](#)
- [PEMS Forum \(External Site\)](#)

Facilities & Devices

Performance

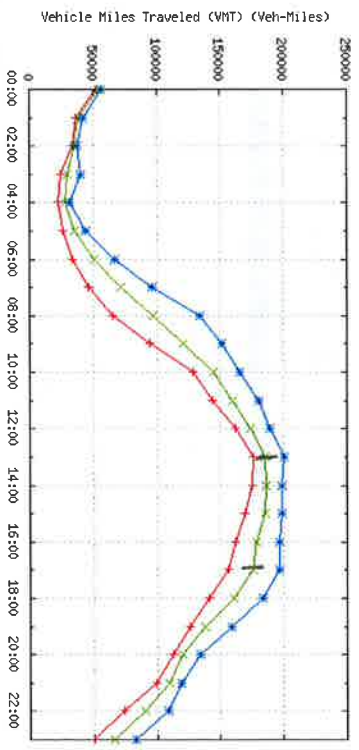
Data Quality

Events

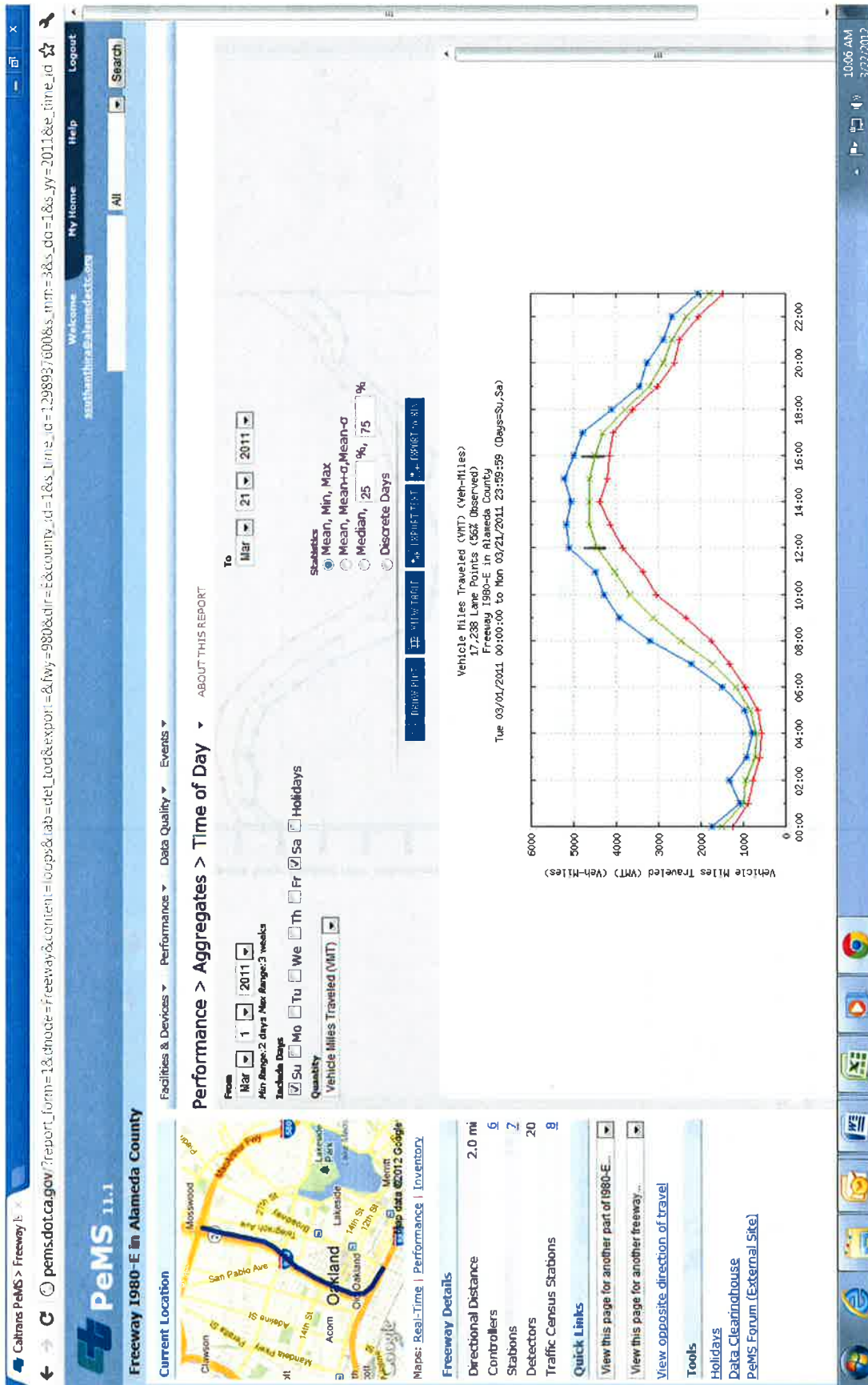
Performance > Aggregates > Time of Day

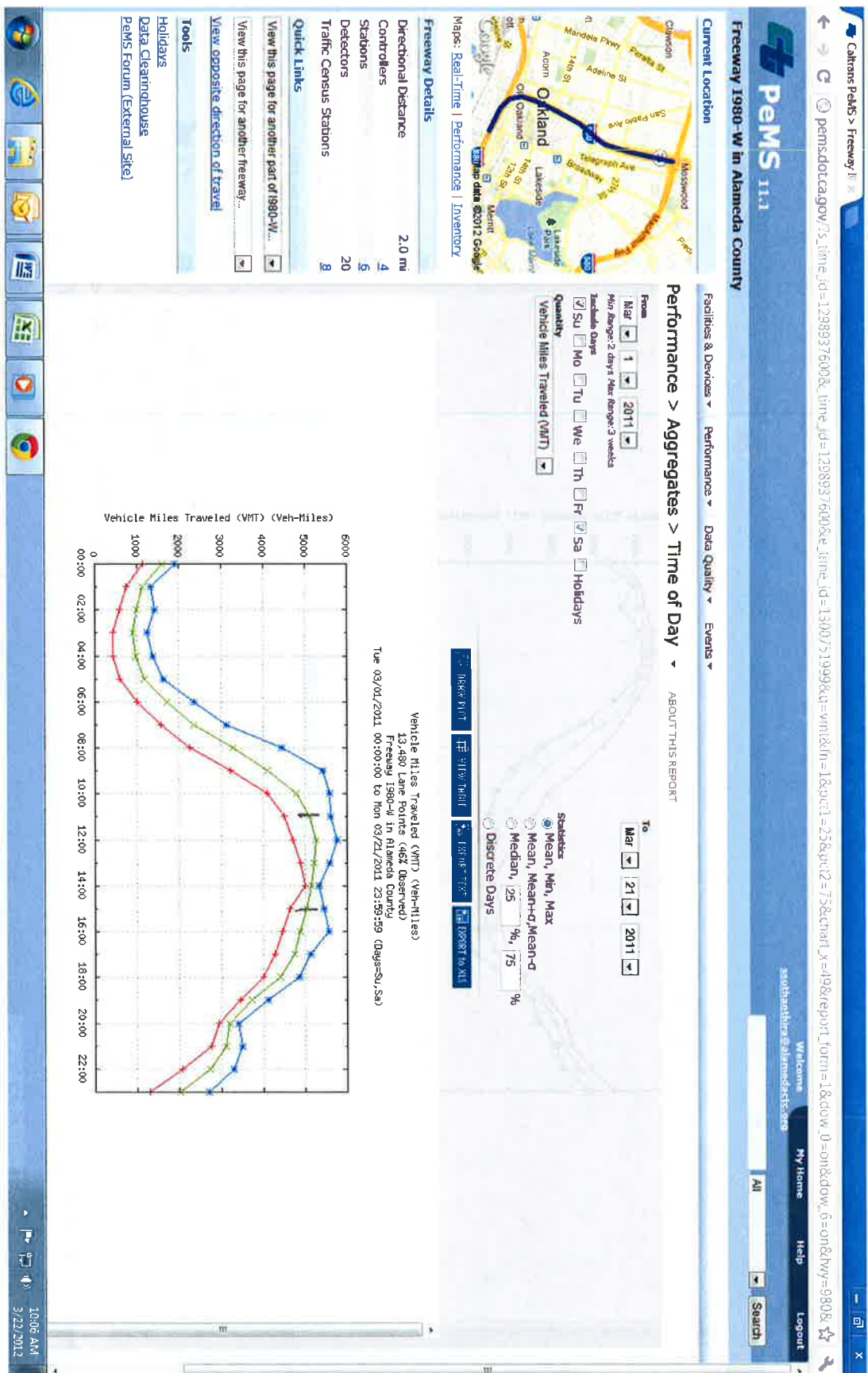
ABOUT THIS REPORT

From: Mar 1, 2011 To: Mar 21, 2011
Min Range: 2 days Max Range: 3 weeks
Vehicle Miles Traveled (VMT) ☒ Su ☐ Mo ☐ Tu ☐ We ☐ Th ☐ Fr ☒ Sa ☐ Holidays
Statistics: ☒ Mean, Min, Max ☐ Mean, Mean-Q, Mean-Q ☐ Median, 25 %, 75 % ☐ Discrete Days

