



# Countywide Transportation Plan Update and Transportation Expenditure Plan Development Steering Committee Meeting Agenda

Thursday, January 26, 2012, 12 to 3 p.m.  
1333 Broadway, Suite 300, Oakland, CA 94612

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

## Meeting Outcomes:

- Receive an update on the Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) activities since the last meeting
- Review and provide input on the Final TEP
- Make a recommendation to the full Commission on the TEP
- Receive an update on the Sustainable Communities Strategy (SCS)/Regional Transportation Plan (RTP) process

12:00 p.m.	1. Welcome and Call to Order	
12:00 – 12:05	2. Public Comment	
12:05 – 12:10	3. Approval of December 1, 2011 Minutes <i>03 Steering Committee Meeting Minutes 120111.pdf – Page 1</i>	A
12:10 – 12:15	4. Update on CWTP-TEP Activities Since Last Meeting	I
12:15 – 2:00	5. Presentation and Discussion on the Final TEP <i>05 Presentation Final TEP.pdf – Presented at meeting</i> <i>05A Final Draft TEP.pdf – Page 9</i> <i>05B Ad-hoc Subcommittee Meeting Outcomes.pdf – Page 55</i> <i>05C TEP Letters and Comments.pdf – Page 85, responses to comments posted online prior to meeting</i>	I
2:00 – 2:30	6. Recommendation to the Commission on the TEP <i>06 Memo TEP Recommendation.pdf – Page 179</i>	A
2:30 – 2:40	7. Update: Steering Committee, CAWG, TAWG, and Other Items/Next Steps <i>07 Memo Regional SCS-RTP CWTP-TEP Update.pdf – Page 185</i> <i>07A CWTP-TEP Committee Meetings Schedule.pdf – Page 197</i> <i>07B CAWG and TAWG Nov and Dec 2011 Minutes.pdf – Page 201</i>	I

2:40 – 2:45	<b>8. Member Reports</b>	
2:45 – 2:50	<b>9. Staff Reports</b>	
2:50 – 3:00	<b>10. Other Business</b>	
3:00 p.m.	<b>11. Adjournment/Next Meeting:</b>	
	March 22, 2012, 12 to 3 p.m. at Alameda CTC	

*Key: A – Action Item; I – Information/Discussion Item; full packet available at [www.alamedactc.org](http://www.alamedactc.org)*

### Steering Committee Members:

<b>Mark Green, Chair</b> Mayor, City of Union City	<b>Greg Harper, Director</b> AC Transit	<b>Larry Reid, Councilmember</b> City of Oakland
<b>Kriss Worthington, Vice Chair</b> Councilmember, City of Berkeley	<b>Olden Henson, Councilmember</b> City of Hayward	<b>Tim Sbranti, Mayor</b> Alternate, City of Dublin
<b>Ruth Atkin, Councilmember</b> City of Emeryville	<b>Jennifer Hosterman, Mayor</b> City of Pleasanton	<b>Rob Bonata, Vice-Mayor</b> Alternate, City of Alameda
<b>Tom Blalock, Director</b> BART	<b>Rebecca Kaplan, Councilmember</b> City of Oakland	<b>Luis Freitas, Vice Mayor</b> Alternate, City of Newark
<b>Suzanne Chan, Vice Mayor</b> City of Fremont	<b>Nate Miley, Supervisor</b> County of Alameda	<b>Joyce Starosciak, Councilmember</b> Alternate, City of San Leandro
<b>Scott Haggerty, Supervisor</b> County of Alameda	<b>John Marchand, Mayor</b> City of Livermore	

### Staff Liaisons:

Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation, (510) 208-7428, [tlengyel@alamedactc.org](mailto:tlengyel@alamedactc.org)  
Beth Walukas, Deputy Director of Planning, (510) 208-7405, [bwalukas@alamedactc.org](mailto:bwalukas@alamedactc.org)

**Location Information:** Alameda CTC is located in Downtown Oakland at the intersection of 14<sup>th</sup> Street and Broadway. The office is just a few steps away from the City Center/12<sup>th</sup> Street BART station. Bicycle parking is available inside the building, and in electronic lockers at 14<sup>th</sup> and Broadway near Frank Ogawa Plaza (requires purchase of key card from [bikelink.org](http://bikelink.org)). There is garage parking for autos and bicycles in the City Center Garage (enter on 14<sup>th</sup> Street between Broadway and Clay). Visit the Alameda CTC website for more information on how to get to the Alameda CTC: <http://www.alamedactc.com/directions.html>.

**Public Comment:** Members of the public may address the committee regarding any item, including an item not on the agenda. All items on the agenda are subject to action and/or change by the committee. The chair may change the order of items.

**Accommodations/Accessibility:** Meetings are wheelchair accessible. Please do not wear scented products so that individuals with environmental sensitivities may attend. Call (510) 893-3347 (Voice) or (510) 834-6754 (TTD) five days in advance to request a sign-language interpreter.



**Countywide Transportation Plan Update and Transportation Expenditure Plan  
Development Steering Committee Meeting Minutes  
Thursday, December 1, 2011, 12 p.m., 1333 Broadway, Suite 300, Oakland, CA**

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Attendance Key (A = Absent, P = Present)

Members:

<u>P</u> Mayor Mark Green, Chair	<u>P</u> Councilmember Rebecca Kaplan
<u>P</u> Councilmember Kriss Worthington, Vice-Chair	<u>P</u> Mayor John Marchand
<u>P</u> Councilmember Ruth Atkin	<u>P</u> Supervisor Nate Miley
<u>P</u> Director Tom Blalock	<u>P</u> Councilmember Larry Reid
<u>P</u> Vice Mayor Suzanne Chan	<u>A</u> Vice Mayor Rob Bonata (Alternate)
<u>P</u> Supervisor Scott Haggerty	<u>A</u> Vice Mayor Luis Freitas (Alternate)
<u>P</u> Director Greg Harper	<u>P</u> Mayor Tim Sbranti (Alternate)
<u>P</u> Councilmember Olden Henson	<u>A</u> Councilmember Joyce Starosciak (Alternate)
<u>A</u> Mayor Jennifer Hosterman	

Staff:

<u>P</u> Arthur L. Dao, Alameda CTC Executive Director	<u>P</u> Beth Walukas, Deputy Director of Planning
<u>P</u> Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation	<u>P</u> Vanessa Lee, Clerk of the Commission
	<u>P</u> Angie Ayers, Acumen Building Enterprise, Inc.
	<u>P</u> Zack Wasserman, Legal Counsel

Guest(s): Please see the attached attendee list.

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**1. Welcome and Call to order**

Chair Mark Green called to order the Countywide Transportation Plan (CWTP) Update and Transportation Expenditure Plan (TEP) Development Steering Committee meeting at 12:05 p.m. Mayor Green welcomed John Marchand, the newly elected mayor of Livermore.

Mayor Green stated that it is important to remember that we have until the end of 2012 to pass a sales tax measure and that if we miss this opportunity, it will be difficult to get another because of the legislative actions that would be required to go in any year other than 2012. The Steering Committee agreed by consensus to postpone the final adoption of the TEP to January 2012. This will give advocacy groups and the public, city councils, and the CWTP-TEP committees an opportunity to more closely review the TEP and provide additional comments. Alameda CTC staff will develop a final draft TEP for Commission approval at the January 26, 2012 meeting.

**2. Public Comment**

*Coco Ramirez with the United Seniors of Alameda County (USOAC)* commented on AC Transit services. She spoke on behalf of USOAC Travel Training and stated that many

seniors want to see AC Transit translate its brochures and instructions into Spanish. She asked if the Steering Committee could speak with AC Transit to improve its services for people with disabilities, especially for people with vision impairments. Mayor Green requested Director Harper to have someone from AC Transit contact Ms. Ramirez.

### **3. Approval of November 17, 2011 Minutes**

*Supervisor Scott Haggerty moved to approve the November 17, 2011 minutes as written.*

*Councilmember Olden Henson seconded the motion. The motion carried unanimously (13-0).*

### **4. Update on CWTP-TEP Activities Since Last Meeting**

Tess Lengyel gave an update on the Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan (TEP) activities since the last meeting stating that the results of those activities will be heard by the Committee through presentations on the CWTP second-round evaluation results and on the TEP. Mayor Green acknowledged that he met with three advocacy groups since the last meeting to discuss with and address their TEP concerns.

### **5. Presentation of CWTP Second-round Evaluation Results**

Beth Walukas gave a presentation on the CWTP second-round evaluation results. She stated that Alameda CTC will use the performance evaluation results to update “Chapter 6, Projects and Programs” of the draft CWTP. Beth reviewed the following next steps for the CWTP:

- Revise Chapter 6 of the CWTP and release the draft CWTP in December 2011/January 2012.
- Send draft CWTP priorities to the Metropolitan Transportation Commission (MTC) in December 2011.
- Refine the model results based on the final land use scenarios adopted by MTC and the Association of Bay Area Governments (ABAG) in the spring of 2012.
- Adopt the final CWTP in May/June 2012.
- If necessary, revise the CWTP to include additional funding based on the TEP outcome in the fall of 2012.

### **6. Presentation and Discussion of the Draft TEP**

Tess Lengyel gave a presentation on the draft TEP. The Community Vision Platform advocacy groups and AC Transit submitted an alternative TEP on November 17, and Tess presented the results of the comparison between the Community Vision Platform and AC Transit proposals and the draft TEP developed by the Steering Committee with input from the CAWG and TAWG.

#### *Questions/feedback from members:*

The Steering Committee encouraged the public during the public comment period to be very specific in stating their comments and any recommended changes so that the committee can provide clear direction to Alameda CTC staff in revising the TEP so it will benefit all of Alameda County.



- A member stated that the allocation for transit does not include direct operating funds for San Francisco Bay Area Rapid Transit (BART). The majority of BART's funds are under capital projects in the TEP. The Steering Committee discussed redirecting a portion of the \$710 million allocated to BART for capital projects toward operations and/or other needs. Staff stated that out of the \$710 million in capital projects, \$400 million is for the BART to Livermore project. Historically, Measure B revenues have not contributed to BART's operating costs; however, it's now an aging system, and Alameda County needs to advocate for BART at a regional level to ensure it's in a state of good repair. The TEP dedicates money to BART for the first time for BART System Modernization. Alameda CTC has also dedicated funds to transit oriented development (TOD), and recipients can use these TOD funds for station modification that supports housing and job development at BART station areas.
- Will Alameda County be the first Self-help County to provide BART with operating funds? The members want additional analysis to determine if the committee should pursue contributing to BART operations. Staff stated that the real solution is for BART to follow the Santa Clara model, which is to have a separate sales tax to provide operating funds. Further, staff noted that the San Francisco sales tax measure provides funding for stations improvements, but not for operations.
- How will the \$355 million allocated to the Regional Rail Enhancements be used? Staff stated that the Regional Rail Enhancements include funding for the Union City Intermodal Station, the Dumbarton Rail Corridor, the Capital Corridor Expansion, and Right-of-way Preservation and Track Improvements in Alameda County. Staff stated that most passenger rails in the county are running in the freight corridor with Union Pacific Railroad (UPRR). Alameda CTC wants to work with UPRR to acquire some of the right-of-way to preserve the rail corridor for multimodal needs including development of TOD expansion. A strategy is needed for Alameda County that includes high speed rail, and developing a countywide rail plan that tiers off the regional plan will relieve some pressure from BART and help us be eligible for potential high speed rail funds should they become available.
- The members agreed that the plan needs a line item for the high-speed rail connection. The plan should specifically mention the high-speed rail under Regional Rail Enhancements.
- Is there enough funding in the plan to complete the East Bay Greenway project? Staff stated that \$264 million is allocated to complete the East Bay Greenway/UPRR Corridor, Iron Horse Trail, and Bay Trail. There is enough money in the plan to complete the East Bay Greenway trail into Hayward. The rail right-of-way money can go toward starting to preserve the right-of-way from Hayward to Alameda Creek. To continue to build the trails, the trails must be maintained. The East Bay Regional Park District does not have enough funds for maintenance, and the TEP proposes to use 1 percent for trail maintenance out of the 8 percent of bicycle and pedestrian funds. Staff also stated that the overall cost for all trails is \$400 million, and Alameda CTC allocated enough funds to advance each of the projects, bridging major gaps and making the trails functional for people in Alameda County. The

measure funds will also be used to leverage additional state and federal dollars to complete the trails.

- What level of service will the East Bay Paratransit Consortium provide, considering the amount of pass-through funding allocated to the consortium? Staff stated that the funding will help AC Transit and BART meet the mandated requirements of the Americans with Disabilities Act. How will the East Bay Paratransit Consortium improve paratransit? Staff will speak with East Bay Paratransit and provide the Steering Committee with an answer; however, it will likely be used to simply support their overall costs for the system.
- How will the TEP improve public transit from Oakland through Hayward? Staff stated that the majority of the increase in transit funding will go to AC Transit for bus service. Alameda CTC will work with AC Transit to determine how it will do this and will provide an answer in January.
- The Steering Committee questioned the language in the TEP regarding the student bus pass. The student bus pass program is listed within the *Innovative Grant Funds administered by the Alameda CTC, including student transportation programs (2.75% of net proceeds estimated at \$213 million)*, on page 30 in the packet. The Committee wants to see the student bus pass highlighted in its own paragraph. Staff made a proposal to change the language and highlight the student bus pass. The proposal included a suggestion to allow \$3 million a year for the student bus pass from the allocated \$213 million. The members are not convinced that \$3 million a year is enough to properly fund a comprehensive pilot program. The members also agreed the student bus pass must be flexible to allow suburban schools to use the money for other means, such as paying for crossing guards, and the TEP should specify this. Staff reiterated that the Steering Committee gave direction to bring a scope of work to the committee to determine feasibility of a pilot program that will determine the sustainability of the student buss pass beyond the duration of the pilot program. Staff said that Alameda CTC will pilot a program in different school districts tailored for different geographic areas. Staff will collaborate with stakeholders in January so a scope or work can be crafted and brought to the Steering Committee in the spring.
- A member suggested adding an additional 1 percent to the local streets and roads formula, which could come from administration.
- A member suggested that Alameda CTC should ensure goods movement is not discounted and to make it clear in the next draft of the TEP.
- A member suggested changing the timeline to achieve full funding for a project from 7 to 10 years.
- Where will the money come from for the Sustainable Community Strategy and TODs? Staff said that MTC is working on the OneBayArea Grant Program, which is comprised of state and federal funds, that will provide another funding source.
- A member requested to modify the language for the Irvington BART station. If the station funding plan does not require the sales tax funds, BART will use the money for transit operations, maintenance, and its safety program.

*Public comments:*

During the meeting, participants provided many comments about the TEP. The following are highlights of the types of public comments expressed:

- Supporters and advocates of the Community Vision Platform stated that they will oppose the Alameda CTC draft TEP proposal unless changes are made to the investments for Alameda County. The Community Vision Platform places emphasis on:
  - Restoring transit service so it's a workable and reliable alternative to driving
  - Increasing the allocation for the bicycle and pedestrian program
  - Providing a free student buss pass for junior-high and high-school students
  - Changing the split between programs and projects
- Supporters want to ensure expanding BART to Livermore will happen with the new measure. As a result of the BART to Livermore project, jobs will increase in the Bay Area.
- Supporters would like to increase the allocation to the paratransit program.

*Public comments by participants:*

- *Clark Streeter* is a supporter of the BART to Livermore project. He said an investment for BART to Livermore will be an efficient and inexpensive solution to meet the regional transportation needs. It will provide a safe mode of transportation for the aging population. It will provide an intermodal connection with high speed rail that will serve a large geographic area.
- *Robert Bauman, Public Works Director with the City of Hayward*, stated that in reviewing the TEP, he noticed it said Industrial Boulevard instead of Industrial Parkway. He stated that two of the City of Hayward smaller projects submitted under the general bicycle and pedestrian category should be mentioned on page 48 of the agenda packet as TOD for South Hayward BART. The two specific TOD projects are \$4 million for Dixon Street Improvement and \$2 million for the Tennyson Bicycle and Pedestrian Bridge to South Hayward BART.
- *Lindsay Imai with Urban Habitat* stated she is a part of a growing coalition supporting the Community Vision Platform (CVP). She stated the CVP puts forth more resources into what the public has asked for such as restoring transit service so it's a workable and reliable alternative to driving, more money for bicycle and pedestrian projects, and a student bus pass program that will be successful after it's a pilot. Lindsay said that she stands before the committee today as an advocate, a community member, and a mother. Her son will be 34 years old in 2042. The decision of the Alameda CTC Commission on December 16 and the Steering Committee and the Commission in January will have so many repercussions for his life and the life of so many young people. She is unable to recommend to her allies and the Urban Habitat board to support the Alameda CTC proposal until Alameda CTC changes the investments for Alameda County.
- *John Knox White, with Alameda Transit Advocates*, is a supporter of the CVP with emphasis on restoring AC Transit service so it's a workable and reliable alternative to driving. He stated that he is unable to recommend support of the Alameda CTC TEP proposal.

- *Elena Berman with St. Mary's Center* stated that she speaks for the seniors at the center, and the seniors want to see 25 percent of the funds go toward AC Transit operations.
- *Jana Lane with Genesis* is a supporter of the CVP with an emphasis on the student bus pass program, because it will help to reduce truancy and get the students on the path for education and graduation. She stated that if we can provide low-income families with a student bus pass, families will not have to decide between buying food or transportation for a student. Jana stated that she will not support the TEP as it's currently written.
- *Betty Wharton with Genesis* is a supporter of the CVP with an emphasis on the student bus pass.
- *Dennis Fagaly with Genesis* is a supporter of the CVP with an emphasis on the student bus pass program. He stated that the program must be a dedicated line item and receive more than \$3 million a year for the pilot program.
- *Dave Campbell, Program Director with the East Bay Bicycle Coalition (EBBC)*, is a supporter of increasing the allocation of the bicycle and pedestrian program to 12 percent. He stated that he is unable to recommend to the EBBC Board, members, and partners support of the current TEP. Dave encouraged strong language for Complete Streets.
- *Nick Pilch with Albany Strollers and Rollers* is a supporter of increasing the allocation of the bicycle and pedestrian program to 12 percent. This group is also a supporter of the CVP. Nick stated that he will not support the TEP as written.
- *Manolo Gonzalez-Estay with TransForm* stated that he is a supporter of the CVP. He mentioned that he passed out a factsheet detailing alternatives to the BART to Livermore rail project, which would still provide service to the City of Livermore.
- *Joel Ramos with TransForm* is a supporter of the CVP. He is encouraging staff and the Steering Committee to consider fixing BART first to reach a state of good repair before expanding the system.
- *Matt Vander Sluis with Greenbelt Alliance* is a supporter of the CVP and reiterated the importance of creating the best plan for Alameda County residents.
- *Jean King, a member of TransForm and the Sierra Club*, is a supporter of the BART to Livermore project. She also supports the views of TransForm and the Sierra Club in providing more public transportation and bicycle facilities to get people out of their cars. Jean stated that many people do not have cars, and they rely on public transportation; therefore, she supports the BART to Livermore project.
- *Tom O'Neill* is a supporter of BART to Livermore project to reduce traffic on I-580, which will decrease congestion and traffic.
- *Robert Nelson* is a supporter of the BART to Livermore project. He stated that this is a unique opportunity, and the community is behind the project to get BART to Livermore. He stated that this will help increase jobs.
- *Trice Cunningham* is a supporter of the BART to Livermore project. She is ready to have BART to Livermore.
- *Darren Nelson, representing Carpenters Union Local 713*, is a supporter of staff's recommendations in the TEP and the BART to Livermore extension. He stated that

this project will help to build jobs and reduce congestion. It will provide an opportunity to put people back into the workforce.

- *Vanessa Bridges, representing Carpenters Union Local 713*, is a supporter of BART to Livermore. She is also a supporter of staff's recommendations in the TEP.
- *Doug Mann* is a supporter of the BART to Livermore project and high-speed rail.
- *Bob Baltzer, Chair of Friends of Livermore*, is a supporter of BART to Livermore. He is a supporter of the TEP as written.
- *Richard Ryan* is a supporter of the BART to Livermore project.
- *Nancy Bankhead* is a supporter of the BART to Livermore project.
- *Lynn Seppala with Friends of the Vineyards* is a supporter of the BART to Livermore project.
- *Andreas Cluver, Secretary/Treasurer with Alameda County Building Trades Council*, is a supporter of staff's recommendations in the TEP including financing BART to Livermore.
- *Andy Slivka, representing Carpenters Union Local 713*, is a supporter of the BART to Livermore project.
- *John McPartland, BART Director Tri-Valley*, is a supporter of the BART to Livermore project. The project will fulfill the promise to the voters.
- *Patricia Mann* is a supporter of the BART to Livermore project. She stated that she would like for BART to come to Livermore for the community to have better access.
- *Warren Cushmann, with the Disability Action Network*, is a supporter of funding paratransit at the highest level possible. He supports restoring AC Transit operations including buses on the weekend. Warren is also in favor of funding BART operations and maintenance.
- *Lisa Cushmann, with the Disability Action Network*, is a supporter of the CVP with an emphasis of restoring AC Transit services. She stated that funding for transit operations should be 25 percent.
- *Vernon Rodrigues, with Youth Uprising*, is a supporter of the CVP with an emphasis on the youth bus pass.
- *Nate Harrison, with USOAC*, is a supporter of more funding for disabled individuals and street repair. He stated that he is involved with travel training, and he advocates extending funds toward that program.
- *Richard Allen* is a supporter of the BART to Livermore project.
- *Joan Seppala, a Sierra Club Member*, is a supporter of the BART to Livermore project.

## **7. Recommendation to the Commission on the TEP**

The Steering Committee agreed to postpone recommending the TEP to the Commission from December 2011 to January 2012. To work with the advocates that have expressed opposition to the draft TEP, the Steering Committee agreed that members of the committee will form an ad-hoc committee to meet with the advocates to further discuss the TEP and the needs of Alameda County. Alameda CTC staff will schedule and facilitate the ad-hoc meeting and the following Steering Committee members will attend:

- Mayor Mark Green
- Supervisor Scott Haggerty

- Councilmember Olden Henson
- Councilmember Rebecca Kaplan
- Supervisor Nate Miley
- Councilmember Kriss Worthington

The ad-hoc committee members will bring the outcomes of their committee to the next Steering Committee meeting.

**8. Update: Steering Committee, CAWG, TAWG, and Other Items/Next Steps**

Due to time constraints, the committee agreed to review the information in the packet for this topic.

**9. Member Reports**

None

**10. Staff Reports**

None

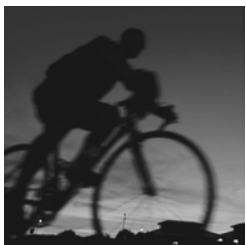
**11. Other Business**

None

**12. Adjournment/Next Meeting**

The meeting adjourned at 3:20 p.m. The next meeting is scheduled for January 26, 2012.

# ALAMEDA COUNTY TRANSPORTATION EXPENDITURE PLAN 2012-2042



Final Draft

January 2012

# ACKNOWLEDGEMENTS

## **ALAMEDA COUNTY TRANSPORTATION COMMISSION & STEERING COMMITTEE MEMBERS**

Supervisor Scott Haggerty,\* Alameda County, District 1  
Supervisor Nadia Lockyer, Alameda County, District 2  
Supervisor Wilma Chan, Alameda County, District 3  
Supervisor Nate Miley,\*Alameda County, District 4  
Supervisor Keith Carson, Alameda County, District 5  
Vice Mayor Rob Bonta,\*City of Alameda  
Mayor Farid Javandel, City of Albany  
Councilmember Laurie Capitelli, City of Berkeley  
Mayor Tim Sbranti,\* City of Dublin  
Councilmember Ruth Atkin,\* City of Emeryville  
Vice Mayor Suzanne Chan,\* City of Fremont  
Councilmember Olden Henson,\* City of Hayward  
Mayor John Marchand, City of Livermore  
Former Mayor Marshall Kamena,\* City of Livermore  
Councilmember Luis Freitas,\* City of Newark  
Councilmember Larry Reid,\* City of Oakland  
Councilmember Rebecca Kaplan,\* City of Oakland  
Vice Mayor John Chiang, City of Piedmont  
Mayor Jennifer Hosterman,\* City of Pleasanton  
Councilmember Joyce Starosciak,\*  
City of San Leandro

Mayor Mark Green,\* City of Union City  
Director Greg Harper,\*AC Transit  
Director Tom Blalock,\* BART  
Councilmember Kriss Worthington,\* City of Berkeley  
(Steering Committee Only)

*\*Steering Committee Members*

## **COMMUNITY ADVISORY WORKING GROUP (CAWG) MEMBERS**

Charissa M. Frank, Economic Development  
Committee (Oakland)  
Andy Fields, California Alliance for Jobs  
Arthur B. Geen, Alameda County  
Taxpayer's Association  
Chaka-Khan Gordon, Transportation Justice  
Working Group  
Earl Hamlin, League of Women Voters

Unique S. Holland, Alameda County Office of Education  
Lindsay S. Imai Hong, Urban Habitat  
Dr. Roop Jindal, Alameda CTC CAC  
David Kakishiba, Oakland Unified School District,  
Board of Education  
JoAnn Lew, Alameda CTC CWC  
Teresa McGill, Davis Street Family Resource Center  
Gabrielle M. Miller, Genesis, and Corpus Christi Catholic  
Church (Piedmont)  
Betsy Morris, East Bay Bicycle Coalition  
Betty Mulholland, PAPCO  
Eileen Y. Ng, United Seniors of Oakland and Alameda  
County (USOAC)  
James W. Paxson, East Bay Economic  
Development Alliance  
Patrisha Piras, Sierra Club  
Joel Ramos, TransForm (Community Planner)  
Anthony R. Rodgers, Alameda County Labor Council  
Dr. Raj Salwan, Board of Director for the City of Fremont  
Chamber of Commerce  
Diane Shaw, ElderCare (Fremont, CA) Ponderosa Square  
Homeowners Association  
Sylvia Stadmire, Alameda CTC PAPCO  
Midori Tabata, Alameda CTC BPAC  
Pam L.Willow, Alameda County Public Health Department  
Hale Zukas, Alameda CTC PAPCO

## **TECHNICAL ADVISORY WORKING GROUP (TAWG) MEMBERS**

Alex Amoroso, City of Berkeley  
Aleida Andrino-Chavez, City of Albany  
Eric Angstadt, City of Oakland  
Marisol Benard, New Haven Unified School District  
Kate Black, City of Piedmont  
Jeff Bond, City of Albany  
Jaimee Bourgeois, City of Dublin  
Charlie Bryant, City of Emeryville  
Mintze Cheng, City of Union City  
Keith R. Cooke, City of San Leandro  
Wendy Cosin, City of Berkeley  
Brian Dolan, City of Pleasanton  
Soren Fajeau, City of Newark - Engineering Division



# ACKNOWLEDGEMENTS

Jeff Flynn, Livermore Amador Valley Transit Authority  
Don Frascinella, City of Hayward  
Susan Frost, City of Livermore  
Jim Gannon, Fremont Unified School District  
Robin Giffin, City of Pleasanton  
Mike Gougherty, Water Emergency  
Transportation Authority  
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Wilson Lee, City of Union City  
Tom Liao, City of San Leandro  
Albert Lopez, Alameda County  
Joan Malloy, City of Union City  
Gregg Marrama, BART  
Val Menotti, BART  
Neena Murgai, Alameda County Public Health Department  
Matt Nichols, City of Berkeley  
Erik Pearson, City of Hayward  
James Pierson, City of Fremont  
Jeri Ram, City of Dublin  
David Rizk, City of Hayward  
Marc Roberts, City of Livermore  
Brian Schmidt, ACE Rail  
Peter Schultze-Allen, City of Emeryville  
Jeff Schwob, City of Fremont  
Tina Spencer, AC Transit  
Iris Starr, Public Works Agency  
Mike Tassano, City of Pleasanton  
Lee Taubeneck, Caltrans  
Andrew Thomas, City of Alameda  
Jim Townsend, East Bay Regional Park District (EBRPD)  
Bob Vinn, City of Livermore  
Marnie Waffle, City of Dublin  
Bruce Williams, City of Oakland  
Stephen Yokoi, Caltrans  
Karl Zabel, Hayward Area Recreation and Park District  
(HARD)

## **ALAMEDA CTC STAFF**

Art Dao, Executive Director  
Tess Lengyel, Deputy Director of Policy, Public Affairs  
and Legislation  
Beth Walukas, Deputy Director of Planning

## **CONSULTANTS**

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Nancy Whelan Consulting  
MIG, Inc.  
Eisen | Letunic  
Community Design + Architecture

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## APPENDICES

A. Full List of TEP Investments by Mode



# BACKGROUND AND SUMMARY

## FULFILLING THE PROMISE TO VOTERS

In November 2000, Alameda County voters approved Measure B, a half-cent local transportation sales tax, scheduled to sunset in 2022. Virtually all of the major projects promised to and approved by the voters in that measure are either underway or complete. Funds that go to cities and other local jurisdictions to maintain and improve local streets, provide critical transit service and services for seniors and persons with disabilities, as well as bicycle and pedestrian safety projects will continue until the current Measure B expenditure plan ends in 2022. Through careful management, leveraging of other funding opportunities and consensus-based planning, the promises of the 2000 voter-approved measure have been largely fulfilled and essential operations are ongoing.

While most of the projects promised in Measure B have been implemented or are underway, the need to continue to maintain and improve the County's transportation system remains critically important. Alameda County continues to grow, while funding from outside sources has been cut or has not kept pace. Unless the County acts now to increase local resources for transportation, by 2035, when Alameda County's population is expected to be 24% higher than today; it is anticipated that vehicle miles traveled will increase by 40%:

- Average morning rush hour speeds on the county's freeways will fall by 10%
- Local roads will continue to deteriorate
- Local transit systems will continue to face service cuts and fare increase, and
- Biking and walking routes, which are critical to almost every trip, will continue to deteriorate, impacting safety, public health and the environment.

This Alameda County Transportation Expenditure Plan (referred to throughout this document as the TEP or the plan) responds to the county's continued transportation needs through the extension and

augmentation of a consistent, locally generated and protected funding stream to address the County's transportation needs. A key feature of the local transportation sales tax is that it cannot be used for any purpose other than local transportation needs. It cannot be taken by the State or by any other governmental agency under any circumstance, and over the life of this plan can only be used for the purposes described in the plan, or as amended.

The ballot measure supported by this plan augments and extends the existing half-cent sales tax for transportation in Alameda County known as Measure B, 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, this expenditure plan covers the period from approval in 2012 and subsequent sales tax collections for an unlimited period unless otherwise terminated by the voters, programming a total of \$7.7 billion in new transportation funding in the first thirty years. Voters will have the opportunity to review and approve comprehensive updates to this plan at least once prior to the completion of 2042 and every 20 years thereafter.

The expenditure plan funds critical improvements to the county's transit network, including expanding transit operations and restoring service cuts, and expanding the Bay Area Rapid Transit (BART) system within Alameda County to move more people on transit. It expands transportation services for seniors and people with disabilities, responding to the needs of an aging population. The plan also funds projects to relieve congestion throughout the county, moving people and goods more efficiently, by supporting strategic investments on I-80, I-580, I-680, I-880, and State Routes 84 and 262. In addition, the plan recognizes growth in bicycle and pedestrian travel by completing major trails and bikeways and making substantial improvements in pedestrian safety and access.

## STATUS OF THE CURRENT MEASURE B EXPENDITURE PLAN

Voters in Alameda County have long recognized the need to provide stable and local funding for the County's transportation needs. In 1986, Alameda County voters authorized a half-cent transportation sales tax to finance improvements to the county's overburdened transportation infrastructure. An even wider margin of voters reauthorized this tax in 2000, with over 81.5% support. Detailed expenditure plans have guided the use of these funds. The current plan provides over \$100 million each year for essential operations, maintenance and construction of transportation projects. It authorized the expenditure of funds for the extension of BART to Warm Springs, transit operations, rapid bus improvements throughout the county, bicycle and pedestrian trails and bridges, a countywide Safe Routes to School Program, and specialized transportation services for seniors and people with disabilities. It has also provided congestion relief throughout Alameda County by widening I-238, constructing the I-680 express lane, improving I-580 and I-880, and upgrading surface streets and arterial roadways.

Most of the 27 major projects authorized by the current expenditure plan have been completed or are under construction, many ahead of schedule. Annual audits by independent certified public accountants have verified that 100% of the public funds authorized in the current plan have been spent as promised.

The current projects and programs are governed by the current Measure B Expenditure Plan.

## BENEFITS FROM THE CURRENT MEASURE B EXPENDITURE PLAN

The current local transportation sales tax has provided a substantial share of the total funding available for transportation projects in Alameda County, far exceeding annual state and federal commitments. State and federal sources have diminished over time, and local sources have come to represent over 60% of the money available for transportation in the county. The current measure has been indispensable in helping to meet the county's growing needs in an era of shrinking resources.

The county's ability to keep up with street maintenance needs, such as filling potholes and repaving roadways, is fundamentally dependent on

these local funds. Targeted improvements funded through the current expenditure plan such as the new express lane on I-680 and the widening of I-238 have relieved congestion on critical county commute corridors. A new Warm Springs BART station will soon open in the southern part of the county as the beginning of a new connection to Silicon Valley. The current plan has supported transit operations, improved the safety of children getting to schools throughout the county and funded special transportation services that provide over 900,000 trips for seniors and people with disabilities every year.

These local funds have also allowed the county to compete effectively for outside funds by providing local matching money. The existing expenditure plan has attracted supplemental funds of over \$3 billion from outside sources for Alameda County transportation investments.

## WHY EXTEND AND AUGMENT THE SALES TAX MEASURE NOW?

While the existing measure will remain intact through 2022, the 2012 Alameda County Transportation Expenditure Plan (TEP) has been developed for three reasons:

- The capital projects in the existing measure have been largely completed, with many projects implemented ahead of schedule. Virtually all of the project funds in the existing measure are committed to these current projects. Without a new plan, the County will be unable to fund any new major projects to address pressing mobility needs.
- Due to the economic recession, all sources of transportation funding have declined. The decline in revenues has had a particularly significant impact on transportation services that depend on annual sales tax revenue distributions for their ongoing operations. The greatest impacts have been to the programs that are most important to Alameda County residents:
  - Reductions in local funding to transit operators, combined with state and federal reductions, have resulted in higher fares and less service.
  - Reductions in local funding to programs for seniors and persons with disabilities have resulted in cuts in these programs as the

populations depending on them continue to increase.

- Local road maintenance programs have been cut, and road conditions have deteriorated for all types of users.
- Bicycle and pedestrian system improvements and maintenance of pathways have continued to deteriorate, making it more difficult to walk and bike as an alternative to driving.
- Since the recession began, bus services in Alameda County have been cut significantly, and the gap between road maintenance needs and available funding is at an all-time high. This new expenditure plan will allow local funding to fill in the gaps created by declining state and federal revenue and will keep needed services in place and restore service cuts for many providers.

## HOW THIS PLAN WAS DEVELOPED

This expenditure plan was developed in conjunction with the Alameda Countywide Transportation Plan (CWTP), the long range policy document that guides transportation investments, programs, policies and advocacy for Alameda County through 2040. A Steering Committee and two working groups (technical and community) were established to guide development of both the CWTP and the TEP over the past two years.

Public engagement and transparency were the foundations of the development of these plans. 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.

The TEP also benefited from a performance-based project evaluation process undertaken for the CWTP. This allowed policies and goals to be expressed in quantifiable terms and competing transportation

investments to be compared to one another objectively. This led to a more systematic and analytical selection process for investment priorities.

City councils for all 14 cities in the county and the County Board of Supervisors each held public meetings and voted to approve this expenditure plan and recommended submission of the sales tax measure to the voters.

## VISION AND GOALS

The development of the Countywide Transportation Plan and the Transportation Expenditure Plan began with establishing a new vision and goals for the county's transportation system:

Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities.

The vision recognizes the need to maintain and operate the County's existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measureable performance indicators, and will be supported by these goals:

Our transportation system will be:

- Multimodal (bus, train, ferry, bicycle, walking and driving)
- Accessible, affordable and equitable for people of all ages, incomes, abilities and geographies
- Integrated with land use patterns and local decision-making
- Connected across the county, within and across the network of streets, highways, transit, bicycle and pedestrian routes
- Reliable and efficient
- Cost effective
- Well maintained
- Safe
- Supportive of a healthy and clean environment

## TAXPAYER SAFEGUARDS

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The commitments in this expenditure plan are underscored by a set of strong taxpayer safeguards to ensure that they are met. These include an annual independent audit and report to the taxpayers; ongoing monitoring and review by an Independent Watchdog Committee; requirement for full public review and periodic voter approval for a comprehensive update to the expenditure plan every 20 years after 2042; and strict limits on administrative expenses charged to these funds.

### Local Funds Spent Locally

The revenue generated through this transportation sales tax will be spent exclusively on projects and programs in Alameda County. All of the projects and programs included in the expenditure plan are considered essential for the transportation needs of Alameda County.

## WHAT DOES THE EXPENDITURE PLAN FUND?

**Table 1**      **Summary of Investments by Mode**

<b>Mode</b>	<b>Funds Allocated</b>
<b>Transit &amp; Specialized Transit (48%)</b>	<b>\$3,732</b>
Mass Transit: Operations, Access to Schools, Maintenance, and Safety Program	\$1,857
Specialized Transit For Seniors and Persons with Disabilities	\$774
Bus Transit Efficiency and Priority	\$35
BART System Modernization and Expansion	\$710
Regional Rail Enhancements and High Speed Rail Connections	\$355
<b>Local Streets &amp; Roads (30%)</b>	<b>\$2,348</b>
Major Commute Corridors, Local Bridge Seismic Safety	\$639
Freight Corridors of Countywide Significance	\$161
Local Streets and Roads Program	\$1,548
<b>Highway Efficiency &amp; Freight (9%)</b>	<b>\$677</b>
Highway/Efficiency and Gap Closure Projects	\$600
Freight & Economic Development Program	\$77
<b>Bicycle and Pedestrian Infrastructure and Safety (8%)</b>	<b>\$651</b>
<b>Sustainable Land Use &amp; Transportation (4%)</b>	<b>\$300</b>
Priority Development Area (PDA) / Transit-Oriented Development (TOD) Infrastructure Investments	\$300
<b>Technology, Innovation, and Development (1%)</b>	<b>\$77</b>
<b>TOTAL NEW NET FUNDING (2013-42)</b>	<b>\$7,786</b>







# TRANSPORTATION INVESTMENTS

This Transportation Expenditure Plan describes a \$7.7 billion program designed to sustainably, reliably and effectively move people and goods within the county and to connect Alameda County with the rest of the Bay Area. The projects and programs that follow describe the plan for investments between the approval of the tax in 2012 and its subsequent collections pursuant to comprehensive updates, at least once before the completion of 2042 and every 20 years thereafter. These improvements are necessary to address current and projected transportation needs in Alameda County, current legislative mandates, and reflect the best efforts to achieve consensus among varied interests and communities in Alameda County.

The linkage between sustainable transportation and development has never been clearer. Recent legislation, including SB 375, requires transportation planning agencies to focus on connecting transportation with development policies to ensure that communities develop in a way that supports biking, walking and transit while maximizing accessibility for all modes. Transportation planning must also find ways to reduce the number of miles driven, reducing the production of greenhouse gases.

The projects and programs in this plan are designed to strengthen the economy and improve quality of life in Alameda County, and reduce traffic congestion. They include maintenance of our existing infrastructure, targeted investments to improve highway safety, remove bottlenecks on major commute corridors, enhance rail, bus and ferry transit systems, and make it safer and easier to bike and walk throughout the county.

Two types of investments are funded in this plan: capital investments which are allocated specific dollar amounts in the plan, and programmatic investments which are allocated a percentage of net revenues to be distributed to program recipients on a monthly or periodic basis. Examples of programmatic investments include local road maintenance and

transit operations which provide funds to local jurisdictions to complete on-going operations and maintenance tasks. The following summarizes total expenditures by mode including both capital and programmatic investments.

## **PUBLIC TRANSIT AND SPECIALIZED TRANSIT (48%)**

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Increasing the number of people that can be served by high capacity public transit is critical to all residents of Alameda County to provide transportation choices, relieve congestion and support a vibrant economy. The investments identified for public transit in this plan were guided by the principles of enhancing safety, convenience and reliability to maximize the number of people who can make use of the transit system. By more than doubling the amount of local sales tax funds available to transit operations and maintenance, this plan represents a major investment in Alameda County's transit system to increase transit services and expand access to transit throughout the County, and to help avoid further service cuts and preserve affordability of transit.

## **LOCAL STREETS AND ROADS (30%)**

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Local streets and roads are the essential building blocks of Alameda County's transportation system. Virtually every trip begins or ends on a local road. Alameda County has more than 3,400 road miles of aging streets and roads, many of which are in need of repair: intersections need to be reconfigured, traffic lights need to be synchronized and potholes need to be filled. Most important, these roads are essential to every mode of transportation from cars and trucks, to buses, bikes and pedestrians.

## **HIGHWAY EFFICIENCY, FREIGHT AND ECONOMIC DEVELOPMENT (9%)**

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Aging highway systems continue to operate under substantial pressure as travel patterns become more

diverse and the demands of moving goods and people increases. While the era of major highway construction has come to an end in the Bay Area, there are many opportunities to increase the safety, efficiency and productivity of highway corridors in Alameda County. The highway investments included in this plan focus on improving safety, relieving bottlenecks at interchanges, closing gaps and improving efficiency with carpool and high occupancy vehicle infrastructure, and increasing safety on major truck route corridors.

In addition to focusing on making highways more efficient, this plan recognizes the need to move goods safely and effectively. Recognizing the economic importance of the Port of Oakland, highways must provide connections between goods and market, and do so with minimal impacts on our residential neighborhoods.

### **BICYCLE AND PEDESTRIAN INFRASTRUCTURE (8%)**

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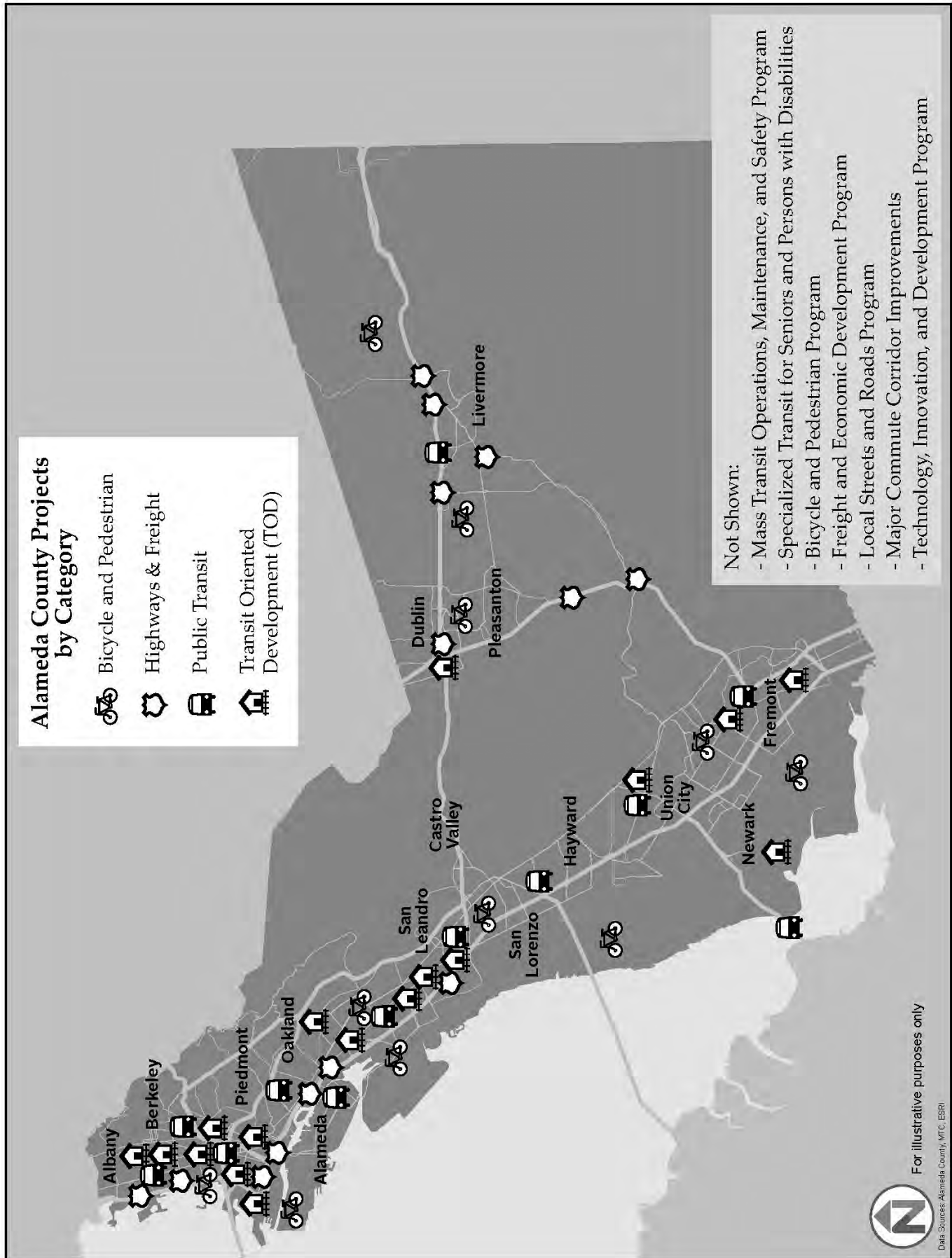
Virtually every trip begins or ends on foot. Alameda County's bicycle and pedestrian infrastructure is the "glue" that holds the network together by extending the reach of transit service, providing a non-polluting and sustainable travel mode, and contributing to public health and quality of life. A particular focus is on the County's youth to encourage adoption of safe and healthy habits through Safe Routes to Schools.

### **SUSTAINABLE LAND USE AND TRANSPORTATION (4%) AND TECHNOLOGY AND INNOVATION (1%)**

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Transportation and land use linkages are strengthened when development focuses on bringing together mobility choices, housing and jobs. This plan includes investments in every part of the County, enhancing areas around BART stations and bus transfer hubs that are slated for new development, and supporting communities where biking, walking and transit riding are all desirable options. In addition, a Technology, Innovation and Development Program will support technological advances in transportation management and information.

The map on the follow page shows the investments planned for all modes and in all parts of the County.



# PUBLIC TRANSIT AND SPECIALIZED TRANSIT INVESTMENTS



A total of 48% of net revenue from this tax will be dedicated to public transit systems. Funds for operations and maintenance will be provided to bus transit

operators in the county (AC Transit, BART, Union City Transit and Livermore Amador Valley Transit Authority) as well as to ferries and the ACE commuter rail system. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and persons with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support transportation access to schools. Major capital investments include upgrades to the existing BART system and a BART extension in the eastern part of the County, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements across the Dumbarton Bridge.

## TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (24% OF NET REVENUE, \$1,857 M)

This proposed program provides transit operators with a consistent funding source for maintaining, restoring and improving transit services in Alameda County. Transit operators will allocate these funds in consultation with their riders and policy makers with the goal of creating a world class transit system that is an efficient, effective, safe and affordable alternative to driving.

The proposed Transit Operations program has two primary components:

- **Pass-through funds (21.55% of net proceeds estimated at \$1.668 M)** are disbursed to AC Transit, BART, the Altamont Commuter Express (ACE) rail service, the Water Emergency Transportation Authority (WETA), the Livermore Amador Valley Transit Authority (LAVTA) and

Union City Transit. The relative percentage of net revenue being passed through to these agencies is as follows:

Agency	% of Net Total Revenue	Total 2012-2042 (est.) \$Millions
AC Transit	18.8%	\$1,455
ACE	1.0%	\$77
BART	0.5%	\$39
WETA (ferries)	0.5%	\$39
LAVTA (WHEELS)	0.5%	\$39
Union City Transit	0.25%	\$19
<b>Total Transit Operations</b>	<b>21.55%</b>	<b>\$1,668</b>

- **Access to School Program, (\$15 million)** for the purposes of funding one or more models for a student transit pass program. The program would be designed to account for geographic differences within the county. Successful models determined through periodic reviews will have the first call for funding within the innovative grant program, as described below.
- **Innovative grant funds administered by the Alameda CTC, including potential student transportation programs, (2.24% of net proceeds estimated at \$175 million)** for the purposes of funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive the first priority for funding from this category.

Funds will be periodically distributed, based upon Alameda CTC Board action, for projects and programs with proven ability to accomplish the goals listed below:

- Increase the use of public transit by youth riders (first priority for funding) and increase youth access to school
- Enhance the quality of service for transit riders
- Reduce costs or improve operating efficiency
- Increase transit ridership by improving the rider experience

- Enhance rider safety and security
- Enhance rider information and education about transit options
- Enhance affordability for transit riders
- Implement recommendations for transit service improvements from Community Based Transportation Plans

These funds will be distributed periodically by the Alameda CTC. Grant awards will emphasize demonstrations or pilot projects which can leverage other funds.

### **SPECIALIZED TRANSIT FOR SENIORS AND PERSONS WITH DISABILITIES (10% OF NET REVENUE, \$774 M)**

This program provides funds for local solutions to the growing transportation needs of older adults and persons with disabilities. Funds will be provided to transit operators to operate specialized transportation service mandated by the Americans with Disabilities Act. In addition, funds will be provided to each part of the County based on their population of residents over age 70 for local programs aimed at improving mobility for seniors and persons with disabilities. The program includes three components:

- **Pass-through funding for East Bay Paratransit Consortium (6% of net revenue, estimated at \$464 M)** to assist them in meeting the requirements of the American's With Disabilities Act. These funds will be disbursed to and directed by the two agencies that operate the East Bay Paratransit Consortium:
  - AC Transit will receive 4.5% of net proceeds annually, estimated at \$348 M from 2012 to 2042 towards meeting its responsibilities under the Americans with Disabilities Act.
  - BART will receive 1.5% of net proceeds annually, estimated at \$116 M from 2012 to 2042, towards meeting its responsibilities under the Americans with Disabilities Act.
- **Pass-through funding provided to each of the four subareas of the County (3% of net proceeds, estimated at \$232 M)** will be for implementation of locally developed solutions to the mobility challenges of older adults and persons with disabilities. Funds will be

distributed monthly based on the percentage of the population over age 70 in each of four planning areas for city-based and mandated paratransit services of local bus transit providers:

- North County – including the cities of, Albany, Alameda, Berkeley, Emeryville, Oakland and Piedmont.
- Central County – including the cities of Hayward and San Leandro or unincorporated areas.
- South County – including the cities of Fremont, Union City, and Newark, as well as Union City Transit.
- East County – including the cities of Livermore, Dublin, Pleasanton, unincorporated areas, and LAVTA.

Funds can be further allocated to individual cities within each planning area based on a formula refined by Alameda CTC's Paratransit Advisory Planning Committee (PAPCO), a group of seniors and disabled riders that advise the Alameda CTC Board of Directors. In East County, funding provided to Livermore and Dublin will be assigned to LAVTA for their ADA mandated paratransit program. In Central County, funding will be provided to Hayward to serve the unincorporated areas.

- **Funds administered by Alameda CTC (1% of net revenue, estimated at \$77 M)** for the purposes of coordinating services across jurisdictional lines or filling gaps in the system's ability to meet the mobility needs of seniors and persons with disabilities. These funds will be periodically distributed by the Alameda CTC Board for projects and programs with proven ability to:
  - Improve mobility for seniors and persons with disabilities by filling gaps in the services available to this population.
  - Provide education and encouragement to seniors and persons with disabilities who are able to use standard public transit to do so.
  - Improve the quality and affordability of transit and paratransit services for those who are dependent on them.
  - Improve the efficiency and effectiveness of ADA-mandated and local services.

## **BUS TRANSIT EFFICIENCY AND PRIORITY (\$35 M)**

A total of \$35 M in sales tax funds will be allocated to projects that enhance the reliability and speed of bus transit services in the East Bay. These projects include the implementation of Bus Rapid Transit and transit priority projects on some of the busiest corridors in the AC Transit system.

### **AC Transit East Bay Bus Rapid Transit (BRT) Projects (\$25 M)**

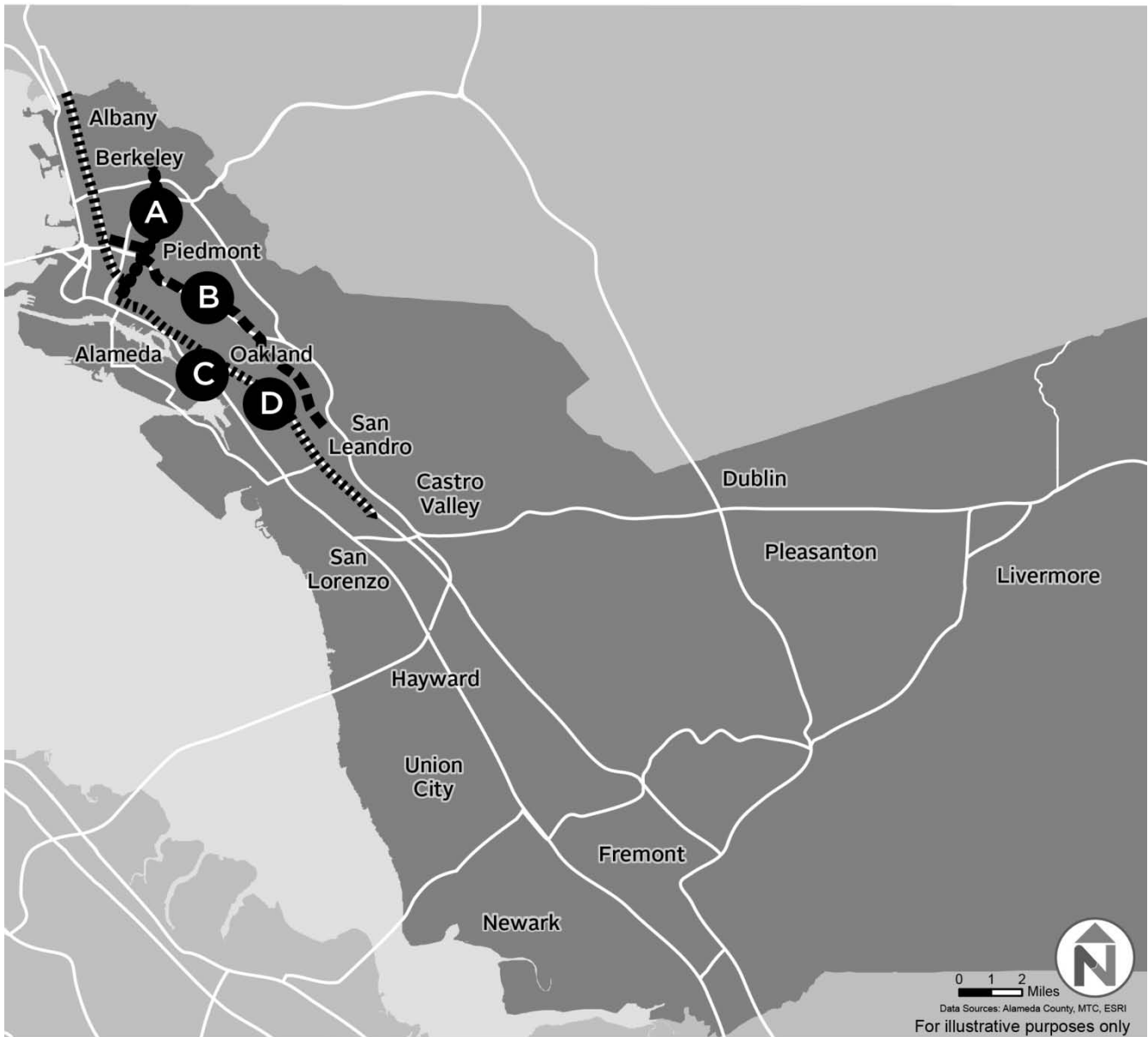
Bus Rapid Transit is a technology that reduces bus travel times, improves the efficiency of transit service and reduces conflicts between bus service and auto travel on major streets. Three BRT corridors are proposed:

- The Telegraph Avenue/East 14<sup>th</sup>/International Boulevard project will provide enhanced transit service connecting the Cities of San Leandro and Oakland with potential extension to UC Berkeley.
- The Grand/MacArthur BRT project will enhance transit service and allow for significant reliability improvements in this critical corridor as well as enhancing access to regional services at the MacArthur BART station.
- The Alameda to Fruitvale BART Rapid Bus service will provide a fast and reliable connection between the City of Alameda and the Fruitvale BART station, providing service to new development proposed for the City of Alameda.

Funds may be used for project development, design, construction, access and enhancement of the rapid transit corridors. These sales tax funds will allow the Telegraph/East 14<sup>th</sup>/International project to be completed and will provide needed local match to attract leveraged funds to the other corridors which are currently under development.

### **College/Broadway Corridor Transit Priority (\$10 M)**

Funding will be provided for the implementation of transit priority treatments to improve transit reliability, reduce travel times and encourage more transit riders on the well utilized College/Broadway corridor.



**A** ———

College/Broadway Corridor:  
Transit Priority

**B** - - - -

AC Transit Grand Macarthur  
Bus Rapid Transit

**C** ———

City of Alameda to Fruitvale  
BART Bus Rapid Transit

**D** - . - . - .

AC Transit East Bay Bus  
Rapid Transit Project

**Not Shown:**

- Specialized Transit for Seniors and Persons with Disabilities
- Innovative grants including potential youth transit pass program
- Mass Transit Operations, Maintenance and Safety Program for AC Transit, Altamont Commuter Express (ACE), Water Emergency Transportation Authority (WETA), Livermore Amador Valley Transit Authority (LAVTA), and Union City Transit.



## **BART SYSTEM MODERNIZATION AND EXPANSION (\$710 M)**

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, as well as providing local funding for a proposed BART extension in the eastern part of the county.

### **BART to Livermore (\$400 M)**

This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

### **BART System Modernization and Capacity Enhancements (\$310 M)**

BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.

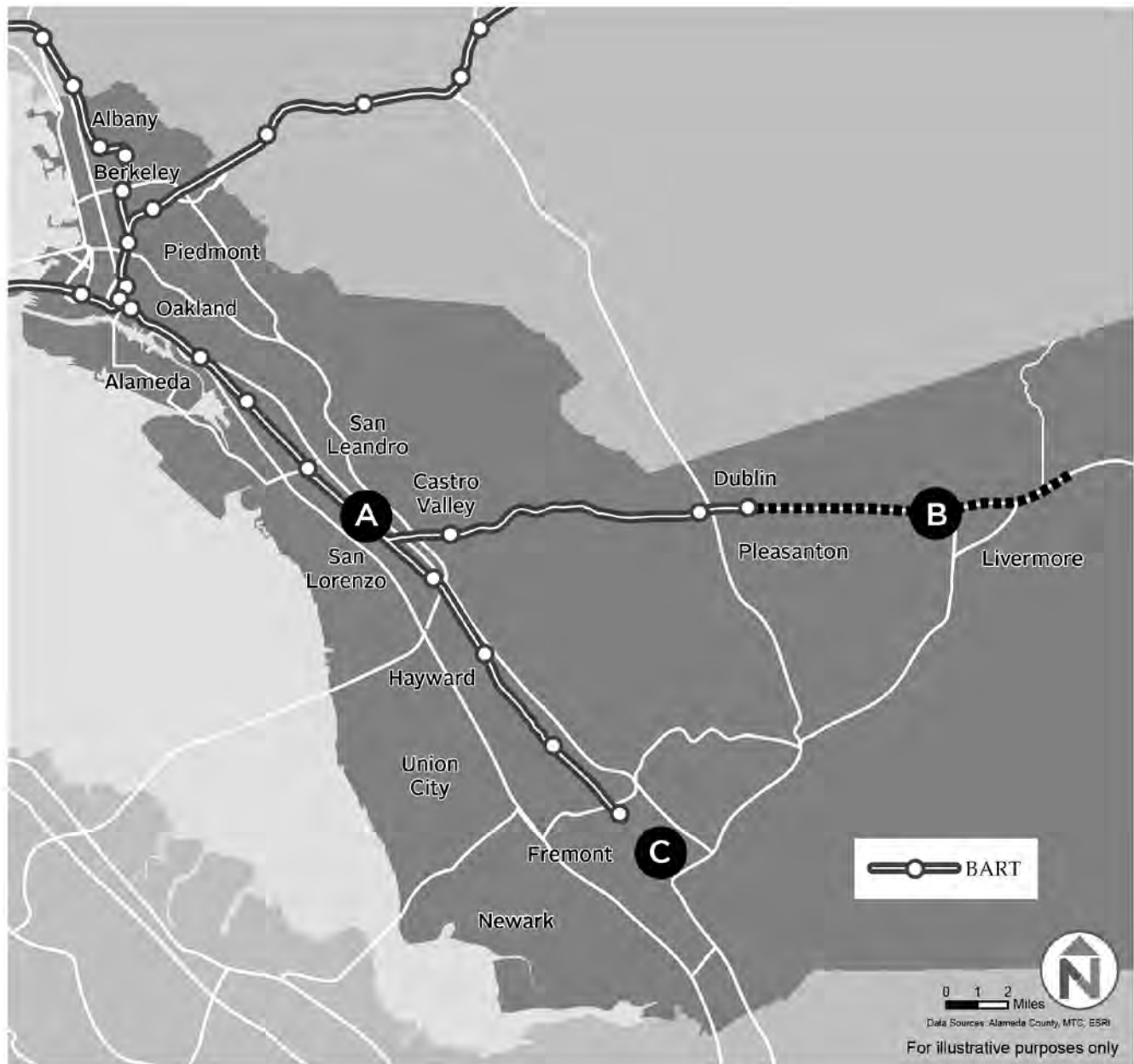
**The Bay Fair Connector/BART METRO project will receive \$100 M** in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the southern part of the county and beyond as Santa Clara County builds its own BART extension.