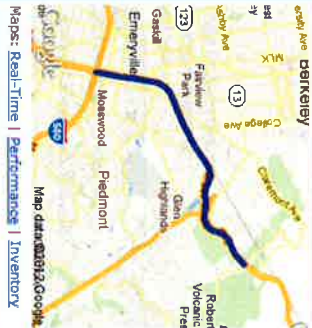


Vehicle Miles Traveled (VMT) (Veh-Miles)
389,429 Time Points (72% Observed)
Freeway 1880-S in Alameda County
Tue 03/02/2011 00:00:00 to Mon 03/21/2011 23:59:59 (Days=Su, Sa)





Page 37



Freeway Details	
Directional Distance	4.4 mi
Controlers	2
Stations	2
Detectors	35
Traffic Census Stations	16
Quick Links	

View this page for another part of SR2+M...

View this page for another freeway...

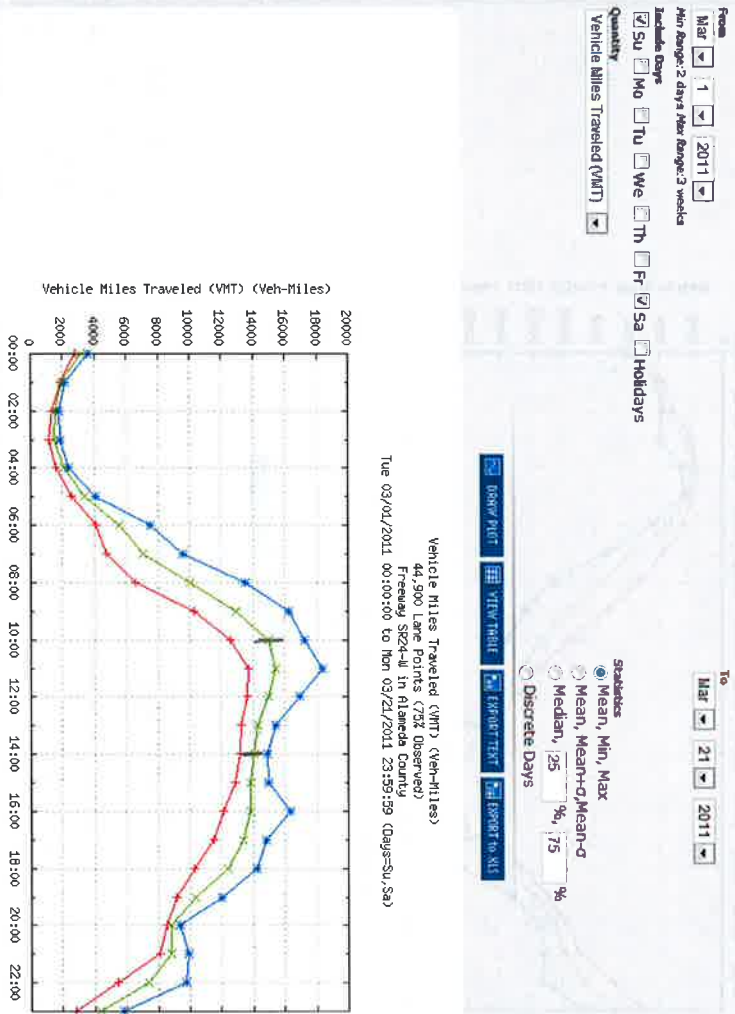
[View opposite direction of travel](#)