**The BART Station Modernization and Capacity Program will receive \$90 M** for improvements at all BART stations in Alameda County, addressing station site, building envelope, escalator and elevator rehabilitation/replacement, circulation & wayfinding, air conditioning, lighting & ambient environment,

station reliability upgrades, and other station equipment replacement/upgrades.

**The Irvington BART Station will receive \$120 M** to provide an infill station on the soon-to-open Warm Springs extension south of the existing Fremont Station, creating new accessibility to BART in the southern part of the County.





- A** Bay Fair BART Capacity Enhancement
- B** BART Extension to Livermore
- C** Irvington BART Station

Not Shown:

- BART Station Modernization and Capacity Improvements
- Specialized Transit for Seniors and People with Disabilities

## **REGIONAL RAIL ENHANCEMENTS AND HIGH SPEED RAIL CONNECTIONS (\$355 M)**

Investments include maintenance and service enhancements on existing rail lines and the development of new rail service over the Dumbarton Bridge. Funds will also be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future generations. Finally, this funding category acknowledges the importance of connecting high speed rail to Alameda County and the Bay Area and seeks to prioritize targeted investments to ensure strong connections to this future service.

### **Dumbarton Rail Corridor Implementation (\$120 M)**

The Dumbarton Rail Corridor Project will extend commuter services across the southern portion of the San Francisco Bay between the Peninsula and the East Bay. The project will link multiple transit services including Caltrain, the Altamont Express, Amtrak's Capitol Corridor, BART, and East Bay bus systems at a multi-modal transit center in Union City. The environmental process will determine the most effective service in this corridor.

### **Union City Multimodal Rail Station (\$75 M)**

This project funds the development of a new multimodal rail station in Union City to serve BART, Dumbarton Rail, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre TOD site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.

### **Capital Corridor Service Expansion (\$40 M)**

This project supports track improvements and train car procurement which will enable the trains running between Oakland and San Jose to increase daily round trips per day, matching frequencies between Sacramento and Oakland.

### **Railroad Corridor Track Improvements and Right of Way Preservation (\$110 M)**

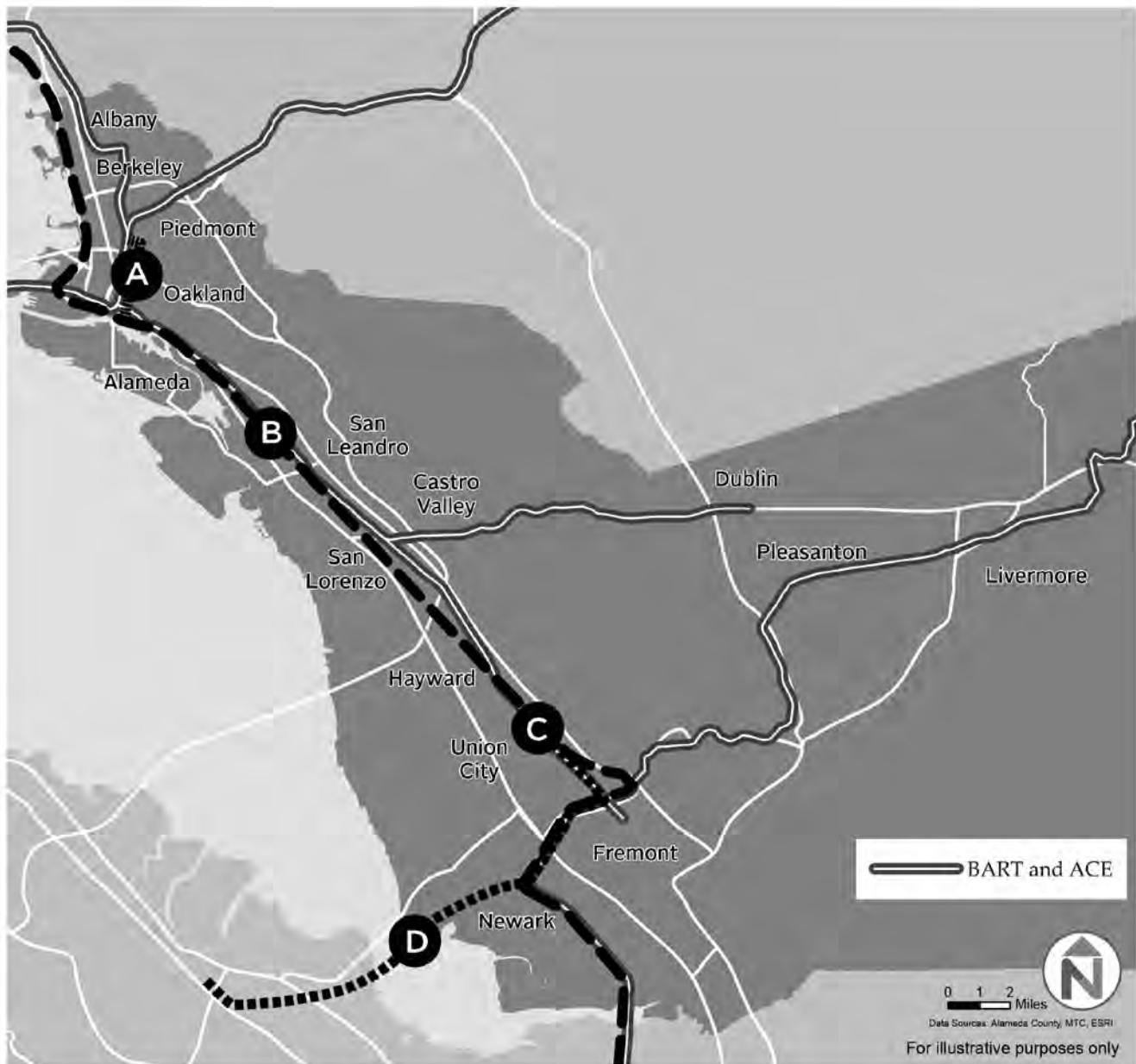
Funds allocated by this project may be used to maintain and enhance existing railroad corridors for use as regional rail and other transportation purposes as well as to preserve the rights of way of rail

corridors that could be used for other transportation purposes, such as major trails.

### **Oakland Broadway Corridor Transit (\$10 M)**

This project will link neighborhoods to transit stations along Broadway Boulevard, Oakland's major transit spine, providing a frequent and reliable connection between the regional rail hub at Jack London Square, with Downtown Oakland, the Uptown Arts and Entertainment District, and adjoining neighborhoods, utilizing the most efficient and effective technology.

## REGIONAL RAIL INVESTMENTS

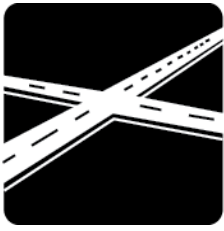


- A** Broadway Corridor Transit —————
- B** Capitol Corridor Service Expansion — — — — —
- C** Union City Passenger Rail Station
- D** Dumbarton Rail Corridor —————

Not Shown:

- Freight Railroad Corridor Right of Way Preservation and Track Improvements

# LOCAL STREETS AND ROADS



A total of 30% of the net revenue anticipated from this tax is dedicated to the improvement of local streets and roads. Streets and roads investments include two major

components: a program that provides funding for local jurisdictions to maintain streets and roads, and a capital program that is focused on improving the performance of major commute routes and bridges throughout the County, including enhancing seismic safety.

The Streets and Roads program in this Expenditure Plan involves shared responsibility – local cities and the County will set their local priorities within a framework that requires complete streets to serve all users and types of transportation, honors best practices and encourages agencies to work together. More specifically, streets and roads expenditures will be designed to benefit all modes of travel by improving safety, accessibility, and convenience for all users of the street right-of-way. The plan also focuses on important commute corridors that carry the majority of the driving public and cross city boundaries, ensuring enhanced cooperation and coordination between agencies.

## **LOCAL STREETS AND ROADS MAINTENANCE AND SAFETY PROGRAM (20% OF NET REVENUES, \$1,548 M)**

In recognition that local streets and roads are the backbone of our transportation system, this program provides funds to local cities and Alameda County for maintaining and improving local infrastructure. Funds may be used for any local transportation need based on local priorities, including streets and road maintenance, bicycle and pedestrian projects, bus stops, and traffic calming. All projects implemented with these funds will support a “complete streets philosophy” where all modes and users are

considered in the development of the local road system. A minimum of 15% of all local streets and roads funds will be spent on project elements directly benefitting bicyclists and pedestrians.

The Local Streets and Roads Maintenance and Safety program is designed as a pass-through program, with funds being provided to local jurisdictions to be used on locally determined priorities. Twenty percent of net revenues will be allocated to local cities and the county based on a formula that includes population and road miles for each jurisdiction, weighted equally, consistent with the current Measure B formula. The formula will be revisited within the first five years of the plan to ensure overall geographic equity in the TEP. This program is intended to augment, rather than replace, existing transportation funding.

## **MAJOR COMMUTE CORRIDORS, LOCAL BRIDGE AND SEISMIC SAFETY INVESTMENTS (\$800 M)**

Major commute routes, illustrated on the map on the following page, serve a high percentage of the daily commuters in Alameda County and the majority of trips for other purposes. These roads are crucial for the movement of goods to stores and consumers, for transit riders and for motorists, and for bicyclist and pedestrians. Concentrating improvements in these corridors will improve access and efficiencies, increase safety and reduce congestion.

This program focuses funding on improvements to major roads, bridges, freight improvements and railroad grade separations or quiet zones. Examples of commute corridors eligible for funding include, but are not limited to, the following:

**North County Major Roadways:** Solano Avenue Pavement resurfacing and beautification; San Pablo Avenue Improvements; State Route 13/Ashby Avenue corridor; Marin Avenue local road safety; Gilman railroad crossing; Park Street, High Street and Fruitvale bridge replacements; Powell Street bridge widening at Christie; East 14th Street improvements.

**Central County Major Roadways:** Crow Canyon Road safety improvements, San Leandro local road resurfacing, Lewelling Road/Hesperian Boulevard improvements, Tennyson Road grade separation.

**South County Major Roadways:** East-west connector in North Fremont and Union City, I-680-880 cross connectors, Fremont Boulevard improvements, upgrades to the relinquished Route 84 in Fremont; Thornton Ave widening; Newark local streets

**East County Major Roadways:** El Charro Road improvements, Dougherty Road widening, Dublin Boulevard widening, Greenville Road widening, Bernal Bridge construction.

**Countywide Freight Corridors:** Outer Harbor Intermodal Terminal at the Port of Oakland, 7<sup>th</sup> Street grade separation and roadway improvement in Oakland, as well as truck routes serving the Port of Oakland.

Projects will be developed by local agencies working in cooperation with neighboring jurisdictions and the Alameda County Transportation Commission to reduce congestion, remove bottlenecks, improve safety, enhance operations, and enhance alternatives to single occupant auto travel in these corridors. Projects will be funded based on project readiness, constructability, geographic equity, and cost effectiveness as determined by the Alameda CTC working with local jurisdictions as part of the Alameda CTC Capital Improvement Program which is updated every 2 years.



## Examples of Major Roadways for Improvement:

- North County:** Solano Ave, San Pablo Ave, Ashby Ave, Marin Ave, Gilman Rail Crossing, Park St, High St, Fruitvale Bridge, and Powell St Bridge, and East 14th St.
- Central County:** Crow Canyon Rd, Hesperian Blvd, Lewelling Blvd, Tennyson Rd, and San Leandro local streets.
- South County:** Central Ave Overpass, Mowry Ave, Thornton Ave widening, East-West Connector, I-680/880 cross connectors, Fremont Blvd, Newark local streets, and Route 84.
- East County:** Greenville Rd, El Charro Rd, Dougherty Rd, Dublin Blvd, and Bernal Bridge.
- Countywide Freight Corridors:** Truck routes serving the Port of Oakland, Outer Harbor Intermodal Terminal and 7th St Improvements.



# HIGHWAY EFFICIENCY AND FREIGHT INVESTMENTS



The County's aging highway system requires safety, access and gap closure improvements to enhance efficiencies on a largely built-out system.

Funding has been

allocated to each highway corridor in Alameda County for needed improvements. Specific projects have been identified based on project readiness, local priority and the availability to leverage current investments and funds. A number of additional eligible projects have been identified as candidates for corridor improvements, which will be selected for funding based on their contribution to the overall goals of improving system reliability, maximizing connectivity, improving the environment and reducing congestion. Priority implementation of specific investments and amounts will be determined as part of the Capital Improvement Program developed by Alameda CTC every two years.

Most of the projects that have been identified for funding are designed to improve the efficiency of and access to existing investments and to close gaps and remove bottlenecks.

A total of 9% of the net revenue is allocated to the highway system, including 1%, or approximately \$77 M, allocated specifically to goods movement and related projects.

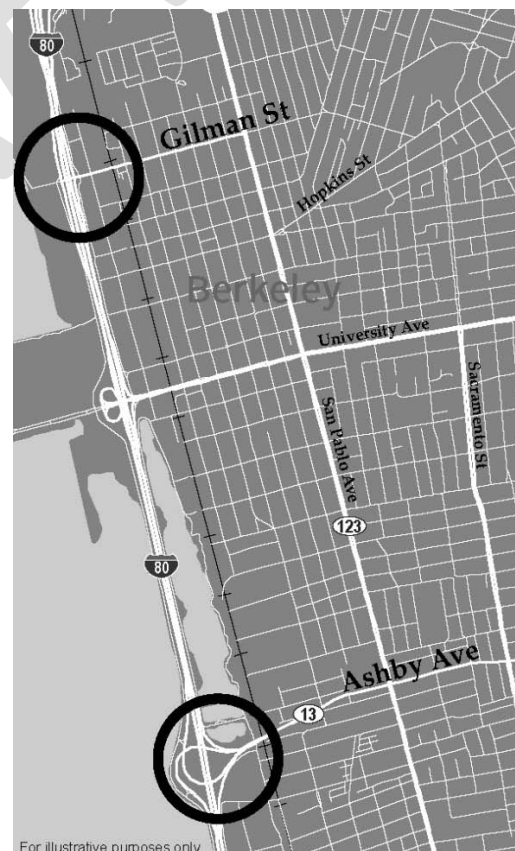
## I-80 CORRIDOR INVESTMENTS FROM THE CONTRA COSTA COUNTY LINE TO THE BAY BRIDGE (\$76 M)

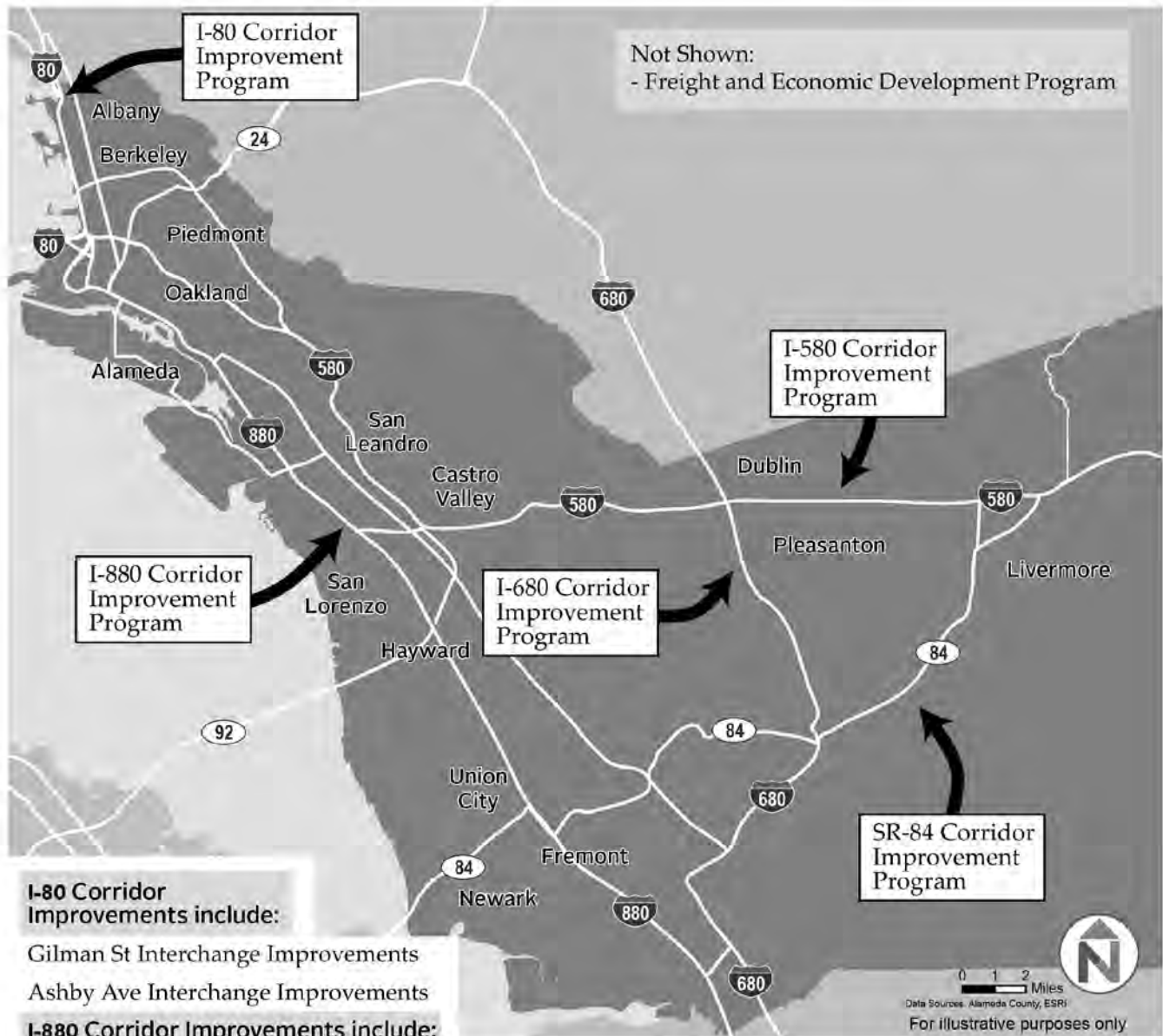
I-80 in the northern part of the County is the most congested stretch of freeway in the Bay Area. Investments in the interchanges on this route were selected to relieve bottlenecks, improve safety and improve conditions for cars, buses, trucks and bicyclists and pedestrians. Key investments will be made at the Ashby and Gilman interchanges in

Berkeley, which will improve conditions for all modes in both Emeryville and Berkeley.

The I-80 Gilman project will receive funding to relieve a major bottleneck and safety problem at the I-80 Gilman interchange. The project includes both a major reconfiguration of the interchange and grade separation of the roadway and the railroad crossing which currently crosses Gilman at grade impeding traffic flow to and from the freeway. Improvements will also be made for pedestrians and bicyclists crossing this location and accessing recreational opportunities west of the freeway, making this a true multimodal improvement.

The Ashby Avenue corridor will receive funding to fully reconstruct the Ashby Avenue Interchange by eliminating the substandard eastbound on-ramp in Berkeley's Aquatic Park. The interchange will be fully accessible to vehicles traveling to and from Emeryville and Berkeley and east and west on I-80 will reduce local traffic congestion in Berkeley and Emeryville and will improve bicycle and pedestrian access. The project includes associated corridor improvements on Ashby Avenue.

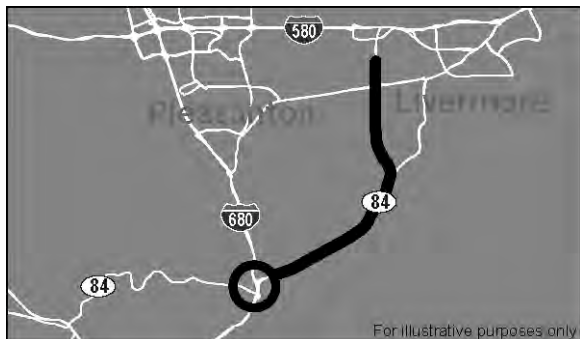






### STATE ROUTE 84 FROM I-580 TO I-680 (\$132 M)

Two significant improvements are planned for this corridor to complete improvements at the SR 84 and I-680 interchange and widening SR 84 to support safety, connectivity and efficiency.



### I-580 CORRIDOR INVESTMENTS FROM DUBLIN TO SAN JOAQUIN COUNTY LINE (\$48 M)

Investments in the I-580 corridor include improvements to the I-580/I-680 Interchange to provide relief on one of the most significant bottlenecks on the freeway system. Additional funding is for interchange improvements in both East and Central County, including improvements at Vasco Road, Greenville Road and Isabel Avenue, which are needed for major transit investments in the Livermore area, as well as interchange improvements in Central County, focusing on bottleneck relief and safety improvements.



### I-680 FROM CONTRA COSTA COUNTY LINE TO THE SANTA CLARA COUNTY LINE (\$60 M)

Implementation of the I-680 HOV/HOT lane in both directions from Route 84 to Alcosta Boulevard is the centerpiece of the improvements planned for this heavily traveled corridor. This project will receive \$60 M to construct carpool/high occupancy toll lanes on I-680 between Alcosta Boulevard and Route 84 in both directions.



### I-880 CORRIDOR INVESTMENTS FROM OAKLAND TO UNION CITY (\$284 M)

I-880 corridor improvements include projects to upgrade and improve key interchanges throughout the corridor beginning with the Broadway/Jackson interchange and Oak Street interchange in Oakland and Alameda to the Whipple/Industrial Parkway Southwest interchange in Hayward and to the County line. Many other interchange projects are also candidates for funding to relieve congestion and improve safety.



Funds for improvements in the area of the I-880 Broadway-Jackson Interchange include ramp and interchange improvements, enhancements to goods movement, and access improvements and highway safety improvements, including reducing weaving at

the I-880/I-980 interchange, and transit and bike and pedestrian improvements. Funds for interchange improvements at Whipple Road and Industrial Boulevard in the Central part of the County are also included, as well as making other improvements on I-880. The goals of these improvements are to remove bottlenecks and enhance safety at these critical interchanges, serving motorists and goods movement in Central and Southern Alameda County.

In addition, funding will support completion of the HOV/HOT carpool lanes on I-880 from A Street in Hayward to Hegenberger Road in Oakland, filling in this important gap in the HOV lane system.

Additional funding on I-880 includes a number of critical access and interchange improvements in the north and central parts of the county including grade separations, bridge improvements and interchange enhancements.

### **FREIGHT AND ECONOMIC DEVELOPMENT PROGRAM (1% OF NET REVENUE, \$77 M)**

These discretionary funds will be administered by the Alameda CTC for the purposes of developing innovative approaches to moving goods in a safe and healthy environment in support of a robust economy. Eligible expenditures in this category include:

- Planning, development and implementation of projects that enhance the safe transport of freight by truck or rail in Alameda County, including projects that reduce conflicts between freight movement and other modes.
- Planning, development and implementation of projects that reduce greenhouse gas production in the transport of goods.
- Planning, development and implementation of projects that mitigate environmental impacts of freight movement on residential neighborhoods.
- Planning, development and implementation of projects that enhance coordination between the Port of Oakland, Oakland Airport and local jurisdictions for the purposes of improving the efficiency, safety, and environmental and noise impacts of freight operations while promoting a vibrant economy.

These proposed funds will be distributed by the Alameda CTC to eligible public agencies within Alameda County. Eligible public agencies will include local jurisdictions including cities, Alameda County, the Port of Oakland and the Oakland Airport.

# BICYCLE AND PEDESTRIAN INVESTMENTS



Key investments in bicycle and pedestrian infrastructure include completion of the major trails in the County. Funding will allow for the completion of three key

trails: the County's East Bay Greenway which provides a viable commute and community access route for many cyclists and pedestrians from Oakland to Fremont and the Bay Trail and Iron Horse trails in Alameda County which provide important off street routes for both commute and recreational trips. Funding for priority projects in local and countywide Bicycle and Pedestrian plans will also allow for investments that support the use of these modes.

A total of 8% of the funds available in this plan are devoted to improving bicycle and pedestrian infrastructure as well as providing programs to encourage people to bike and walk when possible and to support accessibility for seniors and the disabled. It is important to note that in addition to these dedicated funds, local bicycle and pedestrian projects will also be funded through the Local Streets and Roads and Sustainable Transportation and Land Use Linkages funding categories.

## COMPLETION OF MAJOR TRAILS – IRON HORSE TRAIL, BAY TRAIL AND EAST BAY GREENWAY (\$264 M)

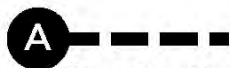
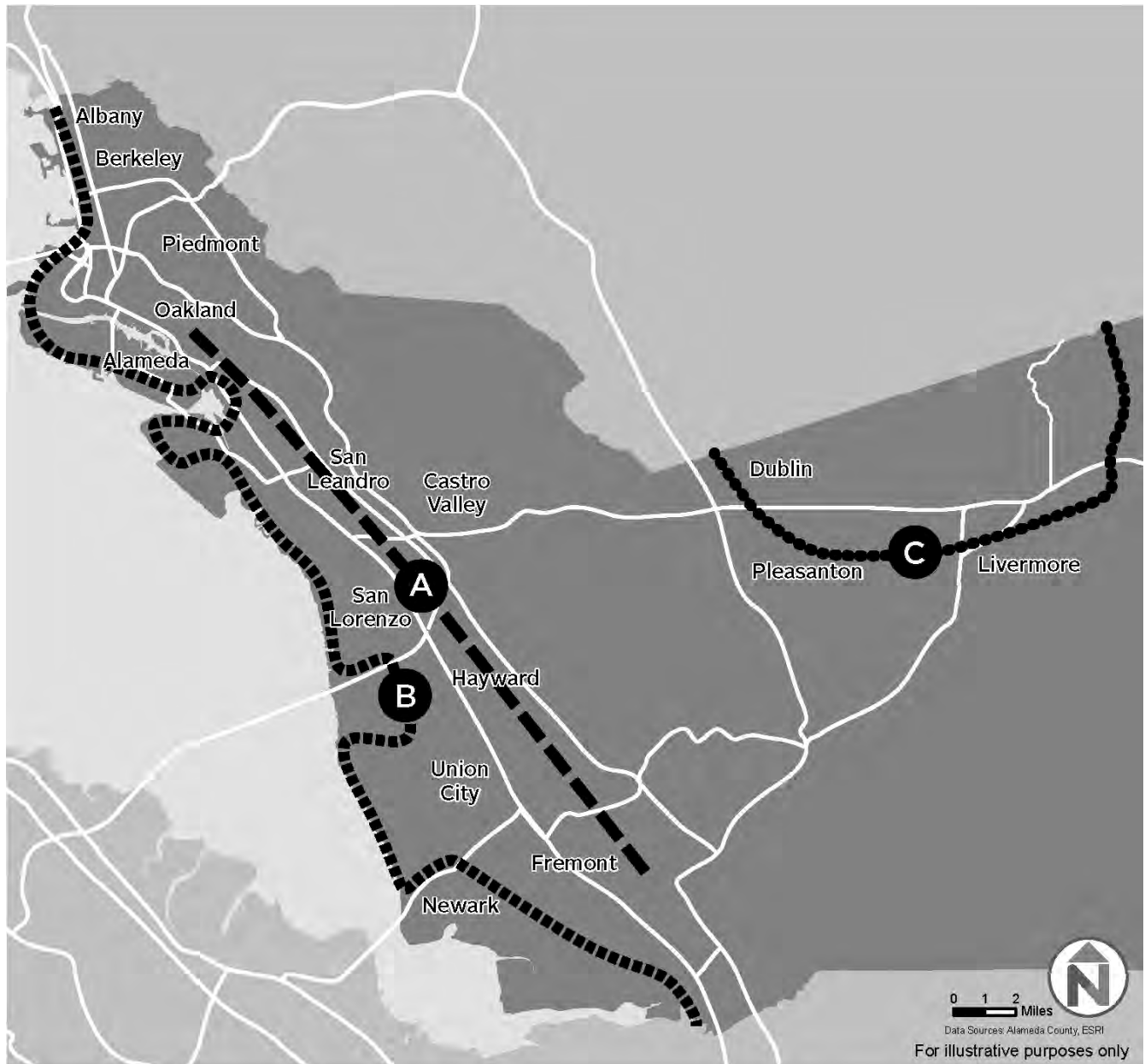
This project provides for increased pedestrian and bicycle transportation options, more open space, and improved public safety in neighborhoods on these three major trails pictured on the next page. These projects have the potential to generate extensive and varied community benefits beyond creating infrastructure for bicycle and pedestrian travel including improving neighborhood connectivity, improving access to transit, reducing local congestion, improving safe access to schools, supporting community health and reducing

greenhouse gas emissions. Funds may be applied to the construction and maintenance of the three major trails, as well as local connectors and access routes.

## LOCAL BICYCLE AND PEDESTRIAN SAFETY PROGRAM (5% OF NET REVENUE, \$387 M)

This proposed program is designed to fund projects and provide operating funds that expand and enhance bicycle and pedestrian safety and facilities in Alameda County, focusing on projects that complete the County's bicycle and pedestrian infrastructure system. The proposed program consists of two components:

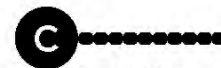
- **Pass-through funding** (3% of net revenue, estimated at \$232 M) will be provided on a monthly basis to the cities and to Alameda County for planning, construction and maintenance of bicycle and pedestrian projects and programs, focusing on completing the high priority projects described in their Bicycle and Pedestrian Master Plans. Funds will be provided to each city within the county and to Alameda County based on their share of population. Jurisdictions will be expected to implement, operate and maintain projects from the County's bicycle and pedestrian plans and to commit to a complete streets philosophy in their project design and implementation.
- **Funds administered by Alameda CTC** (2% of net revenue estimated at \$154 M) will be available for the purposes of implementing and maintaining regional bicycle and pedestrian facilities and increasing safe bicycling. These proposed funds will be periodically distributed by the Alameda CTC Board for projects and programs that:
  - Provide bicycle education and training
  - Increase the number of trips made by bicycle and on foot
  - Improve coordination between jurisdictions
  - Maintain existing trails
  - Implement major elements of the Alameda County Bicycle Master Plan and Pedestrian Master Plan



East Bay Greenway  
from Oakland to Fremont



Bay Trail Gap Closure  
and Access projects



Iron Horse Trail Gap Closure  
and Access projects

## Not Shown:

- Completion of other priority projects in local and countywide bicycle and pedestrian plans
- Pass-through program to cities and County
- Grant program for regional projects and trail maintenance.

- Implement bicycle and pedestrian elements of Community Based Transportation Plans
- Support Safe Routes to Schools
- Support school crossing guards
- Provide bicycle and pedestrian infrastructure within and connecting to developments in priority development areas
- Leverage other sources of funding

Funds in this category will be used for a Countywide Bicycle and Pedestrian Coordinator position.

# INVESTMENTS IN SUSTAINABLE TRANSPORTATION AND LAND USE LINKAGES



Investments in sustainable transportation and land use linkages recognize the need to plan our transportation system along with the land uses that are going to serve the

growing demand for housing and jobs in Alameda County. A total of 4% of net revenue or about \$300 M is dedicated to improvements that link our transportation infrastructure with areas identified for new development. One percent of net revenue, or about \$77 M, is dedicated to investments in new technology, innovation and development.