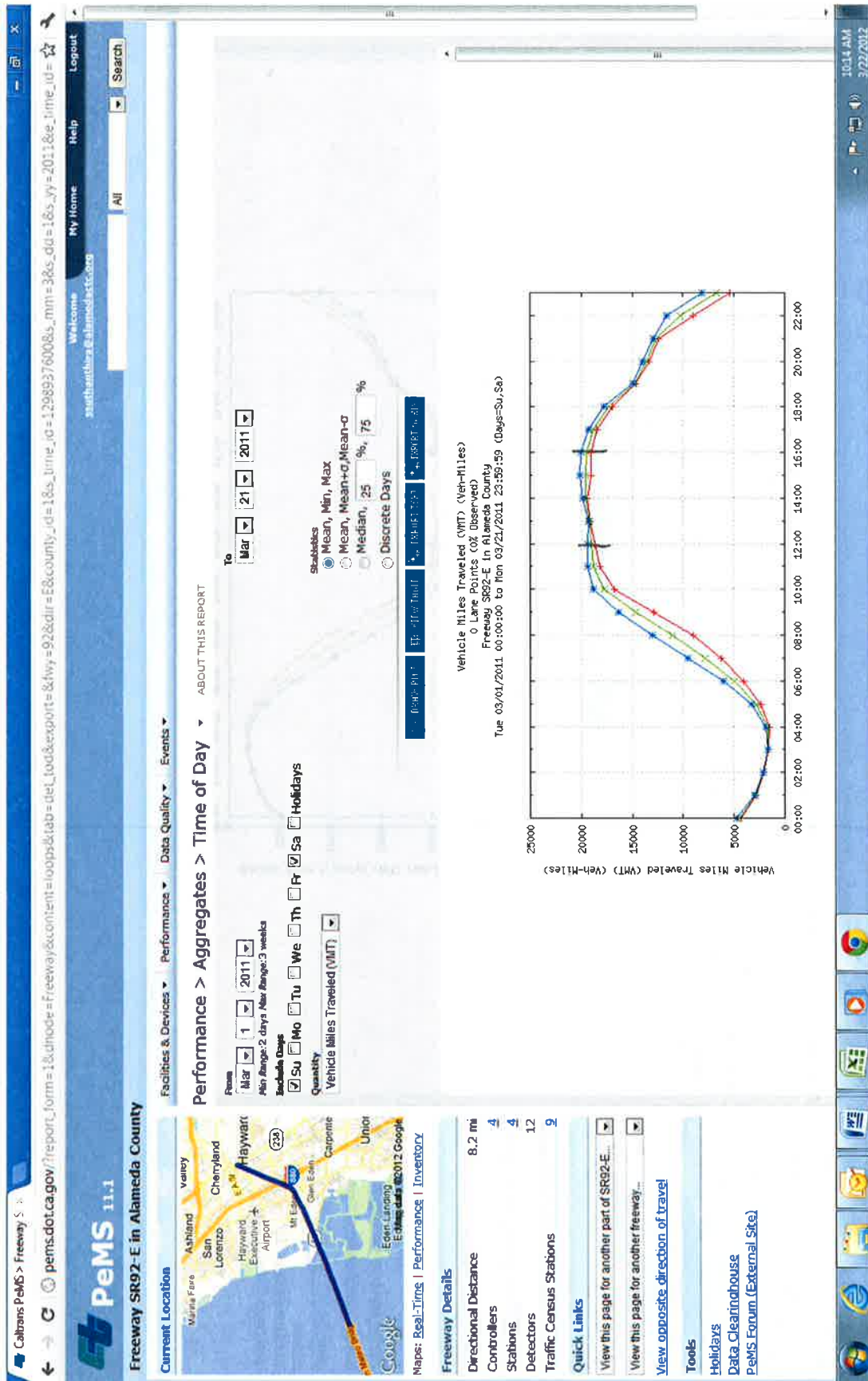
[Tools](#)

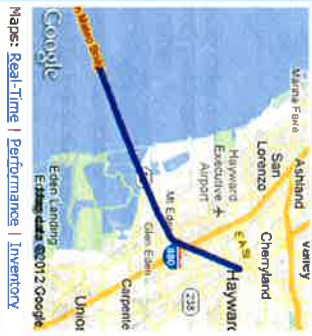
[Holidays](#)

[Data Cleanhouse](#)

[Pemis Forum \(External Site\)](#)







Freeway Details

Directional Distance 0.2 mi

Controllers

Stabons	4
Detectors	12

Traffic Census Stations 9

Quick Links

View this page for another part of SR92-W

View this page for another freeway.

View opposite direction of travel

Tool

Holiday	Percentage
Christmas	85%
Easter	75%
Thanksgiving	65%
New Year's	55%

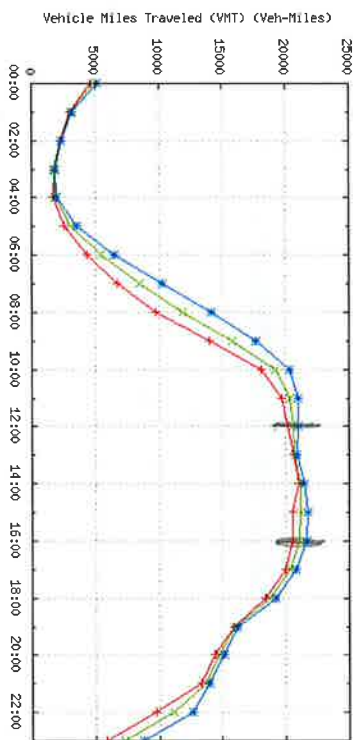
Data Clearinghouse

[PeMS Forum \(External Site\)](#)