## PRIORITY DEVELOPMENT AREA/TRANSIT ORIENTED DEVELOPMENT INFRASTRUCTURE IMPROVEMENTS (\$300 M)

These investments target immediate term opportunities for enhancing access, improving safety and creating new infrastructure and supporting construction at BART stations, as well as station area development and transit oriented development at sites identified for early implementation throughout the County. Funds in this category may be spent on project development, design, and environmental clearance as well as construction, operations and maintenance of new infrastructure in these areas. Priority implementation of specific investments and amounts will be determined as part of the Capital Improvement Program developed by Alameda CTC every two years. Examples of eligible station areas to be included in this category are:

### North County Station Areas and Priority Development

- Broadway Valdez Priority Development Area
- Coliseum BART Station Enhancements
- Lake Merritt BART Station and Area Improvements
- West Oakland BART Station Area
- Eastmont Mall Priority Development Area
- 19<sup>th</sup> Street Station Area

- MacArthur BART Station Area
- Ashby BART Station Area
- Berkeley Downtown Station Area

### Central County Station Areas and Priority Development Areas

- Downtown San Leandro Transit Oriented Development
- Bay Fair BART Transit Village
- San Leandro City Streetscape Project
- South Hayward BART Station Area

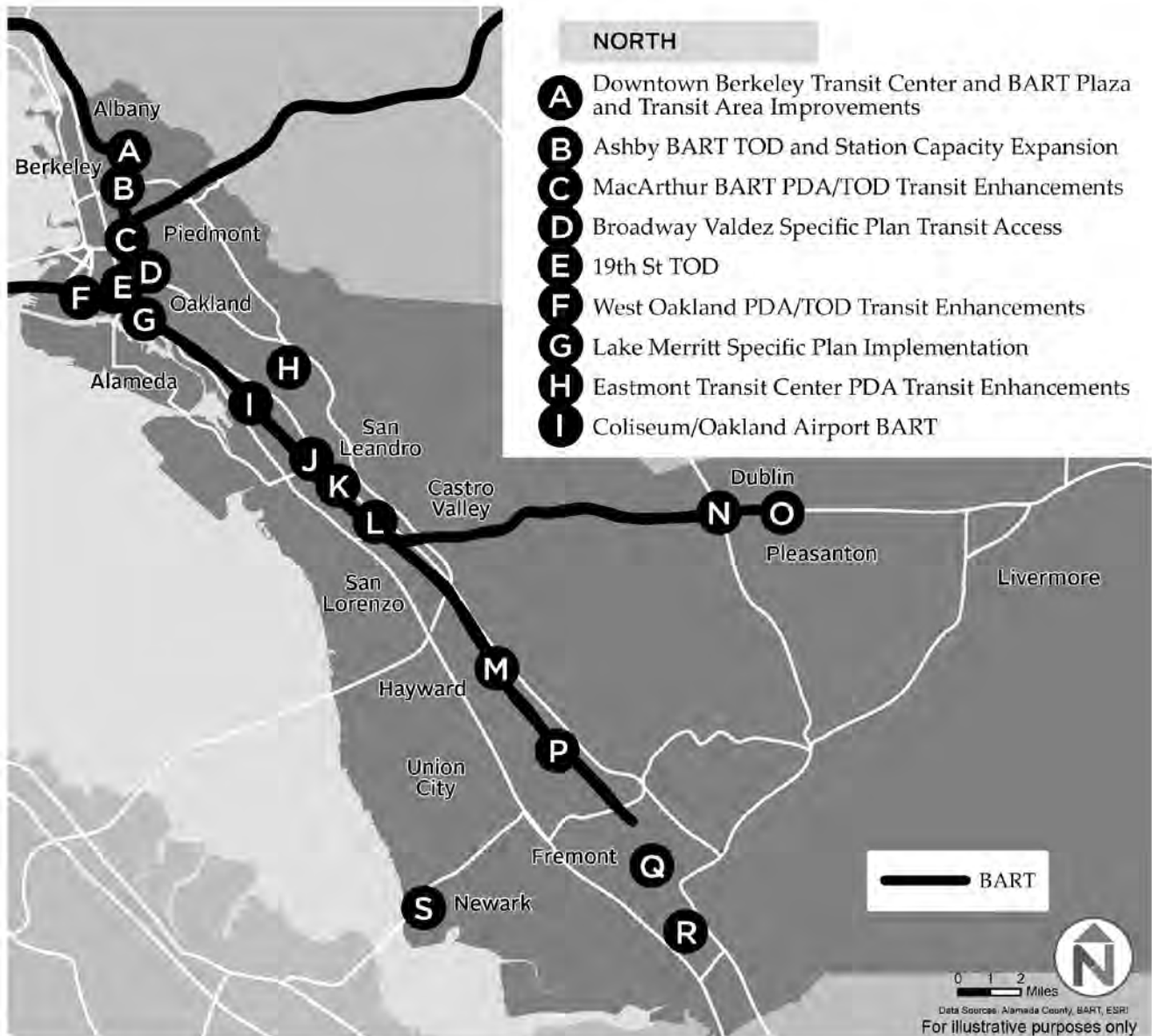
### South County Station Areas and Priority Development Areas

- BART Warm Springs Westside Access Improvements
- Fremont Boulevard Streetscape
- Union City Intermodal Infrastructure Improvements
- Dumbarton TOD Infrastructure improvements

### East County Station Areas

- West Dublin BART Station and Area Improvements
- Downtown Dublin Transit Oriented Development
- East Dublin / Pleasanton BART Station and Area Improvements





### INVESTMENTS IN NEW TECHNOLOGY, INNOVATION AND DEVELOPMENT (1% OF NET REVENUE, \$77 M)

These proposed discretionary funds are designed to be administered by the Alameda CTC to develop innovative approaches to meeting the County's transportation vision, emphasizing the use of new and emerging technologies to better manage the transportation system. Eligible expenditures in this category include:

- Planning, development, implementation and maintenance of new technology and innovative strategies designed to improve the efficiency or effectiveness of the County's transportation system.
- Planning, development, implementation and maintenance of new technology and innovative strategies designed to better inform consumers of their transportation choices.
- Planning, development, implementation and maintenance of new technology and innovative strategies designed to increase utilization of non-auto modes or to increase the occupancy of autos with the goal of reducing congestion and greenhouse gas production.
- Planning, development, implementation and maintenance of new technology and innovative strategies designed to reduce transportation related greenhouse gases through the utilization of a cleaner vehicle fleet including alternative fuels and/or locally produced energy.
- Environmental mitigation for transportation projects including land banking.
- Planning, development and implementation of demand management strategies designed to reduce congestion, increase use of non-auto modes, manage existing infrastructure and reduce greenhouse gas emissions.
- Planning, development and implementation of transportation policies designed to manage parking supply to improve availability, utilization and to reduce congestion and greenhouse gas production.

These proposed funds would be distributed periodically by the Alameda CTC to eligible public agencies within Alameda County.





# GOVERNING BOARD AND ORGANIZATIONAL STRUCTURE

Implementation of this sales tax is authorized under the Local Transportation Authority and Improvement Act, California Public Utilities Code Section 180000 et seq. In enacting this ordinance, voters will authorize the Alameda County Transportation Commission (referred to herein as the Alameda CTC) to have the responsibility to administer the tax proceeds in accordance with all applicable laws and with the Transportation Expenditure Plan (TEP). Funds collected for this tax may be spent only for the purposes identified in the TEP, as it may be amended as described in the implementation guidelines. Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency.

The Alameda County Transportation Commission was created in July 2010 through a merger of two existing agencies: the Alameda County Transportation Improvement Authority, which administered the existing Measure B half-cent transportation sales tax, and the Alameda County Congestion Management Agency, which was responsible for long-range planning and programming of transportation funds. The merger was designed to save taxpayer money by developing a single, streamlined organization focused on planning, funding and delivering countywide projects and programs with local, regional, state and federal funds in the most efficient and effective manner to serve the county's transportation needs. The merger has resulted in millions of dollars of savings to taxpayer's on an annual basis.

## GOVERNING BOARD AND ADMINISTRATION

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The Alameda CTC is governed by a Board comprised of 22 members, with the following representation:

- All five Alameda County supervisors
- Two Oakland representatives
- One representative from each of the other 13 cities
- AC Transit
- BART

The Governing Board is assisted by staff dedicated to implementation and monitoring of sales tax projects and programs. The total cost assigned for salaries and benefits for administrative employees shall not exceed 1% of the revenues generated by the sales tax. The total cost of administration of this tax, including all rent, supplies, consulting services and other overhead costs will not exceed 4% of the proceeds of the tax. In addition, \$XXX has been budgeted to repay a loan from the Alameda CTC for the election costs of the Measure.

## INDEPENDENT WATCHDOG COMMITTEE

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The Independent Watchdog Committee will have the responsibility of reviewing and overseeing all expenditures of sales tax funds by the Alameda CTC. The Independent Watchdog Committee (IWC) reports directly to the public.

The responsibilities of this committee are:

- The IWC must hold public hearings and issue reports, on at least an annual basis, to inform Alameda County residents about how the sales tax funds are being spent. The hearings will be open to the public and must be held in compliance with the Brown Act, California's open meeting law, with information announcing the hearings well-publicized and posted in advance.
- The IWC will have full access to the Alameda CTC's independent auditor and will have the authority to request and review specific information regarding use of the sales tax funds and to comment on the auditor's reports.
- The IWC will publish an independent annual report, including any concerns the committee has about audits it reviews. The report will be published in local newspapers and will be made available to the public in a variety of forums to ensure access to this information.

IWC members are private citizens who are not elected officials at any level of government, nor public employees from agencies that either oversee or benefit from the proceeds of the sales tax.

Membership is limited to individuals who live in Alameda County. Members are required to submit a statement of financial disclosure and membership is restricted to individuals without economic interest in any of the Alameda CTC's projects or programs. The IWC is designed to reflect the diversity of Alameda County. Membership is as follows:

- Two members are chosen at-large from each of the five supervisorial districts in the county (total of 10 at-large members). One member is nominated by each member of the Board of Supervisors and one additional member in each supervisorial district is selected by the Alameda County Mayors' Conference.
- Seven members are selected to reflect a balance of viewpoints across the county. These members are nominated by their respective organizations and approved by the Alameda CTC Board of Directors as follows:
  - One representative from the Alameda County Taxpayer's Association
  - One representative from the Sierra Club

- One representative from the Alameda County Labor Council
- One representative from the East Bay Economic Development Alliance
- One representative from the Alameda County Paratransit Advisory Committee (PAPCO)
- One representative from the East Bay Bicycle Coalition
- One representative from the League of Women's Voters

The members of the IWC are expected to provide a balance of viewpoints, geography, age, gender, ethnicity and income status, to represent the different perspectives of the residents of the county.

## ADVISORY COMMITTEES

The Alameda CTC is assisted by the advice of technical and public advisory committees. These committees, described below, meet regularly and are charged with carrying out important functions on behalf of the Alameda CTC.

### Alameda County Technical Advisory Committee (ACTAC)

The ACTAC is the technical advisory committee to the Alameda CTC. The ACTAC members provide technical expertise, analysis and recommendations related to transportation planning, programming and funding with the Alameda CTC Executive Director functioning as Chair.

### Paratransit Advisory and Planning Committee (PAPCO)

PAPCO addresses funding, planning, and coordination issues regarding specialized transportation services for seniors and persons with disabilities in Alameda County. PAPCO has the responsibility of making direct recommendations to the Board of Directors of the Alameda CTC on funding for senior and disabled transportation services. PAPCO is supported by a Technical Advisory Committee comprised of paratransit providers in Alameda County funded by local transportation sales tax funds.

**Bicycle and Pedestrian Advisory Committee (BPAC)**

The BPAC reviews all competitive applications submitted to the Alameda CTC for bicycle and pedestrian safety funds from Measure B, along with the development and updating of the Alameda Countywide Pedestrian and Bicycle Plans and makes recommendations to the Alameda CTC for funding. The BPAC also provides input on countywide educational and promotional programs and other projects of countywide significance, upon request.

**Other Committees**

The Alameda CTC will establish other community and technical advisory committees as necessary to implement the projects and programs in the TEP and to inform and educate the public on the use of funds for projects and programs in the TEP.





# IMPLEMENTING GUIDELINES

This Transportation Expenditure Plan (TEP) is guided by principles that ensure that the revenue generated by the sales tax is spent only for the purposes outlined in this plan, in the most efficient and effective manner possible, consistent with the direction provided by the voters of Alameda County.

## ADMINISTRATION OF THE PLAN

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1. **Funds only Projects and Programs in TEP:** Funds collected under this measure may be spent only for the purposes identified in the Transportation Expenditure Plan, or as it may be amended by the Alameda CTC Board.
2. **All Decisions Made in Public Process:** The Alameda County Transportation Commission (Alameda CTC) is given the fiduciary duty of administering the transportation sales tax proceeds in accordance with all applicable laws and with the TEP. Activities of the Alameda CTC Board of Directors will be conducted in public according to state law, through publicly noticed meetings. The annual budgets of the Alameda CTC, annual strategic plans and annual reports will all be prepared for public review. The interests of the public will be further protected by an Independent Watchdog Committee, described previously in this plan.
3. **Salary and Administration Cost Caps:** The Alameda CTC Board of Directors will have the authority to hire professional staff and consultants to deliver the projects and programs included in this plan in the most efficient and cost-effective manner. The salaries and benefits for administrative staff hired by the Alameda CTC will not exceed 1% of the proceeds of the tax.

The total of all administrative costs including overhead costs such as rent and supplies will be limited to no more than 4% of the proceeds of this tax.

The cost of Alameda CTC staff who directly implement specific projects or programs are not included in administrative costs.

4. **Amendments Require 2/3 Support:** To modify and amend this plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Board of Directors. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed TEP amendment.
5. **Augment Transportation Funds:** Pursuant to California Public Utilities Code 180001 (e), it is the intent of this expenditure plan that funds generated by the transportation sales tax be used to supplement and not replace existing local revenues used for transportation purposes.

## COMPREHENSIVE PLAN UPDATE PROCESS

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6. **Comprehensive Plan Updates:** While the transportation sales tax is intended to be collected in perpetuity, this plan recognizes that transportation needs, technology, and circumstances change over time. This plan is intended to govern the expenditure of new transportation sales tax funds (not including the existing Measure B funds), collected from implementation in 2013 through subsequent tax collections for an unlimited period, unless otherwise terminated by the voters.
7. **Comprehensive Plan Update Schedule:** The TEP will undergo a comprehensive update at least one time no later than the last general election prior to the completion of 2042 and then at least once every 20 years thereafter.

8. **Approval of a Comprehensive Updated Plan:** In order to adopt a comprehensive updated expenditure plan, the Alameda County Transportation Commission will appoint an Expenditure Plan Update Advisory Committee, representing the diverse interests of Alameda County residents, businesses and community organizations to assist in updating the plan. The meetings of this committee will be publicly noticed, and the committee will be responsible for developing a public process for soliciting input into the comprehensive plan update.

A recommendation for the adoption of the updated expenditure plan shall require a two-thirds vote of the Alameda CTC Board of Directors and shall be taken back to the local jurisdictions including the cities, Alameda County and transit agencies for review and comment. The comprehensive plan update will appear on a general election ballot in Alameda County for approval by the voters, requiring a majority vote.

All meetings at which a comprehensive plan update is considered will be conducted in accordance with all public meeting laws and public notice requirements and will be done to allow for maximum public input into the development of updating the plan.

## TAXPAYER SAFEGUARDS, AUDITS AND ACCOUNTABILITY

Accountability is of utmost importance in delivering public investments with public dollars. The Alameda CTC is committed to transparency and accountability as a public agency along with its many jurisdictional partners and there are many measures built into this measure to ensure voter accountability in expenditure of funds.

9. **Annual Audits and Independent Watchdog Committee Review:** Transportation sales tax expenditures are subject to an annual independent audit and review by an Independent Watchdog Committee. The Watchdog Committee will prepare an annual report on spending and progress in implementing the plan that will be published and distributed throughout Alameda County.
10. **Strict Project Deadlines:** To ensure that the projects promised in this plan can be completed

in a timely manner, each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2019) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Board of Directors for one-year time extensions.

11. **Timely Use of Funds:** Jurisdictions receiving funds for transit operations, on-going road maintenance, services for seniors and disabled, and bicycle and pedestrian safety projects and programs must expend the funds expeditiously and report annually on the expenditure, their benefits and future planned expenditures. These reports will be made available to the public at the beginning of each calendar year.
12. **Annual Budget and Strategic Plan:** Each year, the Alameda CTC adopts an annual budget that projects the expected sales tax receipts, other anticipated funds and planned expenditures for administration, programs and projects. The Alameda CTC will also prepare an annual Strategic Plan which will identify the priority for projects and dates for project implementation based on project readiness, ability to generate leveraged funds and other relevant criteria. Both the budget and the Strategic Plan will be adopted at a public meeting of the Alameda CTC Board of Directors.
13. **Commitments from Fund Recipients:** All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, detailing their roles and responsibilities in spending sales tax funds and including local hiring requirements. **Funding agreements will include performance and accountability measures.** In addition, fund recipients will conduct an annual audit to ensure that funds are managed and spent according to the requirements of this expenditure plan.
14. **Capital Improvement Program Updates:** Projects will be included in the Alameda CTC Capital Improvement Program which will be updated every two years, and which will provide for geographic equity in overall funding allocations. All allocations will be made through a public process.

15. **Geographic Equity:** Funding formulas for all programs will be revisited within the first five years of the plan to ensure overall geographic equity based on population and /or other equity factors. Funding for capital projects will be evaluated through the bi-annual capital improvement planning process which will include an evaluation of geographic equity by planning area.

## RESTRICTIONS ON FUNDS

16. **No Expenditures Outside of Alameda County:** Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency, as defined in the implementation guidelines.
17. **Environmental and Equity Reviews:** All projects funded by sales tax proceeds are subject to laws and regulations of federal, state and local government, including but not limited to the requirements of the California Environmental Quality Act (CEQA), and Title VI of the Civil Rights Act, as applicable. All projects and programs funded with sales tax funds will be required to conform to the requirements of these regulations, as applicable. All projects that go through environmental review analyses will select the most efficient and effective project alternative and technology for implementation to meet the objective of the project.
18. **Complete Streets:** It is the policy of the Alameda CTC that all transportation investments shall consider the needs of all modes and all users. All investments will conform to Complete Streets requirements and Alameda County guidelines to ensure that all modes and all users are considered in the expenditure of funds so that there are appropriate investments that fit the function and context of facilities that will be constructed.
19. **Local Contracting and Jobs:** The Alameda CTC will develop a policy supporting the hiring of local contractors, businesses and residents from Alameda County as applicable in the expenditure of these funds.

20. **New Agencies:** New cities or new entities (such as new transit agencies) that come into existence in Alameda County during the life of the Plan could be considered as eligible recipients of funds through a Plan amendment

## PROJECT FINANCING GUIDELINES AND MANAGING REVENUE FLUCTUATIONS

21. **Fiduciary Duty:** By augmenting and extending the transportation sales tax, the Alameda CTC is given the fiduciary duty of administering the proceeds of this tax for the benefit of the residents and businesses of Alameda County. Funds may be accumulated by the Alameda CTC or by recipient agencies over a period of time to pay for larger and longer-term projects pursuant to the policies adopted by the Alameda CTC. All interest income generated by these proceeds will be used for the purposes outlined in this TEP and will be subject to audits.
22. **Project and Program Financing:** The Alameda CTC will have the authority to bond for the purposes of expediting the delivery of transportation projects and programs. The bonds will be paid with the proceeds of this tax. The costs associated with bonding, including interest payments, will be borne only by the capital projects included in the TEP and any programs included in the TEP that utilize the bond proceeds. The costs and risks associated with bonding will be presented in the Alameda CTC's annual Strategic Plan and will be subject to public comment before any bond sale is approved.
23. **Programming of Funds:** Actual revenues may, at times, be higher than expected in this plan due to changes in receipts and additional funds may become available due to increased opportunities for leveraging or project costs less than expected. Revenue may be lower than expected as the economy fluctuates. Estimates of actual revenue will be calculated annually by the Alameda CTC during its annual budget process. Any excess revenue will be programmed in a manner that will accelerate the implementation of the projects and programs described in this plan, at the direction of the Alameda CTC Board of Directors.

24. **Fund Allocations:** Should a planned project become infeasible or unfundable due to circumstances unforeseen at the time of this plan, or should a project not require all funds programmed for that project, funding will remain within its modal category such as Transit, Roads, Highways, Sustainable Transportation and Land Use, or Bicycle and Pedestrian Safety, and be reallocated to projects or programs in the same funding category at the discretion of the Alameda CTC Board of Directors.
25. **Leveraging Funds:** Leveraging or matching of outside funding sources is strongly encouraged. Any additional transportation sales tax revenues made available through their replacement by matching funds will be spent based on the principles outlined for fund allocations described above.



Mode	Investment Category	Project/Program	\$ Amount	% of Total Funds
<b>Transit &amp; Specialized Transit (48%)</b>	<b>Mass Transit: Operations, Maintenance, and Safety Program</b>	AC Transit	\$1,455.15	18.8%
		ACE	\$77.40	1.0%
		BART Maintenance	\$38.70	0.5%
		WETA	\$38.70	0.5%
		LAVTA	\$38.70	0.5%
		Union City Transit	\$19.35	0.25%
		Innovative grant funds, including potential youth transit pass program	\$174.63	2.24%
	<b>Transit Program for Students and Youth</b>	3-year Access to School Program	\$15.00	0.19%
		<b>Sub-total</b>	<b>\$1,857.64</b>	<b>24%</b>
	<b>Specialized Transit For Seniors and Persons with Disabilities</b>	City-based and Locally Mandated	\$232.20	3.0%
		East Bay Paratransit - AC Transit	\$348.31	4.5%
		East Bay Paratransit - BART	\$116.10	1.5%
		Coordination and Gap Grants	\$77.40	1.0%
		<b>Sub-total</b>	<b>\$774.02</b>	<b>10%</b>
	<b>Bus Transit Efficiency and Priority</b>	Grand Macarthur BRT	\$6.0	14%
		City of Alameda to Fruitvale BART Rapid Bus	\$9.0	
		AC Transit East Bay Bus Rapid Transit Projects in Alameda County	\$10.0	
		College/Broadway Corridor: Transit Priority	\$10.0	
		<b>Sub-total</b>	<b>\$35.0</b>	
	<b>BART System Modernization and Capacity Enhancements</b>	Irvington BART Station	\$120.0	
		Bay Fair BART/BART METRO Capacity Enhancement	\$100.0	
		BART Station Modernization and Capacity Improvements	\$90.0	
		BART to Livermore	\$400.0	
		<b>Sub-total</b>	<b>\$710.0</b>	
	<b>Regional Rail Enhancements and High Speed Rail Connections</b>	Dumbarton Rail Corridor	\$120.0	
		Union City Passenger Rail Station	\$75.0	
		Freight Railroad Corridor Right of Way Preservation and Track Improvements	\$110.0	
		Broadway Corridor Transit	\$10.0	
		Capitol Corridor Service Expansion	\$40.0	
		<b>Sub-total</b>	<b>\$355.0</b>	
	<b>TOTAL</b>		<b>\$3,731.66</b>	<b>48%</b>

Notes: Priority implementation of specific investments and amounts for capital projects will be determined as part of the Capital Improvement Program developed through a public process and adopted by the Alameda CTC every two years and will include geographic equity provisions.

BART Maintenance funds will require an equal amount of matching funds and must be spent in Alameda County.

All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

# Appendix A: Full List of TEP Investments by Mode

Mode	Investment Category	Project/Program	\$ Amount	% of Total Funds	
Local Streets & Roads (30%)	Major Commute Corridors, Local Bridge Seismic Safety	North County Example Projects		10%	
		Solano Avenue Pavement resurfacing and beautification; San Pablo Avenue Improvements; Oakland Army Base Transportation Infrastructure Improvements; SR 13 Ashby Corridor; Marin Avenue Local Road Safety; Gilman Railroad Crossing; Park Street, High Street, and Fruitvale Bridge Replacement; Powell Street Bridge Widening at Christie; East 14th Street			
		Central County Example Projects			
		Crow Canyon Road Safety; San Leandro LS&R*; Lewelling Blvd/Hesperian Blvd.; Tennyson Road Grade Separation			
		South County Example Projects			
		East-West Connector in North Fremont and Union City; I-680/880 Cross Connectors; Widen Fremont Boulevard from I-880 to Grimmer Blvd.; Upgrade Relinquished Route 84 in Fremont; Thornton Ave widening; Newark LS&R			
		East County Example Projects			
		Greenville Road widening; El Charro road construction; Dougherty Road Widening; Dublin Boulevard widening; Bernal Bridge Construction			
		Sub-total			\$639.0
		Countywide Freight Corridors			
		Outer Harbor Intermodal Terminal			
		7th Street Grade Separation and Roadway Improvement			
		Truck Routes serving the Port of Oakland			
					Sub-total
		Direct Allocation to Cities and County	Local streets and roads program	\$1,548.03	20%
	TOTAL		\$2,348.03	30%	

Notes: Priority implementation of specific investments and amounts for capital projects will be determined as part of the Capital Improvement Program developed through a public process and adopted by the Alameda CTC every two years and will include geographic equity provisions.

All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

\*This includes \$30 million for San Leandro local streets and roads improvements

Mode	Investment Category	Project/Program	\$ Amount	% of Total Funds
Highway Efficiency & Freight (9%)	I-80 Improvements	I-80 Gilman Street Interchange improvements	\$24.0	8%
		I-80 Ashby Interchange improvements	\$52.0	
		<b>Sub-total</b>	<b>\$76.0</b>	
	I-84 Improvements	SR-84/I-680 Interchange and SR-84 Widening	\$122.0	
		SR-84 Expressway Widening (Pigeon Pass to Jack London)	\$10.00	
		<b>Sub-total</b>	<b>\$132.0</b>	
	I-580 Improvements	I-580/I-680 Interchange improvements	\$20.0	
		I-580 Local Interchange Improvement Program: Central County I-580 spot intersection improvements; Interchange improvements - Greenville, Vasco, Isabel Avenue (Phase 2)	\$28.0	
		<b>Sub-total</b>	<b>\$48.0</b>	
	I-680 Improvements	I-680 HOT/HOV Lane from Route 84 to Alcosta	\$60.0	
		<b>Sub-total</b>	<b>\$60.0</b>	
	I-880 Improvements	I-880 NB HOV/HOT Extension from A St. to Hegenberger	\$20.0	
		I-880 Broadway Jackson Interchange and circulation improvements	\$75.0	
		Whipple Road / Industrial Parkway Southwest Interchange improvements	\$60.0	
		I-880 Industrial Parkway Interchange improvements	\$44.0	
		I-880 Local Access and Safety improvements: Interchange improvements - Winton Avenue; 23rd/29th St. Oakland; 42nd Street/High Street; Route 262 (Mission) improvements and grade separation; Oak Street Interchange	\$85.0	
		<b>Sub-total</b>	<b>\$284.0</b>	
	Highway Capital Projects	<b>Sub-total</b>	<b>\$600.0</b>	
	Freight & Economic Development	Freight and economic development program	<b>\$77.40</b>	<b>1%</b>
	<b>TOTAL</b>		<b>\$677.40</b>	<b>9%</b>

Notes: Priority implementation of specific investments and amounts for capital projects will be determined as part of the Capital Improvement Program developed through a public process and adopted by the Alameda CTC every two years and will include geographic equity provisions.

All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

## Appendix A: Full List of TEP Investments by Mode

Mode	Investment Category	Project/Program	\$ Amount	% of Total Funds
<b>Bicycle and Pedestrian (8%)</b>	<b>Bicycle and Pedestrian Infrastructure &amp; Safety</b>	Gap Closure on Three Major Trails: Iron Horse, Bay Trail, and East Bay Greenway/UPRR Corridor	\$264.0	3%
		Bike and Pedestrian direct allocation to Cities and County	\$232.20	3%
		Bike and Pedestrian grant program for regional projects and trail maintenance	\$154.80	2%
	<b>TOTAL</b>		<b>\$651.0</b>	<b>8%</b>
<b>Sustainable Land Use &amp; Transportation (4%)</b>	<b>Priority Development Area (PDA) / Transit-oriented Development (TOD) Infrastructure Investments</b>	<b>North County Example Projects*</b>		
		Coliseum/Oakland Airport BART; West Oakland PDA/TOD Transit Enhancements; MacArthur BART PDA/TOD Transit Enhancements; Eastmont Transit Center PDA Transit Enhancements; Lake Merritt Specific Plan Implementation; Broadway Valdez Specific Plan transit access; 19th St TOD; Ashby BART TOD and Station Capacity Expansion; Downtown Berkeley Transit Center and BART Plaza and Transit Area Improvements		
		<b>Central County Example Projects</b>		
		Downtown San Leandro TOD; Bay Fair BART Transit Village; San Leandro City Streetscape; South Hayward BART Station Area		
		<b>South County Example Projects</b>		
		BART Warm Springs West Side Access Improvements; Fremont Boulevard Streetscape; Union City Intermodal Infrastructure Improvements; Dumbarton TOD Infrastructure Improvements		
		<b>East County Example Projects</b>		
		West Dublin TOD, Downtown Dublin TOD, and East Dublin / Pleasanton TOD		
		<b>Sub-total</b>	<b>\$300.00</b>	
	<b>TOTAL</b>		<b>\$300.00</b>	<b>4%</b>
<b>Technology (1%)</b>	<b>Technology, Innovation, and Development</b>	Technology, Innovation, and Development program	<b>\$77.40</b>	<b>1%</b>
<b>TOTAL NEW NET FUNDING (2013-42)</b>			<b>\$7,786</b>	

Notes: Priority implementation of specific investments and amounts for capital projects will be determined as part of the Capital Improvement Program developed through a public process and adopted by the Alameda CTC every two years and will include geographic equity provisions.

All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

\* Preliminary allocation of North County Funds subject to change by the Alameda CTC Board of Directors: Coliseum BART Area (\$40 M), Broadway Valdez (\$20 M), Lake Merritt (\$20 M), West Oakland (\$20 M), Eastmont Mall (\$20 M), 19th Street (\$20 M), MacArthur (\$20 M), Ashby (\$18.5 M), Berkeley Downtown (\$20 M).



## **Countywide Transportation Plan and Transportation Expenditure Plan Development Steering Committee Ad-hoc Subcommittee Meeting Outcomes**

On December 1, 2011, the Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) Steering Committee developed an Ad-hoc Subcommittee to meet with community members and organizations to further discuss the TEP. The Ad-hoc Subcommittee met on three dates with the following organizations:

- January 3, 2012 – Community Vision Platform Advocacy Groups
- January 13, 2012 – Community Vision Platform Advocacy Groups
- January 17, 2012 – League of Women Voters and the Sierra Club

See the attached meeting notes, sign-in sheets, and handouts for detailed information.

*Meeting outcomes:* The outcomes included the following changes to the TEP:

- Increase AC Transit operations from 17.3 to 18.8 percent, and use 0.8 percent to create accountability measures. The 1.5 percent increase would come from the Sustainable Transportation Linkages Program because this program can be more easily backfilled with funds from state and federal sources in the OneBayArea Grant proposal MTC is developing.
- Provide BART with 0.5 percent for maintenance. This increase would also come from the Sustainable Linkages Program.
- Change the language in the student youth pass program to state that successful models of youth student pass programs will have first priority to receive the innovative transit grant funds.
- Modify the BART to Livermore language as follows:

### *BART Extension to Livermore Valley*

*This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction of any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental clearance process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies, and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.*



**Countywide Transportation Plan and Transportation Expenditure Plan  
Development Steering Committee  
Ad-hoc Subcommittee with Community Vision Platform  
Advocacy Groups Meeting Notes  
January 3, 2012**

On January 3, 2012 the following members from the Ad-hoc Subcommittee, the Community Vision Platform Advocacy Groups, and staff/consultants met to discuss the draft Transportation Expenditure Plan (TEP). Audience members also included staff from the Supervisor's offices as well as additional supporters of the Community Vision Platform.

**Ad-hoc Subcommittee Members:** Mayor Mark Green, Supervisor Scott Haggerty, Councilmember Olden Henson, Councilmember Rebecca Kaplan, Supervisor Nate Miley, Councilmember Kriss Worthington

**Community Vision Platform Advocacy Representatives:** Councilmember Laurie Capitelli, City of Berkeley; Meehasin Abdul-Salaam, Genesis; Dave Campbell, East Bay Bicycle Coalition; Manolo Gonzalez-Estay, TransForm; Lindsay Imai, Urban Habitat; John Knox-White, Alameda Transit Advocates; Amy Shrago, Supervisor Carson's Office

**Alameda CTC Staff/Consultants:** Arthur L. Dao, Executive Director; Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation; Beth Walukas, Deputy Director of Planning; Bonnie Nelson, Nelson\Nygaard Consulting Associates

The discussion focused on the direction provided to staff at the Alameda CTC Board Retreat on December 16, 2011 as well as an alternative TEP platform presented by the Community Vision Platform advocacy groups during the meeting.

*Discussion/input on the direction provided to staff at the Alameda CTC Board Retreat on December 16, 2011:*

1. Require that local streets and roads (LSR) funds support at a minimum 15 percent of investments for bicycle and pedestrian elements of projects.
2. Allow San Francisco Bay Area Rapid Transit District (BART) flexibility for the Station Modernization/Metro Mobility Project to use funding for capital or operations:
  - Allow BART to use the funds for the Station Modernization/Metro Mobility Project as intended and remove this suggestion from the list.

## Ad-hoc Subcommittee Meeting Notes January 3, 2012

3. Add Oak Street Interchange and the Broadway Streetcar as eligible project expenditures.
4. Look at funding formulas within a 2- to 5-year time frame:
  - If revisions are made to the LSR formula, then the formulas for all categories should be reviewed and revised at the same time. On a periodic basis, all categories must be looked at for geographic equity.
5. Support an increase in transit operating funds for Alameda-Contra Costa Transit District (AC Transit) to the 17.3 percent amount requested by the AC Transit Board.
  - Staff presented raising AC Transit operating funds to 17.3 percent, and the Community Vision Platform Advocacy Groups representatives stated that 17.3 percent is not enough to restore AC Transit to the 2009 service levels. The representatives suggested raising the percentage to 23 percent.
  - Staff noted that to increase the transit operating funds for AC Transit to 17.3 percent in the TEP, 1 percent was taken from the Sustainable Transportation Linkages Program.
  - Accountability measures for AC Transit must also be defined in the TEP.
6. For large projects, ensure that they are evaluated to support the most efficient and effective technologies.

Additional discussion occurred based on an alternative TEP platform distributed by Community Vision Platform Advocates during the meeting; however, no agreements were reached at the meeting. Suggestions from CVP proponents included the following:

- Move money from paratransit to AC Transit operations. There were concerns raised about any removal of funds for senior and disabled transportation from Ad hoc members and other attendees.
- Change the percentage of LSR funding for bicycle and pedestrian elements of projects from 15 percent to 20 percent of investments.
- Remove the 3-year cap to allow multiple 1-year extensions for projects.
- Extend the project delivery deadline from 7 years to 10 years.
- Modify the funding formula review language to periodically look at the formulas for all categories to maintain geographic equity.
- Create an accountability measure for AC Transit operations.
- Regarding the draft TEP proposed 17.3 percent funding for AC Transit operations, this should be increased to 21 or 23 percent.

### *Meeting outcome/next steps:*

Overall, no agreements were reached during the meeting. Another meeting is scheduled with the Community Vision Platform Advocacy Groups on Friday, January 13, 2012 from 2:30 to 5 p.m. Staff was directed by the Ad-hoc Subcommittee to analyze the alternative platform and provide a response at the next meeting for discussion.





**Countywide Transportation Plan Update  
and Transportation Expenditure Plan Development Steering Committee  
Ad-Hoc Subcommittee Meeting with Community Vision Platform Advocacy Groups**

**ROSTER OF MEETING ATTENDANCE  
January 3, 2012  
1333 Broadway, Suite 300, Oakland, CA 94612**

<b>JURISDICTION/AGENCY</b>	<b>COMMISSIONERS</b>	<b>Initials</b>	<b>ALTERNATES</b>	<b>Initials</b>
City of Union City	Mayor Mark Green, Chair	<i>[Signature]</i>		
City of Berkeley	Councilmember Kriss Worthington, Vice Chair	<i>[Signature]</i>		
County of Alameda	Supervisor Scott Haggerty	<i>[Signature]</i>		
County of Alameda	Supervisor Miley	<i>[Signature]</i>		
City of Hayward	Councilmember Olden Henson	<i>[Signature]</i>		
City of Oakland	Councilmember Rebecca Kaplan	<i>[Signature]</i>		
City of Berkeley	Councilmember Laurie Capitelli	<i>[Signature]</i>		

<b>STAFF</b>	<b>Initials</b>	<b>STAFF/CONSULTANT</b>	<b>Initials</b>
Arthur L. Dao – Executive Director	<i>[Signature]</i>	Vanessa Lee – Clerk of the Commission	<i>[Signature]</i>
Tess Lengyel – Deputy Director of Policy, Public Affairs and Legislation	<i>[Signature]</i>	Angie Ayers-Smith- Program Management Team	<i>[Signature]</i>
Beth Walukas –Deputy Director of Planning	<i>[Signature]</i>	<i>[Signature]</i>	<i>[Signature]</i>



**Countywide Transportation Plan Update  
and Transportation Expenditure Plan Development Steering Committee  
Ad-Hoc Subcommittee Meeting with Community Vision Platform Advocacy Groups**

**ROSTER OF MEETING ATTENDANCE**

**January 3, 2012**

**1333 Broadway, Suite 300, Oakland, CA 94612**

NAME	JURISDICTION / AGENCY	TELEPHONE	E-MAIL
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- |      |                       |                            |  |
|------|-----------------------|----------------------------|--|
| 1.   | Gaby Miller           | Genesis Witness            | 510 436-0265 gaby.miller@sbcglobal.net                 |
| 2.   | Shawn Wilson          | Supervisor Scott Haggerty  | 510-272-6691 Shawn.Wilson@acgov.org                    |
| 3.   | Dawn Argula           | " "                        | 925-551-6592 dawn.argula@acgov.org                     |
| 4.   | MARIYA ABABIO         | Genesis Witness            | 510 839 6120   |
| *5.  | Amy STRAGO            | SUP. CARSON'S OFFICE       | 510 272-1085 Amy.Strago@acgov.org                      |
| *6.  | John Knox White       | Alameda Transit Advocates  | 510-277-2089 jknoxwhite@gmail.com                      |
| *7.  | Manolo Gonzalez-Estey | TransForm                  | 510 740 3150 manolo@transformca.org                    |
| 8.   | Matt Vander Sluis     | Greenbelt Alliance         | 925-932-7776 matt@gbt.org                              |
| 9.   | Eileen Ng             | Sup. Miley's               | 510 610 5117 eileen.ng@acgov.org                       |
| *10. | Lindsay Turi          | Urban Habitat              |  |
| *11. | Dave Campbell         | EAST BAY BICYCLE COALITION | dave.campbell@ebbc.org                                 |
| *12. | Mehasin Abdul-Salam   | Genesis                    | 510 978 8510 center4learning.org<br>bynature@gmail.com |
| *13. | Joel Ramos            | TransformCA.org            | 510-740-3150 ext 318                                   |
| 14.  | Elena Berman          | St. Mary's Center          | 510-923-9600 xt. 211 Eberman@stmaryscenter.org         |
| 15.  |                       |                            |  |
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For questions/updates/summaries



**Countywide Transportation Plan and Transportation Expenditure Plan  
Development Steering Committee  
Ad-hoc Subcommittee with Community Vision Platform  
Advocacy Groups and Labor Representatives Meeting Notes  
January 13, 2012**

On January 13, 2012 the following members from the Ad-hoc Subcommittee, the Community Vision Platform Advocacy Groups, labor representatives and staff/consultants met to discuss the draft Transportation Expenditure Plan (TEP). Note that guests also attended from several cities, the San Francisco Bay Area Rapid Transit District (BART), and staff from several Supervisor's offices.

**Ad-hoc Committee Members:** Mayor Mark Green, Supervisor Scott Haggerty, Councilmember Olden Henson, Councilmember Rebecca Kaplan, Supervisor Nate Miley, Councilmember Kriss Worthington

**Community Vision Platform Advocacy Representatives:** Councilmember Laurie Capitelli, City of Berkeley; Meehasin Abdul-Salaam, Genesis; Nathaniel Arnold, Genesis/ATV 192; Dave Campbell, East Bay Bicycle Coalition; Mary Gonzales, Genesis; Manolo Gonzalez-Estay, TransForm; Claire Haas, Alliance of Californians for *Community Empowerment*; Jeff Hobson, TransForm; Lindsay Imai, Urban Habitat; Gaby Miller, Genesis; H.E. Christian "Chris" Peeples, Sierra Club and AC Transit; Amy Shrago, Supervisor Carson's Office

**Labor Representatives:** Ariana Casanova, SEIU Local 1020; John Dalrymple, Sheet Metal Workers; Andy Fields, CA Alliance for Jobs; Andrew Slivka, Carpenters Union 713

**Alameda CTC Staff/Consultants/Advisory Committee Members:** Arthur L. Dao, Executive Director; Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation; Saravana Suthanthira, Senior Transportation Planner; Laurel Poeton, Assistant Transportation Planner; Matt Todd, Manager of Programming; Bonnie Nelson, Nelson\Nygaard Consulting Associates; James O'Brien, Project Controls Team; Krystle Pasco, Acumen Building Enterprise, Inc.; Hale Zukas, Community Advisory Working Group.

The discussion focused on the comments presented at the Ad-Hoc Subcommittee meeting on January 3, 2012 and the alternative TEP platform presented by the Community Vision Platform (CVP) advocacy groups. In addition, a new proposal from the Community Vision Platform advocacy groups was presented to the Ad Hoc committee that focused on changes to the

## Ad-hoc Subcommittee Meeting Notes January 13, 2012

Implementing Guidelines, as well as additional changes to the proposed funding categories and amounts of funding for each.

The CVP advocacy groups supported their most current proposal emailed to the Ad Hoc members on the evening of January 13<sup>th</sup>, and requested the following:

- For the Access to School Pilot Program, remove the word “pilot” and change the language that describes a “successful” program. The intent is to make it appear/assume that the program will succeed and will continue beyond a pilot phase.
- Consideration by the Ad-Hoc Subcommittee of the latest CVP proposal.

The labor representatives voiced support for the current draft TEP and supported the method of its development through an open, transparent process that engaged a broad array of members from the community, business and other interests. The ad-hoc meeting concluded with the following direction:

- Increase AC Transit operations from 17.3 to 18.8 percent, and use 0.8 percent to create accountability measures. The 1.5 percent increase would come from the Sustainable Transportation Linkages Program because this program can be more easily backfilled with funds from state and federal sources in the OneBayArea Grant proposal MTC is developing.
- Provide BART with 0.5 percent for maintenance. This increase would also come from the Sustainable Linkages Program.
- Change the language in the student youth pass program to state that successful models of youth student pass programs will have first priority to receive the innovative transit grant funds.
- Modify the BART to Livermore language as follows:

### *BART Extension to Livermore Valley*

*This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction of any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental clearance process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies, and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.*

### *Meeting outcome/next steps:*

Alameda CTC will hold another Ad-hoc Subcommittee Meeting with the League of Women Voters and the Sierra Club on January 17, 2012 and final draft of the TEP is scheduled to go before the Commission for approval on January 26, 2012.



Countywide Transportation Plan Update  
And Transportation Expenditure Plan Development Steering Committee  
Ad-Hoc Subcommittee Meeting with Community Vision Platform Advocacy Groups

ROSTER OF MEETING ATTENDANCE

January 13, 2012

1333 Broadway, Suite 300, Oakland, CA 94612

JURISDICTION/AGENCY	COMMISSIONERS	Initials	ALTERNATES	Initials
City of Union City	Mayor Mark Green, <b>Chair</b>	<i>[Signature]</i>		
City of Berkeley	Councilmember Kriss Worthington, <b>Vice Chair</b>	<i>[Signature]</i>		
County of Alameda	Supervisor Scott Haggerty	<i>[Signature]</i>		
County of Alameda	Supervisor Miley	<i>[Signature]</i>		
City of Hayward	Councilmember Olden Henson	<i>[Signature]</i>		
City of Oakland	Councilmember Rebecca Kaplan	<i>[Signature]</i>		
City of Berkeley	Councilmember Laurie Capitelli	<i>[Signature]</i>		

STAFF	Initials	STAFF/CONSULTANT	Initials
Arthur L. Dao – Executive Director	<i>[Signature]</i>	Vanessa Lee – Clerk of the Commission	<i>[Signature]</i>
Tess Lengyel – Deputy Director of Policy, Public Affairs and Legislation	<i>[Signature]</i>	Angie Ayers-Smith – Program Management Team	<i>[Signature]</i>
Beth Walukas – Deputy Director of Planning			



Countywide Transportation Plan Update  
And Transportation Expenditure Plan Development Steering Committee  
Ad-Hoc Subcommittee Meeting with Community Vision Platform Advocacy Groups

ROSTER OF MEETING ATTENDANCE

January 13, 2012

1333 Broadway, Suite 300, Oakland, CA 94612

	NAME	JURISDICTION/AGENCY	TELEPHONE	E-MAIL
1.	Jeff Hobson	Trans Form	510.740.3150 ext 312	jeff@transforma.org
2.	Mando Gonzalez-Estey	TransForm	510/740-3150 ext 315	mand@transform.org
3.	Dave Campbell	East Bay Bicycle Coalition		dave.campbell@ebbc.org
4.	Mahasin Abdul-Salam	GENESIS CA	510 978-8510	centerlearning@signature@gmail.com
5.	Amy SHRAGO	Sup. CARSON'S OFFICE	510.272.6685	Amy.SHRAGO@actd.org
6.	Lindsay Inoué	Urban Habitat	510-839-9510 x 305	lindsay@urbanhabitat.org
7.	ANDY FIELDS	C.A.S	916-466-2259	afields@rebuildca.org
8.	Andrew Slivka	Carpenters Union 713	510-581-7817	aslivka@uccrc.org
9.	John Doherty	Street Metal Workers	510-316-5784	John510@SBCGlossary.com
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**Countywide Transportation Plan Update  
and Transportation Expenditure Plan Development Steering Committee  
Ad-Hoc Subcommittee Meeting with Community Vision Platform Advocacy Groups**

**ROSTER OF MEETING ATTENDANCE**

**January 13, 2012**

**1333 Broadway, Suite 300, Oakland, CA 94612**

NAME	JURISDICTION / AGENCY	TELEPHONE	E-MAIL
1. Gabby Miller	Genesis	510-436-0265	gabymiller@slbcglobal.net
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3. Chris Miley	Ala Co BOS	510-272-6676	ChristopherMiley@acgov.org
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6. Christine Calabrese	City of Oakland	510-288-4754	ccalabrese@oaklandnet.com
7. Hale Zukas	CAWG		
8. Bob Vilho	Livermore	925 960 4516	bavilho@ci.livermore.ca.us
9. H. E. Christian Peoples	(Chris) Spirit Club / AC Transit	510 851-7151	cpeoples@actransit.org
10. KRISTIE PASCO	ALAMEDA CTC		
11. James O'Brien	Ala CTC Project Contacts	(510) 208-7464	
12. Ariana Casanova	SEIU 1021	510-388-9540	ariana.casanova@seiu1021.org
13. Claire Haas	ACLE	510-423-2452	chaas@calorganize.org
14. Donna Lee	BART	(510) 464-6282	dlee@bart.gov
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**Alameda CTC Response to the Alternative Vision Platform letter submitted at the January 2, 2012 Ad Hoc Committee meeting**

*Alameda CTC Responses are below each point in the letter in italics.*

January 2, 2012

Dear Chair Green and Colleagues on the ACTC Board,

We are writing to share with you changes we would like to see made to the current draft transportation expenditure plan (TEP) that we believe are essential to creating a sales tax proposal that will both address the County's greatest transportation needs as well as win the greatest public support.

Attached is an alternative draft TEP that meets the following principles that we agree are critical to a successful measure:

*The Alameda CTC agrees with the principles below, all of which are incorporated into the adopted goals for the TEP and Countywide Transportation Plan as noted below each principle:*

1. Fairness – This is achieved by ensuring geographic equity by planning area for the entire TEP, based upon the proportion of the population residing in that area.

*The TEP is based on goals for improving the County's transportation systems, to improve mobility and accessibility for all. The capital projects selected for funding in the TEP were selected to solve specific issues or fill specific gaps identified through the call for projects. While these projects were selected with an eye towards equity by allowing jurisdictions to identify their highest priority projects, the plan recognizes that the entire county benefits when mobility and accessibility are increased. On the other hand, programmatic funds that are distributed to individual agencies, either through formula or discretionary distributions are more local in nature. As a result, the recommended plan will include a provision that will allow all funding formulas to be revisited within the first five years to ensure that overall goal of maintaining equity among planning areas and individual jurisdictions.*

2. GHG Reductions and Meeting SB375 requirements – This is achieved by providing a basic baseline of transit service in the County, making all streets "Complete Streets," and getting us well on our way to completing our bike/ped plans by 2042.

*The TEP is only one of a variety of funding sources that supports the Countywide Plan. GHG reduction is a goal of both plans, and GHG analysis has been completed on the Countywide Plan projects, many of which are included in this TEP. The overall countywide transportation plan has shown a GHG reduction of 24% in Tier 1 and 25% in Tier 2/Vision. In response to comments, we have tightened the language requiring a complete streets philosophy be applied to all projects (not just local streets and road projects), and have required that a minimum of 15% of local streets and roads funds be used for pedestrian and bicycle improvements, over and above the funding dedicated to bike and ped projects directly. In addition, the transit projects*

*selected for funding in the TEP, and the dedication to land use and transportation linkages, further support a philosophy of VMT reduction and GHG reduction as required by SB 375.*

3. Fixing it first – This will focus significant funds on maintaining our existing transportation infrastructure, especially the repairing and repaving of our roads so that they are safe for all users.

*The TEP and Countywide Plan share a fix it first philosophy. With over 70% of all funds going to transit and paratransit operations and local streets and road maintenance and bicycle and pedestrian facilities, the plan demonstrates a strong preference for “fix it first”.*

4. Maximizing the benefits of transportation funds- This will allow funding for transit capital projects to be flexible and utilizing alternatives analysis of these projects so that the most cost effective alternative can be selected, and getting the biggest bang for every transportation buck.

*The Alameda CTC agrees that transportation funds should be spent on the most effective solutions to our transportation problems, regardless of mode. We also recognize that large projects are subject to a long period of scrutiny including feasibility studies, environmental review and design. Alameda CTC will be engaged in such studies and will review all decisions throughout a project’s life cycle. The Alameda CTC will fund projects in phases, to ensure that funding is spent appropriately on each phase of development.*

The specific changes in our proposal from the current draft TEP include the following.

- Transit Operations – 21% for AC Transit and .75% for LAVTA/Wheels. It has come to our attention that the request by AC Transit for 17.3% will not restore AC’s service back to 2009 levels, only the weekday hours and it doesn’t address planned cuts in 2012. We believe that for us to meet our GhG emission targets, it is essential that we provide the public with a basic baseline of transit service. 21% for AC Transit will achieve that and so will .75% for LAVTA/Wheels, since LAVTA is also not back to pre-2009 levels with the current .5%.

*The Alameda CTC has been responsive to requests for increasing funds for transit operations during the development of the TEP. Funding amounts specifically for AC Transit have gone up significantly and now provide almost \$45 million per year to AC Transit in new operating funds for fixed route services and almost \$12 million per year to AC Transit for paratransit services. Combined, AC Transit will receive 21.8% for operations in the proposed TEP. Further, AC Transit will likely be a recipient of funds from the student youth pass pilot and, if successful, funds from the innovative transit discretionary funding pot. With AC Transit guaranteed 21.8% of the net proceeds of this tax, AC Transit stands to receive about \$1.7 billion in new funding over the life of the expenditure plan - this more than doubles the amount they will receive if the plan does not pass. AC Transit is the single largest fund recipient in the entire proposed TEP. Funding from the newly passed vehicle registration fee will also be available to transit, and has not yet been allocated, and funding allocated through MTC will further add to this total. The allocation of the funds in the TEP is 100% of what the AC Transit Board requested in writing. LAVTA will receive significant increases in funding through the measure.*



*Further, the Transit Sustainability Project underway at MTC and the planned Alameda County Countywide Mass Transit Plan are likely to identify initiatives that will require operators to coordinate more closely and to make changes to their business models to increase efficiency and effectiveness of their services, including reducing operating costs. If any additional funding were to go to transit, it would need to be available to support these outcomes.*

- Bus Pass – 4.7% for an Innovative Youth Transit Pass Program will ensure this program has the funding it needs to adequately serve the parts of the county where a bus pass program will be most needed and the potential to serve other cities, if funds remain, with other low-carbon approaches to getting youth to school, such as walking school buses. As there may be different implementations of the pass in different areas or transit districts, we support a three-year pilot or testing period in order to identify the best practices for implementing an effective and cost-efficient program for the life of the Expenditure Plan. We are committed to working with you and the ACTC staff to find funding from MTC and other sources to expand this effort to maximize the number of youth taking transit, or walking and biking, to get to school and after school programs.

*The implementation of the youth transit pass program is a critical component of this plan. The funding that has been established specifically for a 3-year pilot program, combined with the availability of grant funds to be leveraged for long term implementation, will allow jurisdictions to implement flexible solutions that will meet all of the goals of the plan, as well as providing some additional financial relief to transit agencies.*

*The Alameda CTC is not waiting for the passage of the plan to get started on the Youth Transit Pass program. The Alameda CTC will begin work with interested parties in January 2012 to develop the scope of services and bring back to the Alameda CTC Board for its consideration in early spring 2012. This effort will create a scope for a pilot program that could be developed and initiated prior to passage of the new TEP.*

- Local Streets and Roads – We feel that there are indeed important multi-jurisdictional corridors and bridges that need oversight from ACTC and other regional agencies, rather than being left to individual Cities. However, many of the listed projects in the “major commute corridors” are locally controlled and thus we would like to see four percent of the “Major Commute Corridors” shifted to the LS&R program (for a total of 23.88% for LS&R). The remaining 4.21% in the “Major Commute Corridors” category should be renamed as “Major Multi-jurisdictional roads, corridors, and bridges.” This re-allocation will allow Cities to prioritize the use of a greater share of funds for their greatest local roadway needs, while still addressing critical multi-jurisdictional projects. All funds in these categories would be required to comply with Complete Streets Guidelines set forth by ACTC and twenty percent of the LS&R funds would be required to be used on streets/roads with bikeways or pedestrian ways that are part of the County bike/ped plans. 20% of these funds should be used exclusively for bike/ped improvements in order to support complete streets.

*The current TEP represents a balance between local priorities and the need to focus on the major roads that cross jurisdictional boundaries and carry the majority of the trips in the County, including many major transit trunk route corridors. The priorities identified as major commute corridors come directly from the submissions from local jurisdictions. Alameda CTC believes separating these into their own category is essential to implementing comprehensive solutions across jurisdictional boundaries in the fastest and most efficient manner. Using this technique, projects that are “shovel ready” can be funded first, while planning and design continues in other areas. Having funding at a countywide level ensures that all jurisdictions along a commute corridor are able to work together without jeopardizing their own local priorities, and these funds will reduce the burden of local jurisdictions trying to improve major commute routes, while at the same time adding benefits to local jurisdictions. Alameda CTC understands the incentive for giving cities as much flexibility as possible and has provided an almost doubling of the current funds to directly support local jurisdictions. Alameda CTC also has a strong track record of effectively delivering projects, and by keeping funds at the county level will deliver projects that cross jurisdictional boundaries. Alameda CTC can also ensure leveraging of these funds with other TEP funding categories, such as TOD, transit, bike and pedestrian funds.*

*The current TEP includes language to support 15% of the Local Roads funds going to support bicycle and pedestrian facilities. Historically, jurisdictions have spent approximately 7% annually from their local streets and roads funds for bicycle and pedestrian facilities. In addition, as reported at the Alameda CTC Commission retreat on December 16<sup>th</sup>, there are other investments in signals and education and promotional efforts that may support bicycle and pedestrian facilities and educational efforts, but which are not solely for bicycle and pedestrian uses. Therefore, the proposal in the TEP for 15% represents a doubling of the investment in bicycle and pedestrian facilities from the current Measure B implementation of the local streets and roads funds.*

- Bike/Pedestrian – Along with the LS&R funds, we support staff’s recommendation of 8.37% of the measure would go to support bike/ped infrastructure.

*With this amount specifically to bike and pedestrian infrastructure, coupled with the 15% requirement in the local roads funds, these modes will benefit more than four-fold over the current Measure B.*

- Admin – 3% of the measure would go toward Admin, which is equivalent to what Contra Costa’s Measure J allows and represents a 33% increase in funds for administrative use compared to the current Measure B.

*The staff recommendation of 4% maximum going towards administration is a reduction from the current 4.5% maximum in the current Measure B and is consistent with the overhead required to administer a plan of this magnitude that includes programmatic funds allocations which require additional oversight from the agency. In addition, the agency will be required to manage a number of new studies, including an Alameda County Transit Plan, a Freight Plan and corridor specific studies which would be funded through the administrative allocation. This cap was*

*reduced from 5% to 4% with the allocation of those funds specifically to AC Transit for operations.*

- Outcome-based planning – The following guidelines should be applied to all the capital projects in the Transit and Specialized Transit section to ensure flexibility and maximum benefit of funds: The Alameda County Transportation Commission shall conduct a project-level analysis to evaluate the most cost effective and efficient technology to connect communities to transit options (BART, Regional Rail, Bus Rapid Transit and other technologies). ACTC must also find that there is a feasible plan to secure a full funding commitment for the project within the limits set by this measure - 7 years, with 1 year extensions (up to 3).

*The Alameda CTC strongly agrees with the philosophy of ensuring that all funds are spent wisely and effectively on projects and programs. There are many safeguards in the plan including an Independent Watchdog Committee to ensure that funds are spent appropriately. Funds are allocated to phases of project development at a time, ensuring that all requirements are met before construction funding is provided. As described above, we have avoided being prescriptive in the plan, allowing for independent planning and design processes to go forward to determine the best alignments and technologies in individual corridors that meet the intent of the proposed project.*

*Alameda CTC will participate in all environmental processes and will monitor and report to the Board the results of analyses conducted in these efforts. The environmental process will vet alternatives, and through this process the most effective projects will be selected to meet the intent of the project.*

*The proposed TEP requires that projects receive all environmental clearance and full funding within 7 years of passage of the tax, or request one year extensions. While there is no specific limit on the number of one year extensions, they could be turned down at any time, and remaining funding for the project could be reallocated at the discretion of the board. This is an increase from 5 years in the current plan. This is a strong incentive to complete environmental review, meet all other requirements and achieve full funding so that projects can be delivered to the public as promised.*

- Geographic equity – The following guidelines should be applied to the entire TEP expenditure plan: Measure B expenditures shall be distributed equitably, on a population basis, across the four Planning Areas of the county. This should not include freight projects which are of true Countywide significance. Projects that do not largely serve the population of the area they are located in also should not count towards that planning region's percentage.

*The planning process for the development of the CWTP and TEP has been done in a different way than past planning practices. At the outset of this new planning process, the Alameda CTC stated that it was focusing on a countywide level of planning and would not use the same subarea planning processes as in the past. The new methodology in countywide planning has changed to respond to new legislative mandates, AB 32 and SB 375, and has focused on*

*addressing planning and transportation investments from a countywide perspective by conducting a performance based evaluation to determine how well those mandates are met on a countywide, and ultimately a regional level.*

*The new method recognizes that the transportation system in the County does not stop at jurisdictional or county boundaries- 27 percent of vehicle miles traveled in Alameda County pass through the County without stopping; nor do the users of Alameda County roadways and transit services limit themselves to traveling only in their sub-regional areas - almost 40% of all trips in Alameda County either begin or end in the county and travel to or from an adjacent county using Alameda County freeways, transit and roads. As such, the new planning process looks at how to fund projects in all areas of the county to ensure the transportation system is efficient, multi-modal, supports regional GHG emissions reductions, and provides measureable countywide benefits while also recognizing commitment to current mandates such as fix it first and congestion relief.*

*Alameda CTC maintains its commitment to geographic equity by Planning Area in both the CWTP and the TEP. For this update of the CWTP and development of the TEP, geographic equity for specific funding categories is proposed to be established and monitored through the disbursement of funds through the Alameda CTC's Capital Improvement Program (CIP), which is updated every two years and is a five year program. A new CIP process will be developed through working with the Alameda County Technical Advisory Committee and approved by the full Commission, which will include geographic equity requirements that can be better controlled and enforced for the allocation of all funding sources, including the TEP, and represents the actual disbursement rather than planned use of funding. All funding recipients will be required to enter into agreements with the Alameda CTC that will include accountability and performance requirements, ensuring that projects and programs meet their funding intent.*

*While previous CWTP updates allocated budgets to each planning area and relied on local jurisdictions to identify projects and programs that fit within the estimated 25 year funding constraints, there is also a history of the jurisdictions focusing on high priority projects in one area of the county that benefit the whole. Throughout Alameda County's planning history, there are many examples of all four geographic areas prioritizing countywide projects that might be in one part of the county, but benefitted all areas. For example, I-238 not only benefitted Central County, but the county as a whole since it is an essential freight corridor, and similarly the I-880 Corridor and I-580 Corridor investments also support freight, countywide and regional mobility. Other freight projects have been funded on a countywide basis because of the understanding of freight as a countywide economic investment.*

*In sum, Alameda County transportation investments must serve the county as an entire system of investments, while at the same time recognizing that all areas of the county require transportation improvements. Alameda CTC continues this same commitment through its planning processes: the CWTP will be updated every 4 years, and the Congestion Management Program CIP will be updated every two. It is in the CIP process where geographic equity can be assured and monitored.*

*In the proposed TEP, the major projects listed will serve multi-areas. The projects and programs that do not serve the county as a whole are those that are implemented through the*

*direct subventions to each of the local jurisdictions through local streets and roads, bike/ped, paratransit. Many of the grant programs may fund localized improvements.*

We believe these changes to the TEP are essential to creating the strongest sales tax proposal possible to bring before voters next year and will be unable to support a measure that does not include them. We look forward to discussing further with you our proposal in January.