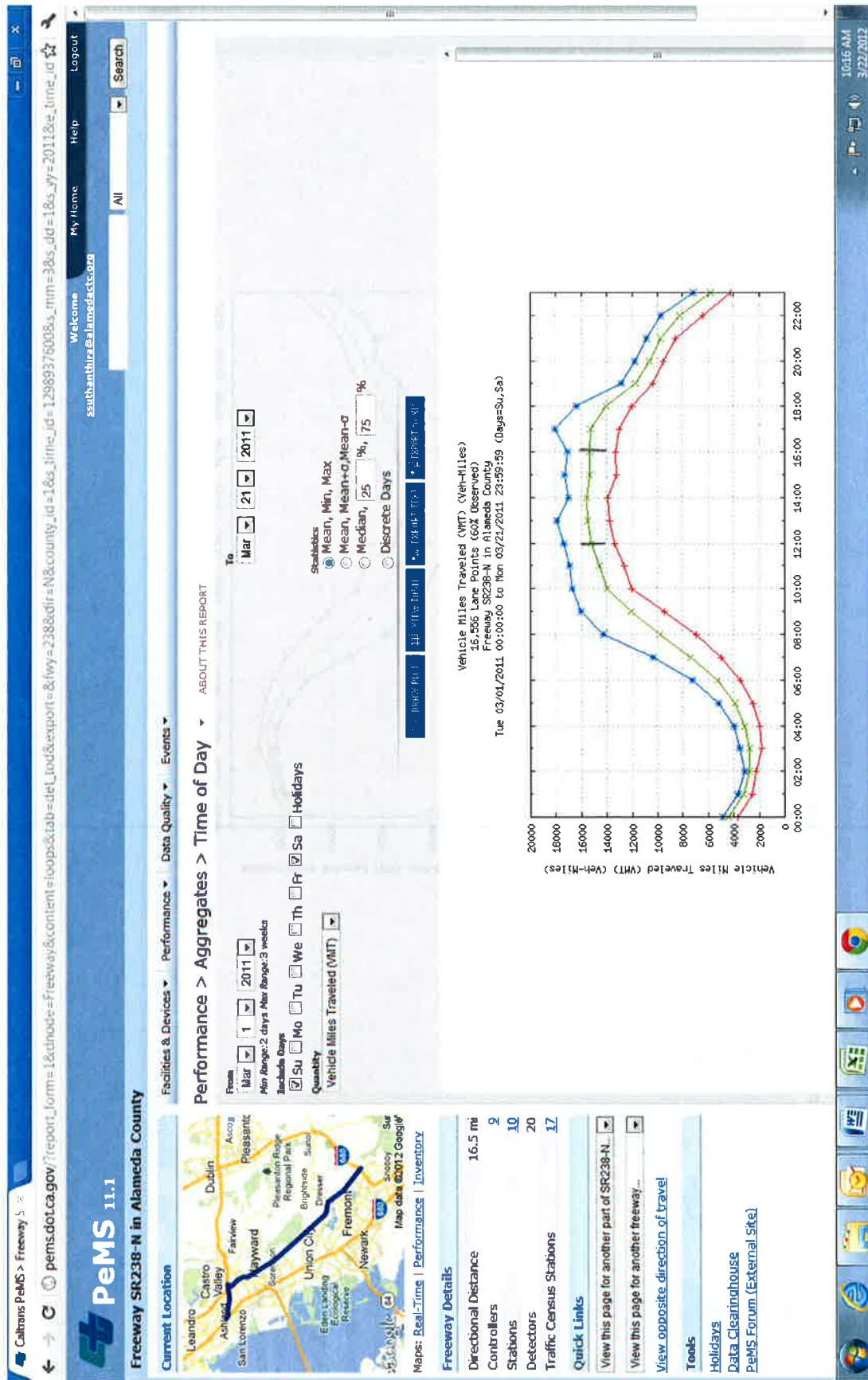


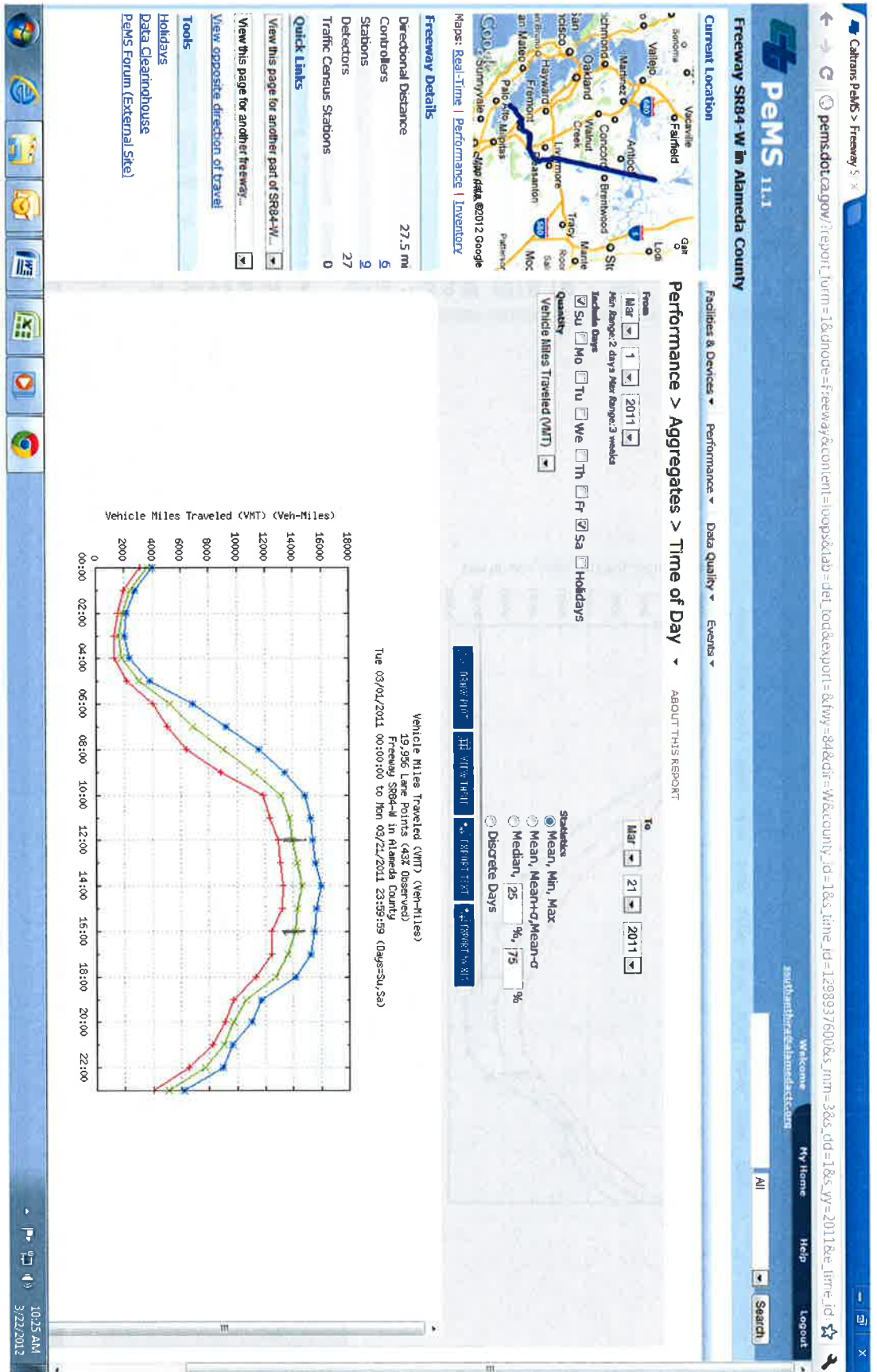
100

Performance > Aggregates > Time of Day



Vehicle Miles Traveled (VMT) (Yeh+Miles)
0 Lane Points (0% observed)
Freeway SR92-W in Alameda County
Tue 03/04/2011 00:00:00 to Mon 03/21/2011 23:59:59 (Days=Su,Sa)





Proposed Tier 2 Roadway Segmentation				
Route	From	To	Jurisdiction	Distance (miles)
Planning Area 1				
W.Grand Avenue to Grand Avenue	I-80	I-580	Oakland	2.7
	I-80/Maritime St	San Pablo Ave		
	San Pablo Ave	Broadway		
	Broadway	I-580		
12th Street - Lakeshore Avenue	I-980	I-580	Oakland	2.5
	I-980 OFF Ramp/Brush St	Webster		
	Webster	Lake Merrit Blvd		
	Lake Merrit Blvd	MacArthur Blvd/I-580 ON Ramp		
Telegraph Avenue*	51st Street	Bancroft Way	Oakland, Berkeley	1.9
	51st Street	Russell St		
	Russell St	Bancroft Way		
Broadway	I-880	College Avenue	Oakland	2.9
	I-880 OFF Ramp	5th St/Broadway		
	5th St/Broadway	14th St		
	14th St	Grand Ave		
	Grand Ave	Broadway/College Ave		
College Avenue	Broadway	Bancroft Way	Oakland, Berkeley	2.4
	Broadway/College Ave	Miles Ave/SR 24 OFF Ramp		
	Miles Ave/SR 24 OFF Ramp	Ashby Ave		
	Ashby Ave	Bancroft Way/College Ave		
Bancroft	College Ave.	Shattuck	Berkeley	0.7
51st Street	Broadway	SR 24	Oakland	0.8
EB	I-580 Off Ramp/52nd St	Broadway		
Shattuck Avenue	Adeline Street	51st Street	Oakland, Berkeley	2.2
NB	51st	Alcatraz Ave.		
	Alcatraz Ave.	Adeline St.		
Powel Street-Stanford Avenue	I-80	MLK Jr. Way/ Adeline Street	Emeryville,Berkeley	1.5