Sincerely,

Keith Carson  
Board of Supervisors, District 5

Rob Bonta  
City of Alameda

Farid Javandel  
City of Albany

Laurie Capitelli  
City of Berkeley

Ruth Atkin  
City of Emeryville

Rebecca Kaplan  
City of Oakland

Greg Harper  
AC Transit





**Countywide Transportation Plan and Transportation Expenditure Plan  
Development Steering Committee  
Ad-Hoc Subcommittee with the Sierra Club and  
League of Women Voters Meeting Notes  
January 17, 2012**

On January 17, 2012 the following members from the Ad-Hoc Subcommittee, League of Women Voters, the Sierra Club, and staff/consultants met to the draft Transportation Expenditure Plan (TEP). Note that guests also attended from the City of Livermore and the Supervisor's offices, as well as supporters of the Community Vision Platform and Councilmember Laurie Capitelli, City of Berkeley.

**Steering Committee Members:** Mayor Mark Green, Supervisor Scott Haggerty, Councilmember Rebecca Kaplan, Supervisor Nate Miley, Councilmember Kriss Worthington

**League of Women Voters and Sierra Club Representatives:** Wendy Alfsen, Sierra Club; Mim Hawley, League of Women Voters; Michelle Myers, Sierra Club; H.E. Christian (Chris) Peeples, Sierra Club and AC Transit; Pat Piras, Sierra Club; Alex Starr, League of Women Voters; Julie Winter, League of Women Voters; Matt Williams, Sierra Club

**Alameda CTC Staff/Consultants:** Arthur L. Dao, Executive Director; Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation; Beth Walukas, Deputy Director of Planning; Bonnie Nelson, Nelson\Nygaard Consulting Associates.

The discussion focused on the comments on the draft TEP submitted to the Alameda CTC in writing from the League of Women Voters and Sierra Club, as well as on the responses to the comments from Alameda CTC staff.

*Discussion/input on the draft TEP from the League of Women Voters and the Sierra Club:*

- The League of Women Voters' process for supporting countywide issues requires that five of the seven Alameda County leagues agree on the issue at hand. The league has taken positions on local, regional, state, and national issues and positions taken on one level must be consistent with positions taken on another.
- The transportation committee of the Sierra Club consults with the three regions of the county and recommends to the chapter-wide conservation committee and then to the chapter-wide executive committee for a two-thirds vote.
- Attendees requested to change the "in perpetuity" or "no sunset clause" language in the measure to 20 or 25 years to allow voters to periodically reevaluate the measure,

## Ad-hoc Subcommittee Meeting Notes January 17, 2012

ensure accountability, and account for staff turnover. Committee members and staff responded that polling shows that the no sunset clause is favorable among voters, and voting patterns in our county have historically supported measures with no sunset clauses. The vehicle registration fee that successfully passed in November 2010 included a no sunset clause. No other advocacy groups have opposed the no sunset clause. Additionally, the proposed measure allows for voters to check in every 20 years and has multiple levels of where performance and accountability measures are checked including through comprehensive updates, requirements for plan amendments, funding formula updates within the first five years of the plan, biennial capital improvement program updates for funds allocations and through funding agreements with project sponsors.

- Where is the money coming from to address the shortfalls in local streets and roads maintenance? From the new measure as well as through improvements to local management of programs and projects and better utilization of funds. Staff is working on helping jurisdictions utilize their funds more efficiently and effectively. The vehicle registration fee is also contributing to the overall pool of funding for local streets and roads. The measure will ultimately bring over \$4.5 billion dollars to our county for purposes such as bringing our jurisdictions to a state of good repair as shown on the handout by Cambridge Systematics, Figure A.2 "Capital Funding Needs to Maintain and Improve Current Pavement Conditions."
- The BART system needs a considerable amount of money to maintain a state of good repair (refer to the Metropolitan Transportation Commission handout, "MTC's Cost Estimates for BART SGR by Category"). Is there a plan to deal with BART's lack of funds? BART exists in several counties including San Mateo County, Santa Clara County, and Alameda County. To address this issue, all counties including the state and federal levels of government have to invest in BART. The proposed measure does include many BART-friendly projects such as the further expansion to the East part of the County and station modernization. The measure is not the only source of funding for BART and shouldn't be seen as the solution to BART's needs. The measure is contributing to the solution and could be used to leverage other sources of funding.
- References to the countywide bicycle and pedestrian plan work and priorities as well as the most up-to-date complete streets language should be in the next draft of the TEP. The countywide bicycle and pedestrian plans will be adopted as part of the Countywide Transportation Plan (CWTP)-TEP, which will include complete street policies.
- Move the line item for "BART Maintenance" under the "Transit Capital Projects" category to include BART modernization and maintaining a state of good repair. This will allow for more accountability and transparency. BART favors "BART Maintenance" under the "Transit Operations and Maintenance" category as it appears currently. This allows for other county transportation agencies with half cent sales tax measures to include funds for BART operations and maintenance accordingly as their measures come up for reauthorization.
- Implement pre- and post-evaluations of projects going into the plan to determine if project and cost effectiveness goals are met.



## **Ad-hoc Subcommittee Meeting Notes January 17, 2012**

- The language that Supervisor Scott Haggerty proposed for the BART Extension to Livermore Valley involving evaluating cost effectiveness and a detailed assessment of alternatives should be applied to all capital projects as a standard. Some committee members stated that this language would limit the projects' flexibility and create unintended consequences.
- Defining cost effectiveness would also need to be determined and other criteria needs to be considered when determining a project's value, such as providing access to low income riders and bus service.
- Cost effectiveness will be considered for the package of projects in the CWTP and TEP. The most appropriate time to evaluate cost effectiveness is through the environmental process as the project is defined and developed.
- The Commission will review capital projects before delivery and implementation to ensure that projects are cost effective and are adhering to local, state, and federal laws.
- Greenhouse gas emissions are actively being reduced in the CWTP-TEP. MTC reports that there are no reductions to greenhouse gas emissions as there will be an increase in population. Shifts in land use and transit oriented development can reduce greenhouse gas emissions and possibly address the cost effectiveness issue.
- The youth bus pass should be made a part of the plan and not be part of a three-year experimental track.

### *Meeting outcome/next steps:*


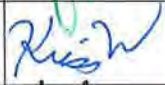
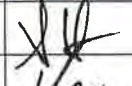
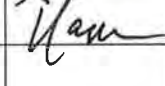


Overall, no agreements were reached during the meeting. The next meeting of the Steering Committee will be on Thursday, January 26, 2012 at 12 p.m. at the Alameda CTC offices.


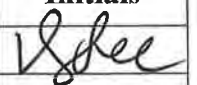


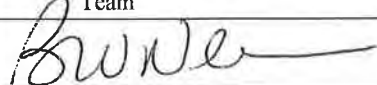
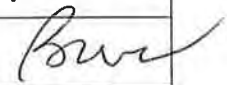
Attachments: Staff responses to the League of Women Voters letter and the Sierra Club letter



**Countywide Transportation Plan Update  
and Transportation Expenditure Plan Development Steering Committee  
Ad-Hoc Subcommittee Meeting with Sierra Club and League of Women Voters**

**ROSTER OF MEETING ATTENDANCE  
January 17, 2012  
1333 Broadway, Suite 300, Oakland, CA 94612**

<b>JURISDICTION/AGENCY</b>	<b>COMMISSIONERS</b>	<b>Initials</b>	<b>ALTERNATES</b>	<b>Initials</b>
City of Union City	Mayor Mark Green, <b>Chair</b>			
City of Berkeley	Councilmember Kriss Worthington, <b>Vice Chair</b>			
County of Alameda	Supervisor Scott Haggerty			
County of Alameda	Supervisor Miley			
City of Hayward	Councilmember Olden Henson			
City of Oakland	Councilmember Rebecca Kaplan			
City of Berkeley	Councilmember Laurie Capitelli			

<b>STAFF</b>	<b>Initials</b>	<b>STAFF/CONSULTANT</b>	<b>Initials</b>
Arthur L. Dao – Executive Director		Vanessa Lee – Clerk of the Commission	
Tess Lengyel – Deputy Director of Policy, Public Affairs and Legislation		Angie Ayers-Smith- Program Management Team	KP
Beth Walukas –Deputy Director of Planning			

**Countywide Transportation Plan Update  
and Transportation Expenditure Plan Development Steering Committee  
Ad-Hoc Subcommittee Meeting with Sierra Club and League of Women Voters**

**ROSTER OF MEETING ATTENDANCE  
January 17, 2012  
1333 Broadway, Suite 300, Oakland, CA 94612**

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17. Lindsay Inui	Urban Habitat	510-839-9510 x305	
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## League of Women Voters Comments on TEP and Alameda CTC Responses

League of Women Voters Comments received January 11, 2012 League Positions	Alameda CTC Transportation Expenditure Plan
<p><u>Climate change</u>: this is an immediate threat to our planet. The League supports policies and programs that effectively reduce greenhouse gas emissions, and we oppose measures that will increase them.</p>	<p><b>The Alameda CTC adopted vision and goals</b> for the Transportation Expenditure Plan and the Countywide Transportation Plan support the League of Women Voters positions as noted below:</p>
<p><u>Equity and social justice</u>: these are guiding principles for the League. We encourage programs that meet needs fairly and we oppose those with negative impacts that fall disproportionately on any communities or segments of our population.</p>	<p><i>Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities.</i></p>
<p><u>Transportation</u>: we support transportation planning that is done in concert with land use planning, and advocate multi-modal, cost-efficient, safe, well-maintained and interconnected transportation systems.</p>	<p>The vision recognizes the need to maintain and operate the County's existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measurable performance indicators, and will be supported by these goals:</p> <p>Our transportation system will be:</p> <ul style="list-style-type: none"> <li>• Multimodal (bus, train, ferry, bicycle, walking and driving)</li> <li>• Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies</li> <li>• Integrated with land use patterns and local decision-making</li> <li>• Connected across the county, within and across the network of streets, highways, transit, bicycle and pedestrian routes</li> <li>• Reliable and Efficient</li> <li>• Cost Effective</li> <li>• Well Maintained</li> <li>• Safe</li> <li>• Supportive of a Healthy and Clean Environment</li> </ul>
<p><u>Process</u>: we support transparency and accountability in all civic activities</p>	
League Comments on Alameda County Transportation Expenditure Plan	Alameda CTC Responses
<p><b>Process: Accountability</b> We continue to be concerned that measures to ensure accountability have not been adequately built into the proposal. The sales tax is proposed to be continued in perpetuity with no opportunity for voters to re-affirm or reject their support. We believe that periodic voter approval of the tax, as well as the expenditure plans, is key to ensuring that in the long term, the sales tax will continue to effectively and fairly meet the needs of all Alameda County residents.</p> <p>The absence of requirements for periodic performance audits of the plan as a whole and for major projects is troubling. We ask that both the TEP and the Countywide plan include specific, measurable performance targets, and that progress toward meeting the goals is measured and reported to the public at least every 20 years</p>	<p><b>Accountability is of utmost importance in delivering public investments with public dollars.</b> The Alameda CTC has incorporated many different accountability measures into the TEP to occur within the initial 30-year period of the sales tax measure, including <b>comprehensive updates, requirements for plan amendments, funding formula updates within the first five years of the plan, and capital improvement program updates which will be done biennially for all fund allocations. Performance and accountability measures will be developed as part of the contract documents for each jurisdiction</b> which receives funds from the sales tax measure and is included in the TEP Implementation Guidelines. Similar to current requirements, all fund recipients will be required to perform audits and report annually to the public. Because the TEP is a strongly multi-modal plan, it is important to ensure that performance and accountability measures are specific to each fund type; therefore, performance and accountability measures will be included in each funding agreement and not in the overall TEP. The following are additional Accountability measures in the TEP:</p> <ul style="list-style-type: none"> <li>• <b>Annual Audits and Independent Watchdog Committee Review:</b> Transportation sales tax expenditures are subject to an annual independent audit and review by an Independent Watchdog Committee. The Watchdog Committee will prepare an annual report on spending and progress in implementing the plan that will be published and distributed throughout Alameda County.</li> <li>• <b>Comprehensive Plan Update Schedule:</b> The TEP will undergo a comprehensive update at least one time no later than the last general election prior to June 2042 and then at least once every 20 years thereafter.</li> <li>• <b>Funding Formula Updates:</b> The plan includes a provision that will allow all funding formulas to be revisited within the first five years to ensure that the overall goal of maintaining equity among planning areas and individual jurisdictions is achieved.</li> </ul>

## League of Women Voters Comments on TEP and Alameda CTC Responses

	<ul style="list-style-type: none"> <li>• <b>Capital Improvement Program Updates:</b> Projects will be included in the Alameda CTC Capital Improvement Program which will be updated every two years, and which will provide for geographic equity in overall funding allocations. All allocations will be made through a public process.</li> <li>• <b>Agency Commitments (Performance and Accountability Measures):</b> To ensure the long-term success of the TEP, all recipients of funds will be required to enter into agreements with the Alameda CTC which will include performance and accountability measures.</li> <li>• <b>Strict Project Deadlines:</b> To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2019) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Board of Directors for one-year time extensions.</li> <li>• <b>Timely Use of Funds:</b> Jurisdictions receiving funds for transit operations, on-going road maintenance, services for seniors and disabled, and bicycle and pedestrian safety projects and programs must expend the funds expeditiously and report annually on the expenditure, their benefits and future planned expenditures. These reports will be made available to the public at the beginning of each calendar year.</li> <li>• <b>No Expenditures Outside of Alameda County:</b> No funds shall be spent outside Alameda County, except for cases where funds have been matched by funding from the county where the expenditure is proposed, or from state and federal funds as applicable, and specific quantifiable and measureable benefits are derived in Alameda County and are reported to the public.</li> </ul>
<p><b>Evaluation</b></p> <p>Proposals for evaluating both the TEP and the County-wide plan lack specificity. It will be critical to conduct performance evaluations regularly to show progress toward meeting specific goals and quantifiable standards.</p> <p>We advocate that the total costs of partially-funded projects be shown in the TEP, including future maintenance and operational costs. Funding constraints are inevitable, and the full costs of projects that are partially funded by the sales tax are likely to require future trade-offs between projects and programs.</p>	<p>The Alameda CTC agrees that <b>transportation funds should be spent on the most effective solutions to our transportation problems</b>, regardless of mode. We also recognize that large projects are subject to a long period of scrutiny including feasibility studies, environmental review and design before they are constructed or implemented. Alameda CTC will be engaged in such studies and will review all decisions throughout a project's life cycle. <b>The Alameda CTC will fund projects in phases, to ensure that funding is spent appropriately on each phase of development.</b> Further, through the Capital Improvement Program process, the Alameda CTC will request full cost and schedule details to ensure that the appropriate amount of funds are allocated to each implementation phase.</p> <p>As noted above, performance and accountability measures will be required as a part of each funding contract between the Alameda CTC and the sales tax recipient. Annual reports and audits are required. Additionally, as part of the Congestion Management Program, the Alameda CTC develops and publishes an Annual Report documenting the state of Alameda County's transportation system and how it performs by regional and countywide adopted performance measures.</p>
<p><b>Evaluation: Cost Effectiveness</b></p> <p>In this time of growing needs and diminishing funds for transportation, we cannot over-emphasize the importance of evaluating projects to determine whether they meet quantitative goals for cost effectiveness. We ask the individual projects and programs be subject to these evaluations, because only in this way can the public knowledgeably evaluate the true value of the expenditure plans they will be asked to approve.</p> <p>The League recognizes one important caveat: lifeline services and many off-peak services that are vital to meeting the needs of County residents cannot always meet cost-effectiveness standards. Therefore, in addition to quantitative measures, consideration must always be given to meeting basic needs for access and mobility.</p>	<p><b>The Alameda CTC strongly agrees that all funds must be spent wisely and effectively on projects and programs.</b> There are many safeguards in the plan including an Independent Watchdog Committee to ensure that funds are spent appropriately. Funds are allocated to phases of project development at a time, ensuring that all requirements are met before construction funding is provided.</p> <p><b>Projects will be funded through the Capital Improvement Program updates which will require detailed cost and project schedule information. Each project will be reviewed and evaluated prior to making funding commitments to ensure cost effectiveness and timely delivery.</b> All recipients of funds will be required to enter into agreements with the Alameda CTC which will include performance and accountability measures.</p>

## League of Women Voters Comments on TEP and Alameda CTC Responses

<p><b>Capital Projects</b></p> <p>Special attention is needed for capital projects because they often come with large price tags that divert funds from other pressing needs. One such need is for ongoing maintenance. Shortfalls in the maintenance budgets of some of our aging transit systems affect the quality of the services they provide and are likely to have implications for passenger safety. Only after maintenance needs are adequately funded should projects to expand existing systems be considered.</p> <p>We strongly recommend that capital projects in the TEP be subject to analyses of alternatives, whether the TEP funding is for the complete project or only a portion. Often, several different types of rail or bus systems could adequately provide the needed services, and the analyses are needed to identify the most efficient and effective mode with the least harmful environmental impacts.</p>	<p><b>Over 70% of the funds in the TEP are to serve the existing maintenance and operations needs of the current transportation system.</b> The highest amount of funding in the entire TEP is to transit operations.</p> <p>The Alameda CTC will participate in all environmental processes and will monitor and report to the Board the results of analyses conducted in these efforts. <b>The environmental process will vet alternatives, and through this process the most effective projects will be selected</b> to meet the intent of the project.</p>
<p><b>Streets</b></p> <p>The TEP mentions a concept that the League applauds: “complete streets,” that would include facilities for pedestrians, bicyclists, and transit, as well as cars. If this is to be the pattern that local jurisdictions are to follow, will the funds allocated to bicycles and pedestrians in a separate category be available for use in this program for streets? If not, the bike/ped portion of funding will exceed the 8 ½ % of TEP funding for this category that voters will assume when they evaluate the TEP. Please make these allocations clear in the description of the categories.</p> <p>We note that the Cambridge Systematics evaluation of the bicycle programs in the TEP and the Countywide plan suggests that the projects funded by the sales tax will result in very few new bicycle riders. The spending for this category needs to be re-examined to ensure that it realistically reflects the actual benefits and usage that are expected.</p>	<p>The current <b>TEP includes language to support 15% of the Local Roads funds for bicycle and pedestrian facilities.</b> Historically, jurisdictions have spent approximately 7% annually from their local streets and roads funds for bicycle and pedestrian facilities. In addition, as reported at the Alameda CTC Commission retreat on December 16<sup>th</sup>, there are other investments in traffic signals and education and promotional efforts that may support bicycling and walking, but which are not solely for bicycle and pedestrian uses. Therefore, the proposal in the TEP for 15% represents a doubling of the investment in bicycle and pedestrian facilities from the current Measure B implementation of the local streets and roads funds.</p> <p>According to recent bicycle and pedestrian count reports published in October 2011, <b>walking in Alameda County is up 68%</b> (2003 to 2010, afternoon 4-6 PM), and <b>bicycling is up 50%</b> (2004 to 2010, PM). These trends indicate increases over time, and according to a Bike to Work Day &amp; Get Rolling Campaign Assessment Report released in January 2012, about half of Alameda County residents have access to a working bicycle; 20% report riding at least once a week. Health benefits are the most compelling reason to ride both for county residents and bicyclists, along with environmental benefits, reduced energy usage, air quality improvements, and reduced greenhouse gas emissions. The safety of riding a bicycle is a top concern for many current and would-be bicyclists, particularly riding with cars on roadways. Trip distance is also an issue for many. Improvements that help people feel safer riding are the most attractive, either by making it safer to ride with cars on the road, or giving more options to ride away from cars. Secure bicycle parking also ranks near the top of the list for potential improvements. These results both show increases in walking and bicycling trends as well as elements for improving facilities to support additional increases in the use of these modes.</p> <p>Similar increases in the percentage of bicycling and walking were shown in the evaluation of CWTP projects and programs, of which the TEP is a subset. While the evaluation showed the largest percentage increase for walking compared to biking, it is the overall increase in non-motorized trips that should be the focus rather than the split between the two modes. The model, because of increases in transit frequency and accessibility, assumed more people would be walking and taking transit than riding longer distances on a bicycle.</p>
<p><b>Climate Change</b></p> <p>Meeting the ambitious goals set by SB 375 – to reduce GHG’s to their 1990s level by 2020, and to meet MTC’s goal for a 15% reduction by 2035 – will require difficult decisions concerning the Countywide Plan and the TEP. The many capacity-increasing road and highway proposals that are now considered to be “committed” should be re-examined to clarify their impacts on driving and GHG emissions. Our concern about these projects arises from the Cambridge Systematics report that the Countywide plan will decrease greenhouse gas emissions by only 10%, an obviously inadequate amount, and a disservice to County residents.</p>	<p>The TEP is only one of a variety of funding sources that supports the Countywide Plan. GHG reduction is a goal of both plans, and GHG analysis has been completed on the Countywide Plan projects, many of which are included in this TEP. While the transportation investments alone show a small percentage of GHG reductions, <b>the overall countywide transportation plan including land use has shown a GHG reduction of 24% in Tier 1 and 25% in Tier 2/Vision, which exceeds the regional mandated targets.</b> GHG emissions are a function of the amount of passenger vehicle travel and the speed of traveling vehicles. Projects that relieve heavy congestion result in optimal reductions in GHG emissions as long as speeds are between 30 and 60 miles per hour.</p> <p>Funding for projects in the TEP will be done through the Capital Improvement Program and <b>criteria for allocating funds, including gap</b></p>

## League of Women Voters Comments on TEP and Alameda CTC Responses

<p>We assume that all capacity-increasing highway and road projects will increase vehicle trips, and therefore GHG emissions. This includes HOT lanes that create new capacities in general flow lanes. Therefore, we ask that funds for capacity increases that cannot be shown to improve safety or simple connectivity should be shifted to programs that produce better results for reducing GHG emissions.</p>	<p>closure, safety, complete streets, leveraging of funds, communities served, environmental safeguards, etc. will be developed to prioritize project funding.</p>
<p><b>Bus Transit</b> It is not in the best interests of the goals for this TEP, nor does it meet the League's criteria for reducing GHGs, that funding for AC Transit and total bus transit funds will actually be a smaller proportion of funds available under the proposed new half-cent sales tax than with the current Measure B. Given the dire circumstances of transit operational funding, all possible resources are needed to not only restore service cuts, but to expand and enrich the bus transit environment throughout the County.</p>	<p><b>The Alameda CTC has been responsive to requests for increasing funds for transit operations during the development of the TEP.</b> Funding amounts specifically for AC Transit have gone up significantly, and most recently at the January 13<sup>th</sup> Ad Hoc committee meeting, a proposal to increase AC Transit operations funds to 18.8% of overall funding has been recommended, providing more than 100% increase over current funding amounts. Combined, <b>AC Transit will receive 23.3% for operations in the proposed TEP, allowing for restoration of service cuts.</b> Overall, <b>transit operating funds will receive 34% of overall funds (transit and paratransit combined), almost doubling the amount over the current measure.</b> <b>The overall transit category will receive 48% of sales tax funds.</b> Further, AC Transit will likely be a recipient of funds from the student youth pass pilot and, if successful, funds from the innovative transit discretionary funding category. AC Transit is the single largest fund recipient in the entire proposed TEP. Funding from the newly passed vehicle registration fee will also be available to transit, and has not yet been allocated, and regional funding allocated through MTC will further add to this total. Other bus transit operators will receive significant increases in funding through the measure.</p>
<p><b>Paratransit</b> We note the ever-increasing costs for paratransit services that in some cases exceed \$40 per ride. Considering the substantial increase in the number of persons over 65 that is projected for Bay Area, it is likely the demand for paratransit will continue to rise. Innovative approaches to providing this service are needed, as well as help for seniors and disabled persons to use route-based transit. What role can ACTA play to mitigate this situation? Can incentives be offered for disability-friendly transit vehicle design, for innovative ways of serving the needs, for more widespread transit-travel education? We welcome any efforts on the part of ACTC to help mitigate the rising costs of demand for these services, while continuing to meet the needs for them.</p>	<p><b>The TEP provides overall 10% of funds for local solutions to the growing transportation needs of older adults and persons with disabilities.</b> Funds will be provided to AC Transit, BART and Wheels which operate the specialized transportation services mandated by the Americans with Disabilities Act. In addition, funds will be provided to each part of the County based on their population of residents over age 70 for local programs aimed at improving mobility for seniors and persons with disabilities. Currently, <b>the Alameda CTC funds travel training, senior walks programs, and a multitude of services that specifically support the transportation needs of seniors and people with disabilities.</b> The Alameda CTC is shifting its programs toward mobility management efforts to streamline services amongst providers. <b>The increases in transit funding, combined with more travel training and access improvements to transit will assist more people in using regular fixed route transit services</b> when they are able, rather than paratransit services.</p>
<p><b>A Student bus pass</b> Finally, we reiterate our support for bus passes for middle and high school students, and we will support a pilot program to explore ways of effectively implementing the pass throughout the County. Obviously, in areas of poor or non-existent service, special school services may be required.</p>	<p><b>The implementation of the youth transit pass program is a critical component of this plan.</b> The funding that has been established specifically for a 3-year pilot program, combined with the availability of grant funds to be leveraged for long term implementation, will allow jurisdictions to implement flexible solutions that will meet all of the goals of the plan, as well as providing some additional financial relief to transit agencies. Per recommendations from the January 13 Ad Hoc Committee meeting, the language on the student youth pass program will be modified to state that <b>successful models of youth student pass programs will have first priority on the innovative transit grant funds</b>, if approved by the Steering Committee and full Alameda CTC Commission.</p> <p>The Alameda CTC is not waiting for the passage of the plan to get started on the Youth Transit Pass program. The Alameda CTC will begin work with interested parties in January 2012 to develop the scope of services and bring back to the Alameda CTC Board for its consideration in early spring 2012. This effort will create a scope of work for a pilot program that could be developed and initiated prior to passage of the new TEP.</p>



## Sierra Club Comments on TEP and Alameda CTC Responses

Sierra Club Comments to Chair Green December 27, 2011 Sierra Club Comments on Alameda County Transportation Expenditure Plan and CWTTP	Alameda CTC Transportation Expenditure Plan Alameda CTC Responses
<p><b>Geographic Equity</b></p> <p>The allocation of funds throughout the County must be fair and equitable. In the past, funds were allocated to each planning area in the county, proportional to population. This practice and outcome must be continued and guaranteed.</p>	<p><b>Alameda CTC maintains its commitment to geographic equity by Planning Area in both the CWTTP and the TEP.</b> For this update of the CWTTP and development of the TEP, <b>geographic equity for specific funding categories will be monitored through the disbursement of funds through the Alameda CTC's Capital Improvement Program (CIP)</b>, which is updated every two years and is a five year program. A new CIP process will be developed through working with the Alameda County Technical Advisory Committee and approved by the full Commission, which will include geographic equity requirements that can be better controlled and enforced for the allocation of all funding sources, including the TEP, and represents the actual disbursement rather than planned use of funding. All funding recipients will be required to enter into agreements with the Alameda CTC that will include accountability and performance requirements, ensuring that projects and programs meet their funding intent.</p> <p>Alameda County transportation investments must serve the county as an entire system of investments, while at the same time recognizing that all areas of the county require transportation improvements. Alameda CTC continues this same commitment through its planning processes: the CWTTP will be updated every 4 years, and the Congestion Management Program CIP will be updated every two. It is in the CIP process where geographic equity can be assured and monitored.</p> <p>The projects and programs that do not serve the county as a whole are those that are implemented through the direct subventions to each of the local jurisdictions through local streets and roads, bike/ped, paratransit. The funding formulas in these allocations include geographic and population based factors. <b>All funding formulas will be evaluated within the first five years to ensure geographic equity.</b></p>
<p><b>Transparent Annual Report</b></p> <p>The Alameda CTC should publish a transparent annual report that shows residents how and where the ACTC has allocated funds.</p>	<p><b>Each year, the Alameda CTC publishes an annual report and places it on the agency's website.</b> The annual report includes both financial and written descriptions of planning efforts and project and program delivery. In addition, the <b>Alameda CTC annual independent audit is placed on the agency website</b> as are all of the audits required from jurisdictions receiving Measure B funds. Further, the <b>Citizen's Watchdog Committee prepares an independent annual report to the public</b> which is published in newspapers in Alameda County, mailed to libraries and interested parties, translated into different languages and included on the Alameda CTC website.</p>
<p><b>Only invest in transit capital projects which do not add to the operating cost per-passenger of the existing transit system.</b></p>	<p>The Alameda CTC will participate in all environmental processes for capital projects and will monitor and report to the Board the results of analyses conducted in these efforts. <b>The environmental process will vet alternatives, and through this process the most effective projects will be selected</b> to meet the intent of the project. <b>The Alameda CTC will fund projects in phases, to ensure that funding is spent appropriately on each phase of development.</b> Further, through the Capital Improvement Program process, <b>each project will be reviewed and evaluated prior to making funding commitments to ensure cost appropriateness and timely delivery.</b></p> <p><b>Performance and accountability measures will be required</b> as a part of each funding contract between the Alameda CTC and the sales tax recipient. Annual reports and audits are required.</p>
<p><b>Funding for Transit Operations</b></p> <p>Transit operators should receive adequate financial support to maintain their operations, as long as they are cost-effective or needed by residents who are dependent upon transit services.</p>	<p><b>The Alameda CTC has been responsive to requests for increasing funds for transit operations during the development of the TEP.</b> Funding amounts specifically for AC Transit have gone up significantly, and most recently at the January 13<sup>th</sup> Ad Hoc committee meeting, a proposal to increase AC Transit operations funds to 18.8% of overall funding has been recommended, providing more than 100% increase over current funding amounts. Combined, <b>AC Transit will receive 23.3% for operations in the proposed TEP, allowing for restoration of service cuts.</b> Overall, <b>transit operating funds will receive 34% of overall funds</b> (transit and paratransit combined), <b>almost doubling the amount over the current measure.</b></p> <p><b>Performance and accountability measures will be required</b> as a part of each funding contract between the Alameda CTC and the sales tax recipient. Annual reports and audits are required.</p>