EB	NB I-80 OFF Ramp	San Pablo Ave			
	San Pablo Ave	MLK Jr Way			
40th Street-Shellmound Avenue	San Pablo Avenue	Powel Street	Emeryville		1.4
EB	Shellmound Way (north of Powell St)	40th St			
	40th St	San Pablo Ave			
International Boulevard	1st Avenue	42nd Avenue	Oakland		3.0
	42nd Ave	Fruitvale Ave			
	Fruitvale Ave	14th Ave			
	14th Ave	Lake Merritt Blvd			
Foothill Boulevard	1st Avenue	73rd Avenue	Oakland		5.3
	International Blvd/73rd Ave	73rd Ave/Foothill Blvd			
	73rd Ave/Foothill Blvd	Seminary Ave			
	Seminary Ave	High Street			
	High Street	Fruitvale Ave			
	Fruitvale Ave	14th Ave			
	14th Ave	1st Ave/Lake Shore Blvd			
E. 15th Street	1st Avenue	14th Avenue	Oakland		0.9
73rd Avenue	International Boulevard	Foothill Boulevard	Oakland		1.2
High Street	Otis Drive	I-580	Alameda, Oakland		3.4
	Otis Drive	Central Ave			
	Central Ave	Fernside Blvd			
	Fernside Blvd	NB I-880 OFF Ramp			
	NB I-880 OFF Ramp	Foothill Blvd			
	Foothill Blvd	MacArthur Blvd/WB I-580 OFF Ramp			
Planning Area 2					
Crow Canyon Road	I-580	County Line	Alameda County		7.0
Winton Avenue - D Street	Hesperian Blvd.	Foothill Boulevard	Hayward		2.2
	Hesperian Blvd.	SB I-880 ON Ramp			
	SB I-880 ON Ramp	Santa Clara St			
	Santa Clara St	Soto Rd			
	Soto Rd	Foothill Boulevard/D St			
A Street	Foothill Boulevard	I-580	Hayward		1.3
	Foothill Boulevard/D St	Foothill Boulevard/A St			

	Foothill Boulevard/A St	Redwood Rd/Grove Way		
	Redwood Rd/Grove Way	EB I-580 ON Ramp/Grove Way		
Grove Way	A Street/Redwood Road	I-580	Hayward, Alameda County	1.0
	A Street/Redwood Road	EB I-580 ON Ramp/Grove Way		
	EB I-580 ON Ramp/Grove Way	Cull Canyon Rd		
	Cull Canyon Rd	Cold Water Dr		
	Cold Water Dr	Driver to identify check point		
	Driver to identify check point	County Line		
Hesperian Boulevard-Union City Blvd.*	Tennyson Road	Alvarado Blvd.	Hayward, Union City	2.8
Planning Area 3				
Alvarado Blvd.	Union City Blvd.	I-880	Union City	3.1
NB	NB I-880 ON Ramp	Deep Creek Rd/SB I-880 OFF Ramp		
	Deep Creek Rd/SB I-880 OFF Ramp	Fair Ranch Rd		
	Fair Ranch Rd	Union City/Alvarado Blvd		
	Union City/Alvarado Blvd	Whipple Rd		
	Whipple Rd	Hesperian/Union City Blvd/overbridge		
	Hesperian/Union City Blvd/overbridge	Industrial Blvd		
	Industrial Blvd	Tennyson/Hesperian		
Fremont Boulevard	I-880 @ Alvarado Blvd/ Fremont Blvd.	I-880 interchange south of Automall Parkway	Fremont	8.7
NB	NB I-880 OFF Ramp	Automall Parkway		
	Automall Parkway	Blacow Rd		
	Blacow Rd	Adams Ave		
	Adams Ave	Stevenson Rd		
	Stevenson Rd	Mowry Ave		
	Mowry Ave	Peralta Blvd		
	Peralta Blvd	Thornton Ave		
	Thornton Ave	Decoto Rd		
	Decoto Rd	Paseo Padre Pkwy		
	Paseo Padre Pkwy	SB I-880 OFF Ramp		

Automall Parkway	I-880	I-880	I-680	Fremont	1.9
	NB I-880 OFF Ramp	Fremont Blvd			
	Fremont Blvd		NB I-880 ON Ramp		
Planning Area 4					
Vasco Road	I-580	County Line	Livermore	5.7	
NB	WB I-580 OFF Ramp	Scenic Ave			
	Scenic Ave	Dalton Ave/City-County Line			
	Dalton Ave/City-County Line	N. Vasco Rd/Vasco Rd			
	N. Vasco Rd/Vasco Rd	Local Road underpass/County Line			
Dublin Blvd.	San Ramon Road	Tassajara	Dublin	4.0	
	San Ramon Road	I-680 Overpass			
	I-680 Overpass	Dougherty Rd			
	Dougherty Rd	Hacienda Dr			
	Hacienda Dr	Tassajara Dr			
San Ramon Road	I-580	County Line	Dublin	2.2	
	WB I-580 OFF ramp	Alcosta Blvd/Westside Dr/County Line			
Dougherty Road	I-580	County Line	Dublin	1.7	
	WB I-580 OFF ramp	Amador Valley Blvd on SB			
	Amador Valley Blvd on SB	Fallcreek Rd on SB/County Line			
Tassajara Road	I-580	County Line	Dublin, Alameda County	4.5	
NB	WB I-580 OFF ramp	Dublin Blvd			
	Dublin Blvd	Gleeson Dr			
	Gleeson Dr	Somerset Ln/N Dublin Ranch Dr			
	Somerset Ln/N Dublin Ranch Dr	Fallon Rd			
	Fallon Rd	County Line			
E. Stanley Blvd - Railroad Avenue-1st Street	Isabel Ave.	Inman Street (connecting I-580)	Livermore	4.2	
Stoneridge Drive	I-680	Santa Rita Road	Pleasanton	2.4	
	NB I-680 OFF Ramp	Hopyard Rd			
	Hopyard Rd	Hacienda Dr			
	Hacienda Dr	W. Las Positas Blvd			
	W. Las Positas Blvd	Santa Rita Road			
Santa Rita Road	Stoneridge Dr	I-580	Pleasanton	1.2	

	Santa Rita Road	W. Los Positas Blvd		
	W. Los Positas Blvd	EB I-580 ON		
Sunol Blvd.- 1st Street- Stanley Blvd.*	I-680	Isabel Ave.	Pleasanton, Alameda County	5.7
	NB I-680 OFF	Bernal Ave		
	Bernal Ave	Bernal Ave/Valley Ave		
	Bernal Ave/Valley Ave	SR 84/Isabella Ave		
	SR 84/Isabella Ave	Murrita Blvd		
	Murrita Blvd	S Livermore Ave		
	S Livermore Ave	Inman St		
				92.4
Note				
* denotes that roadway traverses more than one jurisdiction				
**Criteria Applied:				
1.	Major thoroughfares, not on the existing CMP network, whose primary function is to link districts within an Alameda County jurisdiction and to distribute traffic from and to the freeways			
2.	Routes of county-wide significance that are not on the existing CMP network			
3.	Streets that experience significant conflicts between auto traffic, transit service and bikes and pedestrian			

This page intentionally left blank



Memorandum

DATE: March 28, 2012

TO: Planning, Policy and Legislative Committee

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

SUBJECT: Review of Draft 2012 Alameda Countywide Transportation Plan

Recommendations

This is an information item only. No action is requested. The full Draft 2012 Countywide Transportation Plan can be found on the agency website http://www.alamedactc.org/app_pages/view/3070.

Discussion

Every four years, the Alameda County Transportation Commission (Alameda CTC) updates its Countywide Transportation Plan (CWTP) concurrently with the update of the Regional Transportation Plan. This update of the CWTP is unique from past plan updates in that it has been developed:

- Under the guidance of a Steering Committee, Community Advisory Working Group (CAWG) and Technical Advisory Working Group (TAWG);
- With extensive public input, including outreach through public workshops, polls, online questionnaires and in-person small group dialogues using an outreach toolkit;
- Simultaneously with the development of a new transportation sales tax expenditure plan (TEP), which was adopted by the Alameda CTC on January 26, 2012;
- In a new policy environment, including AB 32 and SB 375 which requires the development of the Sustainable Communities Strategy;
- Using a performance based approach and;
- By a new sponsoring agency, Alameda County Transportation Commission.

Background on Development of the 2012 Alameda Countywide Transportation Plan

The Countywide Transportation Plan is the long range policy document that guides transportation investments, programs, policies and advocacy for Alameda County through 2040. It addresses all parts of the transportation system, including capital, operating and maintenance of all modes of travel, and addresses transportation programs that serve varying needs throughout the county, such as paratransit, services for seniors and people with disabilities and safe access to schools. The Draft Final CWTP establishes a vision and goals for Alameda County's transportation system that implement the requirements of state legislation and the new emphasis on sustainability at the regional level. Based on the adopted vision and goals, specific performance measures were developed to provide an objective and technical means to measure how well projects and programs performed together. This performance based approach led to a more systematic and analytical

selection process for investment priorities and will allow for ongoing monitoring of the performance of investments to inform future decision making and enable adjustments to be made as necessary as the plan is updated every four years.

Additionally, this update of the CWTP places increased emphasis on the connection between land use planning, transportation improvements and sustainability. The demographic forecasts used in the evaluation process were based on the Alameda County Draft Land Use Scenario Concept developed locally through an extensive 18 month process coordinated by the Alameda CTC and city planning directors. The local land use scenario was developed in coordination with ABAG and MTC's efforts and has helped inform the SCS process. Ultimately the land use scenario used in the final CWTP will be the same as the land use alternative adopted by ABAG and MTC in the Final RTP/SCS, which is scheduled for May 2012.

The Countywide Transportation Plan was developed in conjunction with a new Alameda County Transportation Expenditure Plan, which will provide significant investments in projects and program funding. The ballot measure supported by the TEP will augment and extend the existing half-cent sales tax for transportation in Alameda County, authorizing an additional half-cent sales tax through 2022 and extending the full cent in perpetuity. Recognizing that transportation needs, technology, and circumstances change over time, the expenditure plan covers the period from approval in 2012 and subsequent sales tax collection through June 2042, programming a total of \$7.7 billion in new transportation funding. Voters will have the opportunity to review and approve comprehensive updates to this plan in the future every 20 years thereafter. The passage of the TEP would mean that 77 percent of Alameda County's discretionary budget is self-funded through local sales tax and vehicle registration fee.

The Countywide Transportation Plan was developed with the guidance from a steering committee of elected officials and input from two advisory committees (Community and Technical), and by incorporating key findings from polling and outreach over the past two years. Public engagement and transparency were the foundations of the development of the CWTP and the TEP. A wide variety of stakeholders, including businesses, technical experts, environmental and social justice organizations, seniors and people with disabilities, helped shape the plan to ensure that it serves the county's diverse transportation needs. Thousands of Alameda County residents participated through public workshops and facilitated small group dialogues; a website allowed for online questionnaires, access to all project information, and submittal of comments; and advisory committees that represent diverse constituencies were integrally involved in the plan development process from the beginning.

Key Changes from the September 2011 Administrative Draft CWTP and Summary of Responses to Steering Committee and CAWG/TAWG Comments on the March 1, 2012 and March 14, 2012 Draft Versions

In September 2011, the Administrative Draft Countywide Transportation Plan was released by the CWTP-TEP Steering Committee followed by the performance evaluation of the projects and programs in December 2011. Based on this information, Draft 2012 CWTP was developed and presented to CAWG/TAWG at their joint meeting on March 8, 2011 and the CWTP-TEP Steering Committee at its meeting on March 22, 2012, where the Committee approved releasing the Draft 2012 CWTP for review and comment. Key changes among the drafts are highlighted below:

- Based on the adoption of the TEP by the Alameda CTC on January 26, 2012, the CWTP county discretionary budget for projects and programs increased from approximately \$6.8 billion to \$9.5 billion. The projects and programs were made consistent between what is in the adopted TEP and what is included in the CWTP and certain policies were added such as Complete Streets and Access to School Programs.

- Two Administrative Draft CWTP Tier 1 projects were moved to the committed list based on information received from MTC: Crow Canyon Safety Improvements (RTP ID 240094) and Route 24/Caldecott Tunnel Enhancements – Settlement Agreement projects (RTP ID 230171).
- Total project costs were escalated to year of expenditure consistent with the Regional Transportation Plan process.
- Funding for programs was increased by \$1.6 billion and projects by \$0.8 billion.
- The number of programs was reduced from 15 to 12 by combining the two transit programs into one and the two local streets and roads programs into one and by eliminating the Community Based Transportation program because the projects identified in this program are duplicated in other programs. This is consistent with the TEP. Additional language was added to Chapter 6 to clarify that while the Community Based Transportation Plan category was eliminated as an independent category, all of the investments identified in those plans remain eligible for funding under other categories. Language was also added to summarize what the investment strategies identified in the community based transportation plans are and to reference the projects contained within these plans in the Draft CWTP appendix.
- The discussion of programmatic categories in Chapter 6 was expanded to clarify that it is not always possible to determine actual “need” versus total estimated funding requested. For the purposes of this CWTP update, “need” was based on the call for projects and programs or other local and regional studies. This estimation of need exceeded funds available but does not represent a comprehensive estimate of need for programmatic categories. Additional studies, included those identified in Chapter 7 will be required to estimate need; however, the plan includes major increases in investment for transit, paratransit, goods movement, land use related projects, and non-motorized transportation.
- The land use assumptions used in the evaluation are consistent with the land use alternatives being evaluated for the development of the SCS by ABAG.
- The demographic estimates were made consistent between Chapters 3 and 4.
- The most up to date Priority Development Area listings and maps were obtained from ABAG and included in Chapter 4.
- Requests by the Steering Committee to provide additional clarification about bicycle and pedestrian demographics in Chapter 3, make title corrections to Figure 3-24 and clarify in the text and on Figure 6-11 that emissions reductions include only those from autos and light duty trucks have not yet been incorporated into the document, but will be for the Draft presented to the Commission in May 2012.