## Sierra Club Comments on TEP and Alameda CTC Responses

<p><b>“Fix it First” and Complete Streets</b>  “Fix it first” funding should be a priority, including providing funds to restore bus service that has been cut the past five year and to maintain transit infrastructure in a state of good repair. Local street “fix it first” funding should be conditioned on Complete Streets implementation.</p> <p>Complete Streets: All investments, regardless of mode, must conform to Complete Streets requirements and County guidelines to ensure users are provided with safety, access and mobility.</p>	<p><b>Over 70% of the funds in the TEP are FIX IT FIRST to serve the existing maintenance and operations needs of the current transportation system.</b> The highest amount of funding in the entire TEP is to transit operations.</p> <p>As noted above, <b>the Alameda CTC has been responsive to requests for increasing funds for transit operations during the development of the TEP.</b> Funding amounts specifically for AC Transit have gone up significantly, and most recently at the January 13<sup>th</sup> Ad Hoc committee meeting, a proposal to increase AC Transit operations funds to 18.8% of overall funding has been recommended, providing more than 100% increase over current funding amounts. Combined, <b>AC Transit will receive 23.3% for operations in the proposed TEP, allowing for restoration of service cuts.</b> Overall, <b>transit operating funds will receive 34% of overall funds</b> (transit and paratransit combined), <b>almost doubling the amount over the current measure.</b></p> <p><b>The overall transit category will receive 48% of sales tax funds.</b> Further, AC Transit will likely be a recipient of funds from the student youth pass pilot and, if successful, funds from the innovative transit discretionary funding pot. AC Transit is the single largest fund recipient in the entire proposed TEP. Funding from the newly passed vehicle registration fee will also be available to transit, and has not yet been allocated, and funding allocated through MTC will further add to this total. Other bus transit operators will receive significant increases in funding through the measure.</p> <p><b>Complete Streets requirement</b> language is included in the implementation guidelines of the TEP for all fund sources as described below:</p> <ul style="list-style-type: none"> <li>• <b>Complete Streets:</b> It is the policy of the Alameda CTC that all transportation investments shall consider the needs of all modes and all users. All investments will conform to Complete Streets requirements and Alameda County guidelines to ensure that all modes and all users are considered in the expenditure of funds so that there are appropriate investments that fit the function and context of facilities that will be constructed.</li> </ul>
<p><b>Active Transportation</b>  Invest in active transportation to safely connect transit stops and stations to pedestrian and bicycle modes.</p>	<p>In addition to the 8% specifically allocated to bicycle and pedestrian facilities and programs, the current <b>TEP also includes language to support 15% of the Local Roads funds for bicycle and pedestrian facilities.</b> Historically, jurisdictions have spent approximately 7% annually from their local streets and roads funds for bicycle and pedestrian facilities. In addition, as reported at the Alameda CTC Commission retreat on December 16<sup>th</sup>, there are other investments in signals and education and promotional efforts that may support bicycle and pedestrian facilities and educational efforts, but which are not solely for bicycle and pedestrian uses. Therefore, the proposal in the TEP for 15% represents a doubling of the investment in bicycle and pedestrian facilities from the current Measure B implementation of the local streets and roads funds.</p> <p>According to recent bicycle and pedestrian count reports published in October 2011, <b>walking in Alameda County is up 68% (2003 to 2010, afternoon 4-6 PM) , and bicycling is up 50% (2004 to 2010, PM).</b> These trends indicate increases over time and <b>Alameda CTC has dedicated overall 23% of funds for bicycle and pedestrian investments.</b></p> <p>Further, each year, the Alameda CTC develops a legislative program. Over the past four years, Active Transportation has been included in the Alameda CTC (formerly ACTIA and ACCMA) legislative program as shown below:</p> <p><b>Increase funding for non-motorized transportation.</b> <i>This effort recognizes the opportunity for walking and biking to address GHG reduction goals, particularly for access to transit and with specialized educational programs that support and encourage shifts in mode uses to reduce vehicle miles traveled and emissions.</i></p> <ul style="list-style-type: none"> <li>o Recognize non-motorized transportation, also known as active transportation, as a viable mode for reducing VMT, increasing transit use, supporting effective climate change, and increasing the health of communities.</li> <li>o Support funding for active transportation in the federal bill, and in particular, fund the approved Active Transportation Program – Active Alameda: Kids, Commuters and Community. <ul style="list-style-type: none"> <li>▪ This program is focused on walking and biking access to transit, connecting communities through urban greenways, and inspiring people to walk and bike through programs such as Safe Routes to Schools and Safe Routes for Seniors</li> <li>▪ Support completion of major trail networks throughout the County, with priority for the East Bay Greenway, Iron Horse Trail and the Bay Trail.</li> </ul> </li> </ul>

## Sierra Club Comments on TEP and Alameda CTC Responses

<p><b>Student Bus Pass Program</b> Provide a free bus pass to every middle and high school student. This is a step to reducing automobile usage, both today and tomorrow.</p>	<p><b>The implementation of the youth transit pass program is a critical component of this plan.</b> The funding that has been established specifically for a 3-year pilot program, combined with the availability of grant funds to be leveraged for long term implementation, will allow jurisdictions to implement flexible solutions that will meet all of the goals of the plan, as well as providing some additional financial relief to transit agencies. Per recommendations from the January 13 Ad Hoc Committee meeting, the language on the student youth pass program will be modified to state that <b>successful models of youth student pass programs will have first priority on the innovative transit grant funds</b>, if approved by the Steering Committee and full Alameda CTC commission</p> <p>The Alameda CTC is not waiting for the passage of the plan to get started on the Youth Transit Pass program. The Alameda CTC will begin work with interested parties in January 2012 to develop the scope of services and bring back to the Alameda CTC Board for its consideration in early spring 2012. This effort will create a scope for a pilot program that could be developed and initiated prior to passage of the new TEP.</p>
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## List of Letters

### Pertaining to Transportation Expenditure Plan

(In alphabetical order)

- 1) Alameda Contra-Costa Transit District (AC Transit)
- 2) Alameda Transit Advocates
- 3) City of Albany
- 4) City of Berkeley
- 5) City of Dublin
- 6) City of Hayward
- 7) City of Newark
- 8) City of Oakland
- 9) Community Vision Platform Advocates – *letter dated 11/14/11*
- 10) Community Vision Platform Advocates – *letter dated 11/17/11*
- 11) Community Vision Platform Advocates – *letter dated 12/14/11*
- 12) East Bay Asian Local Development Corporation
- 13) Las Positas College
- 14) Lawrence Livermore National Laboratory (LLNL)
- 15) League of Women Voters (LWV)
- 16) Livermore Amador Valley Transit Authority (LAVTA)
- 17) Oakland Chinatown Community Advocates
- 18) Pleasanton Chamber of Commerce
- 19) Port of Oakland
- 20) Sandia National Laboratories
- 21) San Francisco Bay Area Rapid Transit District (BART) – *letter dated 11/16/11*
- 22) San Francisco Bay Area Rapid Transit District (BART) – *letter dated 12/13/11*
- 23) Save Mount Diablo
- 24) Sierra Club – *letter dated 12/13/11*
- 25) Sierra Club – *letter dated 12/27/11*

These formal letters, as well as several emails, received responses from the Alameda CTC as documented in the attached *TEP Comments Spreadsheet*.



November 16, 2011

Mayor Mark Green  
Chair  
Alameda County Transportation Commission  
1330 Broadway, Suite 300  
Oakland, Ca. 94612

Dear Mayor Green and Members of the Commission:

Thank you for the opportunity to provide input to the Alameda County Transportation Commission on the Transportation Expenditure Plan (TEP) that will be discussed in the upcoming Commission meetings. The Board of Directors of the Alameda-Contra Costa Transit District (AC Transit) made the following recommendations at their meeting this evening concerning the extension and augmentation of the transportation sales tax in Alameda County:

1. That not less than seventy percent (70%) of revenues generated under the TEP be dedicated to spending on programs, as defined in the initial ACTC staff proposal.

Programs under this definition include transit operations, paratransit operations, local street and roads allocations, bicycle and pedestrian facility allocations, the sustainable transportation linkages program, the freight and economic development program, and the technology, innovation and development program.

2. That the following percentages of revenue generated under the TEP be devoted to transit and paratransit:

a. All transit operating	22.0%
b. AC Transit operating (portion of a)	17.3%
c. All paratransit	10.5%
d. AC Transit paratransit (portion of c)	4.5%
3. That any revenue used to support free or reduced cost youth bus pass programs not be considered part of the transit operating program or reduce funds for transit programs or projects, and instead be funded through a separate line item.
4. That all transit operating funds be distributed on a pass through, rather than a competitive grant, basis to eligible transit agencies and that competitive grant funding for transit projects be included in the Sustainable Transportation and Local Land Use Linkages program and/or the Technology Innovation and Development Program.

Mayor Mark Green, Chair  
Alameda County Transportation Commission  
November 16, 20011  
Page two

5. That if tax revenues for a given year fall short of revenue projections, funding amounts for projects and programs should be reduced proportionately.
6. That District High Priority Projects as established by the Regional Transit Plan and the Short Range Transit Plan are included in the TEP as high priority projects These High Priority projects are the East Bay Bus Rapid Transit, College-Broadway corridor improvements, and Grand-Macarthur BRT.

AC Transit's ACTC Steering Committee representative, Director Greg Harper, plans to attend the Steering Committee meeting tomorrow and can answer questions about this letter at that time.

Sincerely,

A handwritten signature in black ink, appearing to read "Mary V. King". The signature is fluid and cursive, with the first name "Mary" being the most prominent.

Mary V. King  
Interim General Manager  
AC Transit

MVK/ts/ct

# ***ALAMEDA TRANSIT ADVOCATES***

November 10, 2011

**To:** Tess Lengyel and Beth Walukas      FAX: (510) 836-2185 or 893-6489  
Alameda County Transportation Commission  
1333 Broadway, Suites 220 & 300  
Oakland, CA 94612

**From:** Alameda Transit Advocates  
c/o Jon Spangler (TEL 510-864-2144)  
2060 Encinal Avenue Apt B  
Alameda, CA 94501-4250

**Re:    TEP, CWTP Recommendations for 2012 Transportation Sales Tax Measure**

Alameda Transit Advocates (ATA) is deeply concerned that the first draft of the TEP prioritizes the building of many expensive new projects over maintaining our existing infrastructure and restoring our regional transit system. ATA recommends significant changes to the draft proposal and supports the following program and project priorities for the Countywide Transportation Plan (CWTP) and the Transportation Expenditure Plan (TEP). These priorities better represent the long-held needs of Alameda residents and the policies of the City Council, as witnessed by their historic support for comprehensive and sustainable transportation plans and policies.

ATA's recommendations agree with the Metropolitan Transportation Commission's (MTC's) findings on the poor cost-effectiveness of major construction projects now under consideration. They also align with Alameda County Transportation Commission's (ACTC's) own telephone poll of county voters. Respondents clearly stated that they would strongly support a 1% transportation sales tax—if it funds transit service, sustainable transportation solutions, and infrastructure maintenance over expensive capital projects with minimal benefits countywide, such as extending BART to Livermore. Recommending costly construction projects in the TEP and CWTP is a significant slap in the face of regional transportation users whose existing services have been repeatedly cut, and a failure to present community-supported transportation funding priorities to the voters in 2012 will result in significant voter opposition to a measure that ACTC's own polling and community workshops show could otherwise pass with strong support.

The Alameda Transit Advocates' priorities are:

**Transportation Expenditure Program (TEP) Allocations:**

1. Transit Operations funding – 30%
2. Bicycle and Pedestrian Safety – 9%
3. Local Streets and Roads – 18%

**Transportation Projects (CWTP and TEP):**

1. Fruitvale Bridge “lifeline” retrofit (an Alameda County submittal) - \$40 million  
(This would provide the City of Alameda’s first and only lifeline connection to the rest of Alameda County following a major earthquake, which is a critical public safety priority.)
2. Bus Rapid Transit from Alameda Point to Fruitvale BART– \$9 million  
(This project is listed in several plans and is needed before Alameda can absorb its share of projected regional housing growth. The Alameda City Council has insisted that MTC and ABAG direct transportation funds to projects like this before housing is planned.)
3. Estuary Crossing Shuttle Project (a CBTP Submittal) - <\$50 million  
(A West End/Oakland bicycle and pedestrian connection has been a city and county active-transportation priority for more than a decade. This shuttle, identified as the best cost-effective mid- to long-term option, connects West Alameda to regional transportation, job centers, and educational opportunities in downtown Oakland.)
4. Bay Trail Gap Closures, including \$114 million for North County  
(This program will allow for the completion of a number of local and regional projects on the Bay Trail, another long-promised regional priority)
5. CBTP Projects - \$60 million  
(Alameda County has produced many solid Community Based Transportation Plans (CBTPs). Many Alameda CBTP projects will assist underserved communities.)

**Proposed ATA Program Funding Allocations: a Closer Look**

Here is a more detailed discussion supporting ATA’s community-based program and project funding recommendations for the proposed 2012 transportation sales tax:

**AC Transit District Operations**

AC Transit bus service must be returned to 2000-2001 levels countywide before the county begins expensive capital projects or new service extensions to the former farms of East County. Statewide transit funding cuts have rewritten the ground rules for public transit operations, with multiple major service cuts decimating service in the past decade. Program funding in the proposed “Measure B3” must restore transit operations far beyond the increase in the tax rate.

### **Bicycle and Pedestrian Safety (Facilities, Programs)**

After decades of auto-exclusive planning and engineering, funding for needed bicycle and pedestrian facilities continues to fall behind. Increasing program funding money for bike and pedestrian projects will help offset past inequities in funding and bring multiple benefits:

- Improving conditions for bicycling and walking builds closer-knit communities.
- Bicycle and pedestrian projects promote economic development and have increased economic benefits over traditional roadway construction projects.
- Bike and pedestrian projects improve transportation equity in communities of concern, providing important, low-cost connections to jobs, education, and the community.

### **Local Streets and Road (Maintenance, Repair)**

TEP funding for local streets and roads should also increase. Since the countywide transportation sales tax rate is expected to double to 1%, reducing the TEP funding allocation for local streets and roads to 18% will still net Alameda County 50% more funds for road repaving and maintenance over current Measure B levels. Since the City of Alameda's roads—like those in many other communities—are considered just above "at-risk" by MTC, Alameda County should increase TEP funding to maintain existing roadways instead of building new road and rail projects that are quite likely to cost far more than current projections indicate.

### **ATA's Recommended Transportation Projects (CWTP, TEP)**

ATA strongly opposes including the proposed Livermore BART extension and additional freeway projects in the TEP or CWTP. ATA strongly endorses the following projects:

#### **Lifeline Protection for the Miller-Sweeney (Fruitvale) Bridge**

The Fruitvale Bridge Lifeline Project is a critical priority for the City of Alameda, the only community currently without guaranteed post-earthquake access to the rest of Alameda County. This upgrade should include bicycle and pedestrian infrastructure, transit-exclusive lanes, and two general-purpose lanes for autos. Funding for estuary bridges is a county responsibility.

#### **Estuary Crossing Shuttle**

Connecting Alameda's West End with the City of Oakland has been a critical City of Alameda priority for over 10 years and a Countywide Bicycle Transportation Plan (CBTP) priority for nearly as long, but the CWTP and the TEP both ignore this. Measure B funded the feasibility



study that identified a bike and pedestrian shuttle as the most cost-effective mid-term solution, and Alameda County (not the City of Alameda) submitted the current shuttle proposal to meet this need. Funding the Estuary Crossing Shuttle implements a strong CBTP project.

### **Close Gaps in the Bay Trail**

Closing gaps in the Bay Trail with sales tax revenues will allow Alameda to pursue funding for two submitted projects. The Cross Alameda Trail supports core CBTP priorities and has been through community planning processes. The Shoreline Project would resolve significant safety and use conflicts between bikes and pedestrians on Alameda's busy southern shore path.

(A child was run over near the Shoreline path last year.)

### **Bus Rapid Transit from Alameda Point to Fruitvale BART**

Implementing Bus Rapid Transit (BRT) from Alameda Point to the Fruitvale BART station is the only significant transit construction project that ATA is recommending. This BRT project—which would be the City of Alameda's first—adds a significant new transit corridor that will benefit the entire island and is integral to supporting redevelopment and housing growth at Alameda Point.

### **Implement \$60 Million in CBTP Projects**

This \$60 million infrastructure program will finally prioritize the implementation of community-based projects identified in CBTPs throughout the county. The City of Alameda's CBTP projects include many needed bike and safety projects in Alameda's underserved neighborhoods.

### **Why ATA Opposes Extending BART to Livermore**

According to MTC's cost-benefit ratio calculations, the BART extension to Livermore—which is currently opposed by the City of Livermore—is worse than all but 9 of the 76 regional transportation projects proposed for funding from the proposed transportation sales tax. In addition, BART's EIR unrealistically projects that the Livermore BART station would have 30,000 daily entries and exits. (The Dublin/Pleasanton station only has 14,000 daily entry/exits.) Given BART's previous inaccurate and overly optimistic predictions, ATA believes that the likelihood of 30,000 passenger entry/exits daily in Livermore is very slim. ATA can see many better ways to spend the funds that would be required to build this unwise and costly extension.

### **Background: AT A Considers Regional Factors**

ATA members considered the following factors in recommending transportation funding to meet Alameda County's future needs, which will develop against a backdrop of rapid changes in energy use and technologies, global climate change effects, macroeconomic trends, and patterns and requirements in both work and housing. Everything will change in 25 years.

### **Transportation Must Support and Follow Housing Density, Growth**

The CWTP has, unfortunately, de-prioritized transportation spending in the areas where the Sustainable Communities Strategies (SCS) and Regional Housing Needs Assessment (RHNA) anticipate most of Alameda County's additional housing growth. The current (2008-14) housing plan forecasts that 46% of all new housing will be built in northern Alameda County (North County) with 38% of new housing will be added in southern and eastern Alameda County (referred to here as South County and East County, respectively) combined. The SCS plan will very likely recommend even more housing in northern and central Alameda County (North County and Central County, respectively) in the future.

The CWTP and TEP should allocate additional transportation funding to those urban core and infill areas that are projected to experience the greatest housing growth. (The Alameda City Council has already sent a letter to MTC and ABAG stating that transportation funding must follow housing if MTC and ABAG expect cities to meet the RHNA goals.)

### **Voter Support and Public Benefit**

Polls by the Alameda County Transportation Commission (ACTC) show that North and Central County will support this sales tax, yet powerful forces are pushing massive projects (such as the BART extension to Livermore) that offer little benefit to these areas. The Board of Supervisors should stand up for residents, voters, and sustainable transportation solutions by supporting only cost-effective projects with the best possible return on investment and the lowest possibility of cost overruns. Future sales tax expenditures should go to support projects benefiting the greatest number of people and not ignore or bypass those who vote for them. Most especially, the funding in this new measure should return public regional transportation and transit service back to historic (2000-2001) levels, not promise funding for new capital projects that provide few benefits countywide while increasing regional transportation operating costs.

**Cost Effectiveness and Return on Investment, Not Capital Projects and Cost Overruns**

Voters who will be asked to support this tax increase and extension must have strict cost controls and guarantees to protect against continued cost overruns and poor returns on their investment. The current control (requiring the Board of Supervisors to vote for one-year extensions if projects take too long to be built or exceed budget projections) has proven woefully inadequate: a package of 26 projects exceeded their promised costs by 244% over what was promised in 2000. This insufficient regard for voter-approved infrastructure investment has left public transportation underfunded and has reduced funding options for more cost-effective, beneficial projects. There must be checks and balances for projects whose costs explode.

Thank you for considering the recommendations of Alameda Transit Advocates, a community-based organization supporting cost-effective transportation solutions in the City of Alameda.

Respectfully submitted,

Jon Spangler  
Member, Alameda Transit Advocates

CC: Mayor Marie Gilmore, Vice-mayor Robert Bonta  
Members of the City Council  
City Manager John Russo and staff  
Public Works Director Matt Naclerio and staff



# City of Albany

1000 San Pablo Avenue • Albany, California 94706  
(510) 528-5710 • [www.albanyca.org](http://www.albanyca.org)

January 3, 2012

RECEIVED

JAN 09 2011

ALAMEDA CTC

Alameda County Transportation Commission  
1333 Broadway, 3<sup>rd</sup> Floor  
Oakland, CA 94612

Dear Chair Green,

On December 19, the Albany City Council discussed the draft Countywide Transportation Plan and the Transportation Expenditure Plan. The City Council has the following comments on the current documents:

- The City encourages a “fix-it first” approach to maintain transit services that are critical to the residents of the City of Albany, particularly services that reduce green house gas (GHG) emissions
- The City embraces bike and pedestrian alternatives, and supports an increase in the percentage allocation of local streets and roads funds to bicycle-pedestrian infrastructure from 15% to 20%
- The City believes the CWTP and TEP should provide for flexibility in determination of the ultimate solution to various transportation problems, rather than trying to predetermine a particular solution that may need to change in the face of evolving technology and other opportunities
- In Albany, transit lines do not serve our middle & high schools. Thus, the City of Albany would encourage flexibility in the youth pass program to allow the program to fund alternatives such as bike infrastructure, which would be more effective in Albany where active transportation (walking and biking) provides even greater environmental and health benefits than transit
- All cities should have something to gain from the proposed plans and expenditures, thus the City Council encourages transparency and geographic equity in the overall funding program, not just in specific programs.

We believe that such changes in the TEP would better serve the transportation needs of the region and increase voter support for this important sales tax enhancement. Thank you for your consideration. Please feel free to contact me if you have any questions.

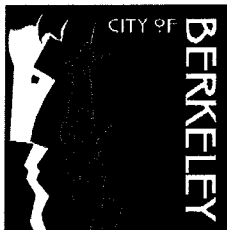
Sincerely,

Farid Javandel  
Mayor

*The City of Albany is dedicated to maintaining its small town ambience, responding to the needs of a diverse community, and providing a safe, healthy and sustainable environment.*



PRINTED ON RECYCLED PAPER



Office of the Mayor

December 13, 2011

Board of Directors  
Alameda County Transportation Commission  
1333 Broadway, Suite 300  
Oakland, Ca. 94612

Dear Chair Green and Members of the Board,

I have been following the discussions regarding the proposed extension of Measure B. To date I have not had an opportunity to review the details of the proposed expenditure plan, however, I would like to share my thoughts on the principles that I believe must be considered in any new sales tax proposal. I'm concerned that without fair, transparent and transit friendly tax proposal we will end up repeating the failed 1998 effort.

1. Fairness in allocating funds in both the Countywide Transportation Plan and any new sales tax proposal. This means that funding be allocated by proportionate share to the four geographic sub-regions: North, Central, South, and East, as it has been done in the Current Measure B.
2. Transparency to enable residents to see how funds are allocated. There should also be an annual accounting showing where funds have been allocated.
3. A "Fix It First" policy focusing on reducing GHG emissions by restoring transit service, its infrastructure and capital replacement needs, prior to any new projects being constructed.
4. GHG Emissions Reductions. All new capital projects must substantially reduce GHG emissions and be consistent with the Sustainable Communities Strategies and Priority Development Areas.
5. The Civil Rights Act of 1964. Both the County Transportation Plan and any new sales tax proposal must comply with Federal Title VI requirements.

I would be happy to discuss these principles as we move forward.

Sincerely,

Tom Bates  
Mayor

Cc: Alameda County Mayor's Conference  
Art Dao  
Berkeley City Council



## CITY OF DUBLIN

100 Civic Plaza  
Dublin, California 94568  
Phone: (925) 833-6650  
Fax: (925) 833-6651

**City Council**  
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**Economic Development**  
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(925) 833-6605  
**Parks & Community Services**  
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**Police**  
(925) 833-6670  
**Public Works/Engineering**  
(925) 833-6630



December 14, 2011

Mr. Arthur L. Dao  
Executive Director  
Alameda County Transportation Commission  
1333 Broadway, Suite 300  
Oakland, CA 94612

Subject: Transportation Expenditure Plan Projects and Programs

Dear Mr. Dao:

I am writing to inform you that the Dublin City Council, at its regularly held meeting of December 6, 2011, reviewed the draft list of projects and programs contained in the First Draft Transportation Expenditure Plan (Plan) and unanimously supports the projects and programs included for funding under the Plan.

The Plan lays out the expenditure of \$7.786 billion generated between 2013 and 2042. As other funding sources have declined during the recent recession, creating large deficiencies in transit service and transportation facility maintenance, there may be no better time to extend and augment the existing ½-cent sales tax for transportation purposes.

The City Council felt that the proposed Plan strikes a balance among investments for each mode of transportation, with a majority of the funds (45%) directly benefiting our transit systems, an investment that will make huge strides toward reducing greenhouse gases. Likewise, investments in the Bicycle and Pedestrian, Local Streets and Roads, and Sustainable Land Use and Transportation programs will also benefit our bus systems as well as pedestrian and bicycle facilities with a "Complete Streets" policy being a requirement for funding.

The Plan not only helps to address existing deficiencies but also looks to the future. With freeway travel speeds expected to decrease by 10% by 2035, the Plan provides funding for freeway and major roadway improvements, as well as for technology and innovation.

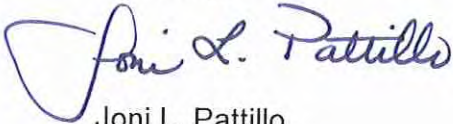
The Plan simply cannot address all existing deficiencies in the transportation system, neither can it fully fund all future improvements. However, it does provide significant funding for all users of the transportation system, which would be distributed equitably. With a need for 2/3 voter approval, equity is paramount.



December 14, 2011  
Page 2 of 2

Finally, I would like to recognize you and your staff for all of the hard work that has gone into the preparation of a Transportation Expenditure Plan for the proposed November 2012 ballot measure. Please share this letter of support with the Alameda CTC Board at the December 16<sup>th</sup>, 2011, Board meeting.

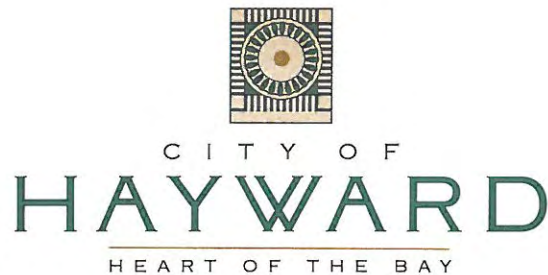
Sincerely,

A handwritten signature in blue ink that reads "Joni L. Pattillo". The signature is fluid and cursive, with the first name "Joni" being more prominent.

Joni L. Pattillo  
City Manager

cc: City Council  
Assistant City Manager  
Public Works Director  
Transportation & Operations Manager

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January 18, 2012

Mr. Art Dao  
Executive Director  
Alameda County Transportation Commission  
1333 Broadway, Suite 330  
Oakland CA 94612

SUBJ: City Comments on 1/2/12 Northern County Electeds "Agreement", for the  
Transportation Expenditure Plan

Art:

We have reviewed the proposed "agreement" among the North County elected officials for the Transportation Expenditure Plan and want to present our comments and concerns. We feel that this proposal represents a "step back" from the process we followed to achieve consensus, which is important in order for us to get this plan on the November 2012 ballot.

One major concern is the increase in maintenance and operating funds for AC Transit from 15.9% to 21%. While we do not oppose additional operating funds for AC Transit, we do not want this being done at the expense of capital projects, which will be discussed later. Moreover, since the large majority of these funds would go to the northern part of the county, the goal of achieving geographic equity in the plan would be eroded. Additionally, we cannot support additional funding for AC Transit without assurances that Central County would receive a significant increase in the quality and frequency of transit service, which we are not currently receiving and have not received for quite some time.

The major funding categories for which the additional AC Transit funds are proposed to be obtained are from two categories: Freight and Highway Capital Projects. We have previously discussed the need to target funds for goods movement, since there is a significant portion of the truck traffic that travels through the Central County, especially Hayward; and many of the routes are impaired by 1950's design elements that are unsafe for both today's modern trucks and the drivers sharing the road with them. Also, the Tennyson Road grade separation, which is a project identified in the Major Commute Corridors category, and one that has long been needed, would be in jeopardy. Failure to fund this project would affect safety for vehicles, bicyclists, and pedestrians.

The "agreement" reduces the Highway Capital Projects by about one third. These projects include significant upgrades of substandard interchanges along the interstates, including many along I-880, which provides a regional benefit. These interchanges are operational improvements to improve access and safety concerns. As you are aware through the LATIP process, we identified several interchanges in Hayward – specifically at I-880/Industrial

OFFICE OF MAYOR MICHAEL SWEENEY

777 B STREET, HAYWARD, CA 94541-5007  
TEL: 510/583-4340 • FAX: 510/583-3601 • TDD: 510/247-3340  
EMAIL: michael.sweeney@hayward-ca.gov





Parkway, I-880/Whipple Road/Industrial Parkway SW, and I-880/Winton Avenue, which are substandard and badly in need of improvements. Upgrading these interchanges would improve access to Central County's industrial areas and employment centers, thus promoting economic development.

Another significant concern is the Local Streets and Roads funds. We can certainly support the increase in this funding from 19.9% to 23.9% of the funding. However, we cannot support the additional restrictions on these funds that would target 20% of the funding to streets on the Countywide Bike Plan, and another 20% of those same funds on bike and pedestrian elements of local streets. These restrictions would have the impact of providing less money for local streets and roads, which is contrary to supporting the goals stated by many that we should focus on "fix it first". We would support the proposal made by the City of San Leandro at the December 16, 2011 Board retreat that would allow up to 15% of the bike and pedestrian funding to be used on the bike and pedestrian elements of local streets and roads. This approach would provide the jurisdictions with greater flexibility in addressing both local streets and roads, and bicycle and pedestrian needs.

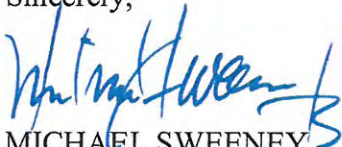
One suggested proposal of the "agreement" is to significantly reduce the gap closure funds, and transfer those funds through direct allocation to the local jurisdictions as bicycle and pedestrian funds. Again, we are not opposed to additional bicycle and pedestrian funds for local jurisdictions; however, we are concerned that the reduction of the gap closure funds would affect the ability to construct and maintain the East Bay Greenway.

Finally, we noted that the three-year, \$15 million school bus pilot program is no longer included as a separate line item, but is included in the Innovative Access category with a significant funding increase. It is not clear to us whether a program of this magnitude is effective, feasible, or is warranted without first going through the steps of a pilot study, which would allow each school district to determine the most feasible means for addressing this issue.

We hope that we can move forward on the Expenditure Plan in a manner that is consistent with the Draft Plan originally approved by the Board based on a consensus process and in a manner that will provide equitable benefits to all portions of the County.

Please feel free to contact us if you have any questions or would like to discuss our concerns further.

Sincerely,




MICHAEL SWEENEY  
Mayor



OLDEN HENSON  
Councilmember



FRANCES DAVID  
City Manager



MORAD FAKHRAI  
Director of Public Works, Engineering &  
Transportation



**CITY OF NEWARK, CALIFORNIA**

37101 Newark Boulevard • Newark, California 94560-3796 • (510) 578-4000 • FAX (510) 578-4306

**RECEIVED**  
**DEC 01 2011**  
**ALAMEDA CTC**

November 29, 2011

Mr. Art Dao  
Alameda CTC  
1333 Broadway, Suite 300  
Oakland, CA 94612

RE: COUNTYWIDE TRANSPORTATION PLAN AND TRANSPORTATION  
EXPENDITURE PLAN

Dear Mr. Dao,

Thank you for the opportunity for Newark staff members to meet with you and your staff last week regarding the Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan (TEP). As discussed, Newark is extremely disappointed with the draft CWTP and TEP and we remain very concerned with the inequitable allocation of resources. Beyond the "off the top" distributions to transit and local streets and roads, the allocation of resources is inequitable. Projects that benefit Newark are not referenced in the TEP at all and projects that benefit Newark in the CWTP are a tiny fraction of what neighboring cities would receive on a per capita basis. Furthermore, the plan appears to include arbitrary decisions on projects and programs critical to Newark that are not supported by any analysis or policy direction.