Next Steps

The Countywide Transportation Plan is a living document and is updated every four years. The plan will be finalized once MTC and ABAG have adopted the regional Sustainable Communities Strategy and transportation investment strategy currently expected in May 2012. Comments are due by April 20, 2012.

This page intentionally left blank



Memorandum

DATE: March 28, 2012

TO: Planning, Policy and Legislation Committee

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

SUBJECT: **Review of Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan and Update on Development of a 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).

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, 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.

April 2012 Update:

This report focuses on the month of April 2012. 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. Highlights at the regional level include release of the draft Preferred SCS: The Jobs-Housing Connection Scenario

by ABAG, the upcoming release of the transportation investment strategy by MTC, and the submittal of compelling case letters to MTC. At the county level, highlights include the release of the Draft CWTP and an update on the Transportation Expenditure Plan Council approvals. Staff will present an update at the meeting on the status of all items.

1) SCS/RTP

MTC released draft results of the project performance and targets assessment in November 2011 followed by the draft scenario analysis results on December 9, 2011. Staff made comment on the results and revised project performance results were released on January 24, 2012. The project performance results categorized the highest and lowest performing projects based on benefit/cost and identified guidance for developing compelling case arguments for CMAs and project sponsors to submit to MTC in writing by March 15, 2012. Projects sponsors submitted compelling case letters for three of the seven Alameda County projects as shown in Attachment D. Regarding the SCS, the draft preferred land use scenario was released on March 9, 2012 to the Joint MTC Planning and ABAG Administrative Committee. Staff made a presentation to the Planning, Policy and Legislation Committee and the Commission and is following up with Alameda County planning directors to review the data and determine what it means for Alameda County. Comments are being developed by Alameda CTC to submit to ABAG by April 18. A letter will be forwarded to the Committees when it is available. The draft Preferred SCS will be followed by MTC releasing the draft transportation investment strategy at its April 13 Joint Committee meeting. The final preferred scenario is scheduled to be adopted by MTC and ABAG in May 2012. Staff will provide additional information on the development of the compelling cases and the draft land use scenario at the meeting.

2) CWTP-TEP

On January 26, 2012, the Alameda CTC, based on the CWTP-TEP Steering Committee recommendation, adopted the final Transportation Expenditure Plan. The Transportation Expenditure Plan is being taken to each city council and the Board of Supervisors for approval by May 2012 as well as AC Transit and BART. As of the writing of this staff report, eight City Councils and the Board of Supervisors have approved the TEP: Fremont, Livermore, Union City, Emeryville, Hayward, San Leandro, Oakland and Piedmont and the Alameda County Board of Supervisors. The TEP is included on all city council agendas through May. The Draft CWTP is being presented to all Alameda CTC Committees in April 2012. Both the Draft CWTP and the Final Transportation Expenditure Plan, along with the ordinance which will also be placed on the ballot, will be brought to the Commission in May 2012 for approval so that the Board of Supervisors can be requested at its June 5, 2012 meeting to place the Transportation Expenditure Plan on the November 6, 2012 ballot. Staff will provide additional information at the meeting.

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: Alameda CTC offices	May 24, 2012
CWTP-TEP Technical Advisory Working Group	2 nd Thursday of the month, 1:30 p.m. Location: Alameda CTC	May 10, 2012
CWTP-TEP Community Advisory Working Group	Typically the 1 st Thursday of the month, 2:30 p.m. Location: Alameda CTC	May 10, 2012* *Note: The May CAWG meeting will be held

Committee	Regular Meeting Date and Time	Next Meeting
		jointly with the TAWG and will begin at 1:30.
SCS/RTP Regional Advisory Working Group	1 st Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	April 3, 2012 May 1, 2012
SCS/RTP Equity Working Group	2 nd Wednesday of the month, 11:15 a.m. Location: MetroCenter, Oakland	April 11, 2012 May 9, 2012
SCS Housing Methodology Committee	Typically the 4 th Thursday of the month, 10 a.m. Location: BCDC, 50 California St., 26 th Floor, San Francisco	April 26, 2012
Joint MTC Planning and ABAG Administrative Committee	2 nd Friday of the month, 9:30 a.m. Location: MetroCenter, Oakland	April 13, 2012 May 11, 2012

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 (revised October 2011)
Attachment D: Status for Development of Compelling Case Letters for the RTP Projects

This page intentionally left blank

**Summary of Next Quarter Countywide and Regional Planning Activities
(April 2012 through June 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 April 2012 through June 2012 time period, the CWTP-TEP Committees will be focusing on:

- Coordinating with ABAG and local jurisdictions to comment on the draft preferred Sustainable Communities Strategy (SCS): the Jobs-Housing Connection scenario;
- Coordinating with project sponsors identified as low performing in MTC's Project Performance Assessment to present compelling case arguments at the April 13, 2012 Joint MTC Planning and ABAG Administrative Committee meeting;
- Responding to comments on the Draft CWTP;
- Refining the financially constrained list of projects and programs for the Draft CWTP to align with MTC's RTP;
- Seeking jurisdiction approvals of the Final TEP; and
- Presenting the Draft CWTP and the Final TEP to the Steering Committee for approval; and
- Requesting the Board of Supervisors to place the TEP on the November 6, 2012 ballot.

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 or will be:

- Receiving comments on the Draft Preferred SCS: The Jobs-Housing Connection Scenario (by May 1)
- Releasing the draft transportation investment strategy (April 13) and framing the tradeoff and investment strategy discussion and developing policy initiatives for consideration;
- Refining draft 28-year revenue projections; and
- Adopting the preferred land use and transportation scenario (May 2012).

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);
- Reviewing local transportation network priorities through the CWTP-TEP process; and
- Commenting on the Draft Preferred SCS: The Jobs-Housing Connection Scenario.

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
Draft Preferred SCS Released: Completed
Preferred SCS Scenario Released/Approved: April/May 2012

RHNA

RHNA Process Begins: January 2011
Draft RHNA Methodology Adopted: July 2012
Draft RHNA Plan released: July 2012
Final RHNA Plan released/Adopted: April/May 2013

RTP

Develop Financial Forecasts and Committed Funding Policy: Completed
Call for RTP Transportation Projects: Completed
Conduct Performance Assessment: Completed
Release Transportation Investment Strategy: November 2011 – May 2012
Prepare SCS/RTP EIR: May 2012 – October 2012
Release Draft RTP/SCS EIR: November 2012
Adopt SCS/RTP: April 2013

CWTP-TEP

Develop Alameda County Land Use Scenario Concept: May 2011 – May 2012
Administer Call for Projects: Completed
Release Administrative Draft CWTP: Completed
Release Preliminary TEP Program and Project list: Completed
Adopt Final TEP: Completed
Obtain TEP approvals from jurisdictions: February – May 2012
Release Draft CWTP: Completed
Conduct TEP Outreach: January 2011 – June 2012
Adopt Final Draft CWTP and Final TEP: May 2012
Submit TEP Submitted for Ballot: July 2012

Calendar Year 2010

Task	Meeting											
	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												
Alameda CTC Technical Work												
Information about upcoming CWTP Update and reauthorization												
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 preliminary for Job/Housing Forecast (Statutory Target)	Projections 2011 Base Case
												Adopt Voluntary Performance Targets

Task		2011					FY2011-2012					2011				
		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, costs, guidelines, call for projects and prioritization questions, initial vision scenario discussion	Review workshop outcomes, transportation issue papers, programs, realize 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 update, project and program packaging, county 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			
	Continue discussion on performance measures, key needs		Continue discussion on performance measures, key needs	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			
	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	Public Workshops in two areas of County: East 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															
Alameda CTC Technical Work																
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level																
Polling	Feedback on Technical Work, Modified Vision, Preliminary projects lists						Work with feedback on CWTP and financial scenarios									
	Conduct baseline poll													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														Technical Analysis of SCS Scenarios: Adoption of Regional Housing Needs Allocation Methodology	SCS Scenario Results and funding discussions	Release Preferred SCS Scenario
														Release Detailed SCS Scenarios		
	Discuss Call for Projects						Project Evaluation							Draft Regional Housing Needs Allocation Methodology		
Develop Draft 25-year Transportation Financial Forecasts and Committed Transportation Funding Policy																

Page 63

This page intentionally left blank

Plan Bay Area Planning Process: Phase 2 Detail*

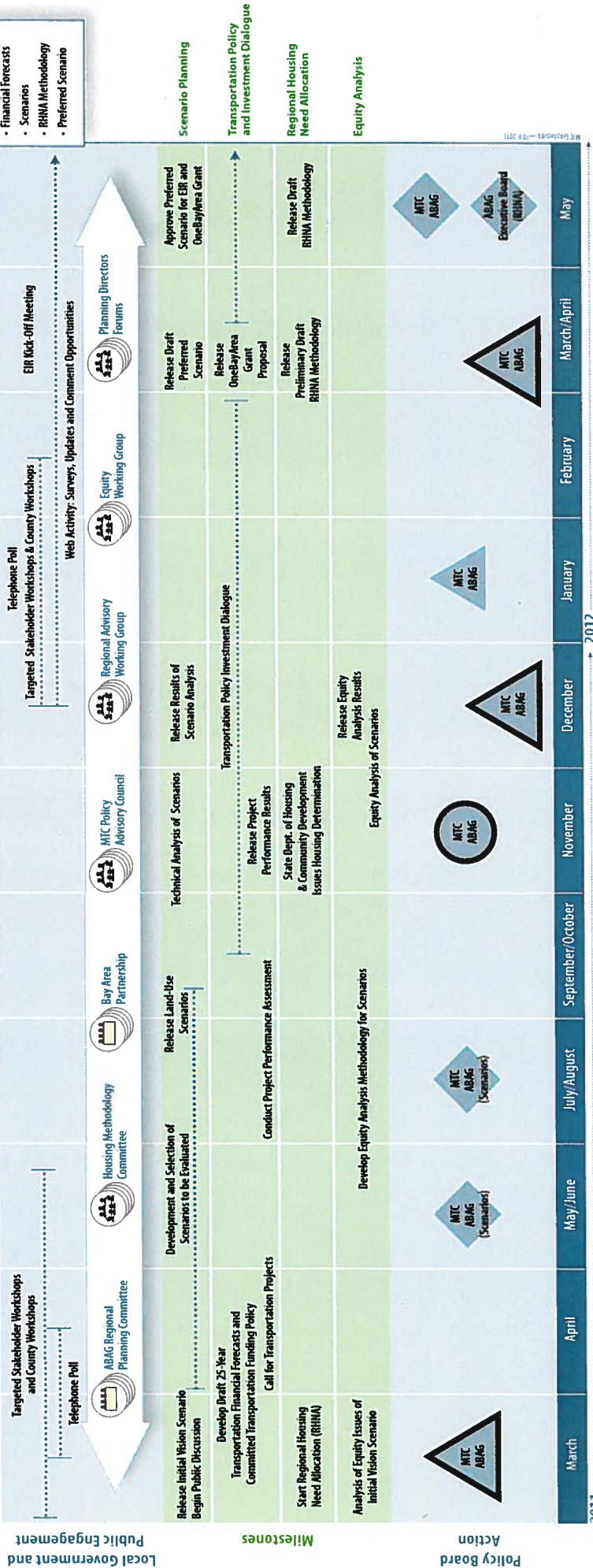
Revised October 2011

Phase 2: Scenario Planning, Transportation Policy and Investment Dialogue

BayArea Plan

Phase Two
Actions/Decisions:

- Initial Vision Scenario
- Financial Forecasts
- Scenarios
- RHNA Methodology
- Preferred Scenario



*Subject to change

Policy Board
Actions

Meeting for Discussion/
Public Comment

Decision

Document Release

JOINT document release by
MTC-ABAG and MTC

ABAG - ABAG Administrative Committee
MTC-MTC Planning Committee

For more information on key actions and decisions and how to get involved, visit OneBayArea.org

Attachment D. Status for Development of Alameda County Compelling Case Letters for the RTP Projects

RTP ID#	Project Title	Lead/Sponsor	Compelling case submitted?	Status
240216	Dumbarton Rail – Phase 2	Multi County/ SamTrans	Y	
22667	BART to Livermore: Full Extension	NA	N	Full extension is in CWTP Vision. Phase 1 is in Final Draft CWTP and submitted as RTP priority.
TBD (not 98139)	ACE Service Expansion	ACE	N	This was not a project submitted by ACE or Alameda CTC and it is not in the Draft CWTP. No compelling case needed for Countywide ROW Acquisition Program RTP ID # 98139.
22009	Capitol Corridor Service Frequency Improvements (Oakland to San Jose)	Capitol Corridor	N	Not fully funded in RTP at this time. Included in RTP and CWTP for project development only.
230101	Union City Commuter Rail Station + Dumbarton Rail Segment G Improvements	City of Union City	Y	
240062, 22776	SR 84/I-680 Interchange Improvements + SR 84 Widening (Jack London to I-680)	City of Pleasanton	Y	
240053	Whipple Road widening (Mission Boulevard to I-880)	City of Union City	N	Project will not go to construction in this cycle, in CWTP/RTP for project development only.

This page intentionally left blank