The draft Countywide Transportation Plan currently has \$2,267M in Tier 1 projects. The only listed Tier 1 project for Newark is Thornton Avenue Widening (#240272) at \$9M. Newark represents approximately 2.82% of the County's population, but is scheduled to receive less than 0.4% of the Tier 1 funding. By contrast, Union City, with approximately 4.6% of the county's population has \$462M in listed Tier 1 projects, or more than 20% of the total Tier 1 funding. While we understand that a strict jurisdiction by jurisdiction population-based equity check is extremely complicated when it comes to allocation of transportation funding, this level of disparity is unacceptable and unfair to our residents.

There is \$797M in Tier 1 (and 1R) for proposed funded projects in the South County. Union City's projects (Nos. 240052, 94506, 230103, 240053, 240051, 21123, and 23101) represent \$462M of this total, and Fremont's projects (Nos. 230110, 230114, 240264, 21484, 240263, 240208, and 22062) total \$308M. The Caltrans \$13M funded project #21126 (SR84 WB HOV on-ramp from Newark Boulevard) offers some benefit for Newark residents, but it is not a Newark project. Newark's share of the total proposed funding is barely more than 1% of the projects proposed for funding in South County.

The Tier 2 category is no better. On a countywide basis, an additional \$765.7 is proposed for funding. Our two listed Tier 2 projects, with a combined funding request of \$23M are competing with a Fremont project for \$3.9M in proposed funding. The total South County commitment in Tier 2 is another \$118M, with absolutely nothing guaranteed for Newark.

The spreadsheet provided during the November 22, 2011 meeting with City of Newark staff indicated that roughly \$380M is proposed for funding for the two phases of Dumbarton Rail. This is not consistent with the draft CWTP, which has both phases in the "1R" category and no proposed funding. It should also be noted that the DRC PAC has not made a recommendation regarding phasing of the Dumbarton Rail project. Phasing as proposed by ACTC benefits Union City's intermodal station (purchase of segment G) and the operators of bus service in direct competition with the rail; this combination was not deemed feasible by the Federal Transit Administration as a first phase for the Dumbarton project. In addition, presenting enhanced transbay bus service as a portion of the first phase of the Dumbarton Rail Project as "**critical**" to the long term objective of providing rail is inaccurate and misleading. The "enhanced bus service" is one of the four alternatives being considered in the EIR/EIS for the Dumbarton project; initial screening has indicated that this has the least potential ridership of all four alternatives being considered. Presupposing that this will be the preferred alternative is premature and has far reaching potential impacts regarding the funding from other project partners. Bus service to gain ridership for a future rail project is not an industry standard nor have there been any cited instances where this strategy has been utilized. The DRC PAC has recommended the MTC consider only temporary use of programmed RM2 funds allocated to operational assistance for Dumbarton Rail be used for an expanded (not "enhanced") bus service. Enhanced bus service, as defined during the DRC process, included capital improvements which are in competition with the rail project.

We strongly urge you to revise the draft project allocation and descriptions as we describe below. The proposed permanent sales tax extension measure should include a provision that provides some measure of equity for each jurisdiction on a per capita basis over the life of each 20-year expenditure plan. It is unfair to our residents to have transportation decisions which shift millions of dollars among jurisdictions to be made without an equitable process. We understand the complexity of this issue but some form of equity guarantee is essential if you expect the Newark community to support the measure. We would be happy to work with you to craft an equity provision or policy that is fair to all and functions effectively. We recommend this policy be adopted by the Alameda CTC to govern all future resource allocation provisions.


We propose that the CWTP be revised as follows:

1. Move Central Avenue Railroad Overpass (21103) to Tier 1 with a total cost adjusted to \$18.7M and proposed funding in the amount of \$17.5M.
2. Modify Newark's Local Streets and Road O&M (240285) submittal to a listed project ("Newark Local Streets and Roads Rehabilitation") similar to that submitted by San Leandro, but ideally listed as a Tier 1 project for approximately \$25M. We would like to have this as a multi-phased project over the life of the plan.
3. Modify Newark's Dumbarton Transportation Infrastructure Improvements (240293) project to \$8M (this is a programmatic category, not included in Tier 1).
4. Modify Newark's Mowry Avenue Railroad Overpass (240273) project to be titled "Newark Area 4 Railroad Overpass" with a revised description to be provided under separate cover. Move this project to Tier 1, or propose for funding in Tier 2.
5. Modify the Project Description for the Dumbarton Rail Corridor to be consistent with the September 7, 2011 Memorandum to the DRC PAC regarding the four DRC Alternatives being evaluated in the EIR/EIS (Original Rail Project, Rail Shuttle, Hybrid Rail, and Enhanced Bus Alternative) with a statement that the details for phasing to be determined at a later date.
6. The formula governing the pass-through to transit agencies should be amended to require that all transit agencies in the County be included, including agencies that have not yet been created.
7. Add a provision guaranteeing equity based on local government jurisdictions, not Planning Areas.

Additionally, we would like to see the following changes to the TEP:

1. List Central Avenue Overpass (21103) as a potential project in the Major Commute Corridors category under the Local Streets & Roads mode.
2. List Thornton Avenue Widening (240272) as a potential project in the same category.
3. List Newark LS&R (240285) as a potential project in the same category.
4. Add a provision guaranteeing equity based on local government jurisdictions, not Planning Areas.

The City of Newark would very much like to support a ballot measure to extend and enhance Measure B funding in Alameda County, but without the changes described above it will be very difficult for staff to make a positive recommendation to our City Council. Please contact me 510-578-4272 if you have any questions or concerns.

  
JOHN BECKER  
City Manager

c: Newark City Council

Ben



## CITY OF OAKLAND

250 FRANK H. OGAWA PLAZA OAKLAND, CALIFORNIA 94612-2033

Public Works Agency  
Vitaly B. Troyan, P.E.  
Agency Director

(510) 238-3961  
FAX (510) 238-6428  
TDD (510) 238-7644

November 16, 2011

Mr. Art Dao  
Alameda County Transportation Commission  
1333 Broadway, Suite 300  
Oakland, CA 94612

### **Re: Measure B Expenditure Plan**

Dear Mr. Dao:

We would like to comment on the draft Measure B Expenditure Plan as presented at the joint CAWG/TAWG meeting on November 10<sup>th</sup>. We want to submit these comments to you in advance of the Steering Committee meeting on November 17<sup>th</sup>.

First, we want to thank you for the diligent work of your staff and consultants in preparing both the draft Countywide Transportation Plan and the draft Measure B Expenditure Plan under a very challenging schedule. Secondly, we want to thank you for the consideration given to the needs of Oakland as the largest city in the County, with many pressing transportation needs. There is a lot to be proud of in the proposed Expenditure Plan, which will guide transportation sales tax spending until 2042.

Our comments generally fall into three categories:

1. Fix what we have first
2. Increase use of pass-through funding
3. Reduce administrative requirements and costs

### **Fix what we have first**

Our main criticism of the Expenditure Plan is that the plan does not adequately address the need to maintain existing infrastructure. Oakland's current need to keep our streets in their current "fair" condition is \$28M per year. We will have approximately \$5M available per year in future years. Repairing existing streets was identified as our primary funding need in all of our submittals to ACTC. Repairing existing streets has been a recurring priority of your Technical Advisory Working Group (TAWG) and was one of the highest needs identified in voter polls. Yet the TEP reduces the allocation to Local Streets and Roads from the current 22.34% to a proposed 20.0% and contains similar cuts to transit.



Do we really need to divert 5% of funds from Local Streets and Roads and from transit to new programs such as “Sustainable Transportation”, “Technology”, new ferries, etc. while our core infrastructure is crumbling?

### **Increase use of pass-through funding**

We strongly recommend increasing the program/project split to 70/30 in order to fund larger pass-throughs for LS&R. We also believe that additional pass-throughs are needed for transit in order to *at least* bring back AC Transit service to 2009 levels. We believe that this would recognize the transportation needs of a maturing region in which operations and maintenance of the existing system is the single highest priority. In our preferred scenario LS&R and transit would split the increase - LS&R would increase to 27.5% of all funds, and Oakland would receive an additional \$3 million per year in LS&R funding.

### **Reduce administrative requirements and costs**

Program funds which pass-through directly to municipalities based on predetermined formulas minimize administrative costs and should be used wherever possible.

On the other hand, grant programs require municipalities to hire grant administrators to prepare grant applications, monitor grant conditions, report on each grant, and negotiate differences of opinion with ACTC. Since many grants are unsuccessful, a large amount of this staff time is wasted. From ACTC's perspective, ACTC has to hire staff to review, approve or disapprove, and monitor grants. These activities divert scarce transportation funds to bureaucracy instead of infrastructure.

With total sales tax income doubling, we do not understand why ACTC needs to more than double funding for administrative costs (from 4.5% of \$100M per year, to 5% of \$200M per year). Writing bigger checks does not require doubling staff. A decrease to 3% would still represent 33% growth in actual funds for administration but would save approximately \$150 million over the thirty year expenditure plan. This money could be reallocated to Local Streets and Roads.

### **Conclusion**

This letter has dealt primarily with our need for more funding for Local Streets and Roads. Oakland does have many transportation needs, and we appreciate the many valuable projects which Measure B helps fund. We appreciate the attention ACTC has paid to maintaining and enhancing our entire transportation system. We are simply stating that Oakland's number one priority is to fix our existing infrastructure first, and we want to maximize the resources available to address this great need.

Yours truly,



Vitaly B. Troyan, PE  
Director of Public Works

November 14, 2011

Art Dao  
Executive Director  
Alameda County Transportation Commission  
1333 Broadway, Suites 220 & 300  
Oakland, CA 94612

Dear Mr. Dao,

We write to insist that you take immediate steps to reorient the process for the development of the Measure B Reauthorization (B3) Preliminary Draft Expenditure Plan Investments<sup>1</sup> (TEP) and immediately release all information related to the draft plan and the public input received to date. We also request that you allow the Alameda County Transportation Commission (ACTC) Steering Committee, Board, advisory committees, and the public sufficient time to review this information before any further decisions are made on the parameters and expenditures of a reauthorized Measure B sales tax.

We represent a diverse cross-section of community, environmental, and social justice organizations – stakeholders and groups that work with thousands of residents of Alameda County. We have been participating faithfully in the ACTC's process to develop the Countywide Transportation Plan and Measure B Expenditure Plan, taking advantage of every opportunity for public participation, and spending hundreds of collective hours to provide thoughtful responses and input to you and the members of the ACTC's Steering Committee and Board.

In general, we feel that ACTC has been committed to inclusive public participation, and it is in the spirit of collaboration and respectful communication that we make this sincere request for full transparency and data.

Unfortunately, this open and transparent process appears to have derailed.

The proposed TEP does not reflect the information or priorities collected from the public, a fact confirmed by project consultant Bonnie Nelson who stated at the last CAWG/TAWG meeting that the proposal was meant to provide political cover for each of the ACTC members, an extremely upsetting acknowledgement.

ACTC has refused to release the data used to create the summary proposal despite multiple requests from members of the CAWG, TAWG, and community – in violation of the State's open government laws and counter to ACTC's commitment to an open and transparent process.

Furthermore, because of this lack of data, the Steering Committee will now be asked to make its recommendation to the Board before the CAWG/TAWG are given a chance to

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<sup>1</sup> Tess Lengyel and Beth Walukas, Memo: "PRELIMINARY DRAFT Expenditure Plan Investments," November 8, 2011.

provide informed feedback. This is an affront to the dozens of members of the CAWG and TAWG who have dedicated hundreds of hours of work over the last year to help create a passable voter initiative.

**ACTC staff must act immediately to fix these issues:**

**1. Provide the background data for staff's proposals**

Given the importance of Measure B, it is critical that the staff proposal – which will be the starting point for any final expenditure plan – be fully transparent and fully understandable. Comments from members of the CAWG, TAWG, and public at the joint CAWG/TAWG meeting last Thursday (November 10, 2011) should make it clear that this is not the case.

Specifically, we would like the following information to be made available before any further decisions are made by the ACTC Steering Committee about the Measure B expenditure plan:

- a) A comparison of the proposed funding and identified need for each program (e.g. proposed bike/ped funding compared to the full implementation costs of the County bike/ped plans; proposed transit service funding compared to the full cost of restoring all transit-operators back to pre-2009 levels of service);
- b) A detailed breakdown of each project and program category (including total project cost, recommended funding, county project area, etc.);
- c) The geographic distribution of the project expenditures (by proposed Measure B expenditures and total project costs);
- d) An explanation detailing how the performance evaluations and public input, including polling results, contributed to the staff proposal;
- e) All data from the EMC phone poll, including crosstabs, original data from on-line surveys, input from individual workshops including dot voting, toolkit data collected, and any other input collected to inform the development of this plan;
  - a. With regards to the detailed results from the Fall 2011 and Spring 2011 public outreach, including the public workshops, online surveys and toolkit surveys, the results should be quantified, similar to how the polling results have been presented, indicating which specific transportation needs and priorities received highest and lowest support;
  - b. The demographics details (race, income, geographic part of the county) for all of the public input participants (including polling respondents) should also be included, including an explanation of how these relate to the demographics of the county as a whole (not just the voters); and
- f) An explanation as to why the East part of the county was over-sampled relative to its percentage of the population in the recent polling results, and how this may have affected the polling results.

**2. Revise the TEP development schedule**

ACTC staff needs time to collect and distribute this information. Once distributed, additional time is needed for the information to be thoughtfully analyzed and considered by the CAWG, TAWG, Steering Committee, and full ACTC Board. Thus, we request that the Measure B time line be extended to allow sufficient time for this information to be collected and reviewed. After this information is made available, at



least one additional meeting of the CAWG and TAWG must be held to allow these advisory bodies to provide detailed input before the Steering Committee makes a final recommendation to the ACTC Board.

Again, we greatly appreciate the ACTC staff commitment to be inclusive and communicative to the public, advisory committees, and non-profit organizations throughout the Countywide Transportation Plan and Measure B Expenditure Plan development process. **However, the failure to correct the significant procedural and legal issues outlined above will ensure that the Measure B re-authorization measure does not have the community support necessary for voter approval.** As such, we ask staff to take immediate action to remedy this situation before Thursday's Steering Committee meeting.

Respectfully submitted,

Keith Carson  
Alameda County Supervisor, Fifth District

Dave Campbell  
Program Director  
East Bay Bicycle Coalition

Manolo González-Estay  
Transportation Policy Director  
TransForm

Lindsay Imai  
Transportation Justice Program Coordinator  
Urban Habitat

Michele Jordan and Bette Ingraham MD  
Transit Equity Committee Chairs  
Genesis

John Knox White  
Alameda Transit Advocates

Matt Vander Sluis  
East Bay Senior Field Representative  
Greenbelt Alliance

Cc: Alameda CTC Board  
Alameda CTC Technical Advisory Committee Members



November 17, 2011

Dear Chair Green and members of the Alameda County Transportation Commission,

As detailed in our 11/14/11 letter to Executive Director Art Dao (attached), we have significant concerns about the development process for the proposed Measure B reauthorization (B3) expenditure plan (TEP). The Measure B reauthorization will be the largest single source of transportation funding in the county and the most important work of the Alameda CTC for the next 30 years.<sup>1</sup> It should not be rushed, as it is being now.

To ensure that B3 is successful it must **equitably invest in sustaining our existing transportation system** and not increase the share of tax dollars being funneled to costly, low-benefit expansion projects. The TEP needs to directly **address the threat of climate change by reducing greenhouse gas emissions and Vehicle Miles Traveled (VMT)**, as mandated by AB32 and SB375, and **improve mobility and health for all**. A failure to do so will result in a failure at the ballot box.

We are a diverse cross-section of community, environmental, and social justice organizations, stakeholders and groups that work with thousands of residents of Alameda County. Many of us were involved in defeating the failed 1998 Alameda County transportation tax and the creation and passage of the successful 2000 Measure B. Like you, we are deeply invested in the future of Alameda County and are committed to its short and long-term economic, environmental, and social vitality. And like you, we recognize that our transportation system plays a fundamental role in shaping our economy, environment and the quality of life and opportunities for all the County's communities. We want to develop a popular and pragmatic TEP and then help pass the reauthorization.

We respectfully submit this Community Vision Platform, which outlines an expenditure plan that is directly aligned with the input that ACTC collected during the past three months. Our plan focuses on shoring up our existing transportation system and investing only in new projects and programs that cost-effectively increase the mobility of residents, particularly those with fewest transportation choices today, while encouraging transit use, bicycling and walking as alternatives to driving.

Because Alameda County voters can no longer afford to see their votes support expensive expansion projects, we are also asking that BART to Livermore be removed from the TEP. It's not just our groups that have a concern with this proposal, ACTC Telephone survey respondents found it to be one of the projects of lowest importance (in the bottom third of priorities) and MTC's recent project analysis ranked it the 13<sup>th</sup> worst benefit-cost project submitted for consideration in the Regional Transportation Plan. BART has many capital needs and we support those that strengthen the core-system without adding future operating liabilities. There is no broad support for this project and its inclusion will lead to its defeat.

In order to create a successful measure, the CWTP/TEP Steering Committee needs to focus on the County's greatest transportation needs and specifically the important goals the ACTC Board

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<sup>1</sup> If voters approve the proposed 'extended and augmented' Measure "B" full-cent sales tax, then it will more than double the amount of discretionary funds available to the County for its transportation investments from \$6.865 billion to \$14.52 billion between 2012 and 2042.

adopted for the Countywide Transportation Plan. In order for this to occur, it is important that you immediately direct staff to significantly revise their proposal for the TEP to ensure that it is in line with the results of the myriad forms of public input that was gathered. It currently is not. The process needs to change course fast.

Once you get meaningful input from your two working groups and see the actual results from all the public input that was gathered, it will become clear that our attached platform is completely in-line with the interests and needs of Alameda County residents, agencies and municipalities.

It is not too late to rethink the direction of the current TEP proposal and develop a plan that we can all work together to pass. We ask you to step back, see that the process is headed in the wrong direction, and change course before its too late.

Respectfully,

Keith Carson  
Alameda County Supervisor, Fifth District

Ruth Atkin  
City Councilmember  
City of Emeryville

John Knox White  
Alameda Transit Advocates

Dave Campbell  
Program Director  
East Bay Bicycle Coalition

Michele Jordan and Mahasin Abdul Salaam  
Transportation Taskforce Co-Chairs  
Genesis

Matt Vander Sluis  
East Bay Senior Field Representative  
Greenbelt Alliance

Manolo González-Estay  
Transportation Policy Director  
TransForm

Connie Galambos Malloy, Director of Programs  
Lindsay Imai, Transportation Justice Program Coordinator  
Urban Habitat

Cc: Art Dao, Executive Director of the Alameda County Transportation Commission

**The Community Vision Platform**  
**for the Measure B reauthorization Transportation Expenditure Plan (TEP)**  
*November 17, 2011*

The proposed reauthorization of Measure B (B3) will be the single largest transportation funding source in Alameda County, extending a one cent sales tax in perpetuity with the next voter review scheduled for 2042. As such, it is our only meaningful opportunity to rebuild our deteriorating transportation system, restore transit service to acceptable levels, maintain transit affordability, increase safety for walking and biking, reduce greenhouse gas emissions, and create thousands of transportation-related jobs. In short, because this measure will fundamentally shape the lives of Alameda County residents for decades to come, we must use this opportunity to put the County on the right path.

**To be successful, the Measure B reauthorization must achieve the following objectives:**

**Fix it First:** Alameda County's transportation systems are facing massive operating shortfalls *and* significant capital rehabilitation needs. Transit service in the County has been reduced 15-25% over the last three years. BART has a \$7-8 billion capital shortfall, without including costly new extensions. Our local streets and roads need a multi-billion dollar investment for basic maintenance. The plan must maintain our existing transportation infrastructure and restore our transit system before considering any expansions. Additional projects must clearly advance environmental, social equity, and public health goals.

**Help Meet State and Regional Climate Change Targets:** AB32 and SB375 have set California on course to reduce greenhouse gas emissions 80% by 2050. As the second most populated county in the Bay Area, Alameda County needs to play a significant role in achieving this target. This 30-year plan must therefore prioritize those investments that reduce greenhouse gas emissions and vehicle miles traveled (VMT) through increases in transit use, walking, and biking and not invest in projects that will increase greenhouse gas emissions or VMT.

**Improve Mobility and Health for All Communities:** Alameda County has done an admirable job of creating Community Based Transportation Plans to target investments in Communities of Concern; now we must fund the implementation of those plans. We must also significantly reduce the disproportionate health impacts of freight movement on many of these same communities.

**Achieve Geographic Equity:** The measure will likely commit our region to several long-term projects without providing full funding to complete them. Not only should Measure B funds be distributed fairly, on a population basis, but the total costs of projects funded by the measure should reflect the population of the county as well. A failure to do so will result in an inequitable distribution of regional transportation funding within the County, as future funds are directed to complete these long-term projects.

**Uphold High Standards for Planning:** We expect that Alameda CTC will comply with Title VI and Environmental Justice guidelines, provide transparency to the public and voters as to exactly what Measure B will pay for, and will listen to the voices of the public, particularly those historically least well-served by our transportation system.

**Provide Project Cost Protection:** The last funding measure saw project costs increase by 244% over what voters were promised. This resulted in less money throughout the county for programs and important new projects and meant that we ended up funding projects with lower than expected benefits, relative to cost. This measure must include a provision for the Independent Watchdog Committee to provide feedback on whether to continue to support projects that see their cost projections increase substantially and provide safeguards against repeated extensions of the deadlines for project funding and environmental clearance.

**The Expenditure Plan should fund the following Programs:**

- **Transit: 25.25%** This should focus on maintaining the service that exists and restoring lost service back to 2008-9 levels of service. AC Transit, Alameda County's largest transit providers, should at a minimum receive 23% of all TEP funds. This amount of funding will help AC Transit restore the service cut in 2010.<sup>2</sup> The remaining funds should be focused on LAVTA, Union City Transit, and ACE, with each retaining their current percentage of Measure B, to help restore any lost transit service or maintain existing levels of service.
- **Local Streets & Roads: 23% as a direct pass-through to cities.** The plan should require that when cities use these funds, they comply with the Complete Streets policy to ensure the roadway is accessible for all users, including pedestrians, bicyclists, cars and transit and to improve truck routing to minimize human exposure to harmful diesel pollution and the other health hazards of freight truck traffic. In addition, there are many major arterial projects considered for this measure that are unnecessary, do not poll well, and should be redirected to funding road maintenance.
- **Eco Student Bus Pass: 9%**<sup>3</sup> ACTC staff estimates that over 115,000 young people could benefit from a program that provides bus passes to middle and high school students, regardless of income or what kind of school they attend, good for 24/7 use on all three County bus operators. The program will be most successful if it can be implemented across the entire county, is inclusive of all students and is accompanied by a pro-transit, pro-environment curriculum and education program, as proposed by the program sponsor, the Alameda County Office of Education. This will develop a culture of transit use and will cut down on morning traffic, and related emissions (home to school trips make up an estimated 10% of all trips taken in the morning, Bay Area wide).
- **Paratransit: 10%** Meet transportation needs of seniors and people with disabilities in cost-effective and innovative ways.

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<sup>2</sup> 23% of the B3 TEP would increase overall funding to AC Transit by roughly \$24 million per year between 2012-2022 and by another \$30.5 million per year between 2022-2042. This funding is absolutely necessary in restoring the 15% of service it lost in 2010 (200,000 daily hours of service). These service cuts amounted to \$21 million and AC is currently facing a \$10 million plus hole in Fiscal Year 2012-13 and 2013-14, so the \$30 million additional funds from Measure B will be what is needed to restore the lost service. See AC Transit's November 16, 2011 GM Memo on its First Quarter Budget Report and Biennial Budget: [http://www.actransit.org/wp-content/uploads/board\\_memos/GM%2011-239%201st%20Qtr%20Financials.pdf](http://www.actransit.org/wp-content/uploads/board_memos/GM%2011-239%201st%20Qtr%20Financials.pdf).

<sup>3</sup> The three bus operators estimate the program will cost between \$15 million and over \$20 million per year, so by setting aside about \$18 million per year for the program, we can be assured the program will have enough funding to be successful and fully accessible to all interested families.

- **Bicycle/Pedestrian: 8.25%** The ped/bike program should help fund the completion of the Countywide Bicycle and Pedestrian Plans. In addition, we recommend funding for a set of additional bike – ped projects listed in the “Projects” section below.
- **Transit Oriented Development: 3%** We support staff recommendation for a category of funding (“Sustainable Transportation Linkages”) that will support the development of transit villages and better connect transit, housing and jobs, as well as an additional 3.9% for specific TOD projects underway. However, it is critical that, similar to the Complete Streets requirement for LS&R, that there be clear and enforce conditions placed on the use of all TOD funding (program and projects) that ensure that local residents are protected against the direct and indirect displacement impacts of those investments and that Smart Growth best practices are adhered to.
- **Freight and Economic Development: 0.5%** We recommend that the draft plan set aside funding for freight movement and at least 0.5% of Measure B funds be used to mitigate the harmful impacts of freight movement and diesel trucks on communities’ health, particularly in CARE communities and other similar neighborhoods that suffer from highest cumulative effects of air and noise pollution and are most vulnerable to such hazards. We also recommend that the Port of Oakland and its clients be required to put up their share of funding for Port-related projects before Measure B funds are committed to freight transport.
- **Transportation Demand Management: 1%** We recommend that the “Technology, Innovation and Development” funding category focus on TDM to provide cities with guidance and funding needed to curb single-occupancy vehicle driving.

**Program Total: 80%**

**The Expenditure Plan Should Fund the Following Projects, As its Highest Priorities:**

- **Community Based Transportation Plans: \$100 million (1.3%)** North and Central County CBTPs at \$50 million each. CBTPs include critical transit and bike/ped projects that address transportation barriers or safety issues of the Counties’ lowest income communities.
- **Transit Oriented Development: \$300 million (3.9%)** Specific TOD/PDA projects that have been identified by jurisdictions, including, but not limited to, the Lake Merritt BART Station Area Plan. The same anti-displacement and Smart Growth conditions should be placed upon the use of these funds as on the TOD program.
- **Bike and Pedestrian Projects: \$300 million (3.9%)**
  - Various bike/ped bridges to close major bikeway gaps (\$77 million)
  - Bay Trail, Iron Horse Trail and East Bay Greenway projects (\$203 million)
  - Laurel District Safety and Access on MacArthur, from High Street to Seminary (LAMMPS) (\$20.3 million)
- **Bus System Enhancement/Efficiency Projects: \$58 million (.76%)**
  - International Blvd BRT - \$38 million
  - AC Transit Transit Priority Measures (College/Broadway Corridor - \$5.0 million, Foothill TSP - \$2.0 million and Grand/MacArthur Improvements \$4.0 million)
  - Rapid Bus from Alameda Point to Fruitvale BART \$9.0 million
- **BART System Enhancement/Efficiency Projects: \$294.7 million (3.8%)**
  - BART Station Modernization and Capacity Improvements \$294.7 million
- **Safety Projects \$40 million (.5%)**

- Alameda “lifeline” connection (Fruitvale Bridge) \$40 million

## **Project Total 20%<sup>4</sup>**

### **The Expenditure Plan should NOT fund the following Projects:**

- **BART to Livermore and other low benefit/high costs massive transit capital projects**  
We are deeply concerned that the staff B3 TEP commits our region to billions in unsustainable expansion projects, by making small down payments on projects that even MTC has said have low benefit-cost values. Specifically, the proposed TEP proposes to give \$400 million to the \$4 billion **BART to Livermore** project, a project with one of the lowest project performance ratings by MTC, leaving over 85% of it unfunded.<sup>5</sup> This puts taxpayers on the hook for large funding commitments down the line we simply can’t afford. This is a project that, as currently proposed, we cannot support. We believe there are lower-cost alternatives that will help connect the residents of the Tri-Valley to regional transit and are more than happy to explore these with ACTC staff and other interested stakeholders.
- **SR 84/I-680, new lanes for the HOT/HOV network, and any projects that add highway capacity**  
We are deeply concerned by the investments in the staff proposed TEP that increase VMT and greenhouse gases through increases in highway capacity.<sup>6</sup> At a time when we must work to avoid the disaster that global warming promises, it is critical that we use our limited transportation funds as cost-effectively as possible by investing in low-cost, high benefit transit, bicycle, pedestrian and transit-oriented development that will both support the travel of those with the least means as well as shift drivers into alternative, low-carbon modes of travel.

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<sup>4</sup> Our priority projects do not total up to 20%. We support geographic equity, based upon population, for the distribution of the project funds and our proposal allows flexibility to achieve this.

<sup>5</sup> MTC’s DRAFT Project Performance Assessment Results, released 10/31/11, gave the BART to Livermore Extensions (Phases I and II) a Benefit/Cost ratio of 0.4, putting it among the 10 worst projects out of 76 projects analyzed.

<sup>6</sup> MTC’s DRAFT Project Performance Assessment Results, released 10/31/11, estimate that the SR 84-I-680 interchanged and SR-84 Widening (Jack London to I-680) will result in an additional 16 million VMTs in the year 2040. The regional HOT lane proposal, minus those in Silicon Valley, but including Alameda County’s proposed lanes, will result in 235 million VMTs in 2040.



December 14, 2011

Chair Green and Members of the Alameda CTC Board,

Thank you for your ongoing efforts to create a new transportation sales tax measure that leads Alameda County toward a sustainable, equitable future.

On November 17<sup>th</sup>, we presented the Board with a Community Vision Platform to serve as a roadmap for this new measure. Our platform would restore AC Transit's operations to 2009 levels, fully fund BART station modernization and capacity improvement requests, provide meaningful investments in local street and road repair, help complete our bicycle and pedestrian plans, ensure that all of the county's youth benefit from a student bus pass, and protect the county from new cost-ineffective liabilities that endanger ongoing system maintenance.

We appreciate the ACTC Measure B Reauthorization Steering Committee for establishing an ad-hoc negotiating team to work with us to integrate this platform into the sales tax measure.

Since this ad-hoc team is not scheduled to meet with us until January 3<sup>rd</sup>, we strongly encourage the Board to *not vote* on the draft Transportation Expenditure Plan (TEP) at your December 16<sup>th</sup> Board Retreat. To vote on the draft TEP before the ad-hoc negotiating team has convened would not represent a good faith effort to address the concerns raised by the non-profit community and would significantly undermine opportunities to find consensus. This would thus endanger ACTC's ability to secure sufficient voter support for a ballot measure in November 2012.

Instead, the Board should request that ACTC staff provide several alternative packages for consideration at the retreat and use the retreat to compare how these alternatives would affect Alameda County. Comparison of alternatives should focus on how well they achieve the outcomes delineated in the Measure B Reauthorization Vision Statement and the Community Vision Platform, and how well they meet the priorities expressed by the public over the last year of public outreach. For example, the technical analysis of the draft Countywide Transportation Plan (CWTP) shows that implementation of the plan would not perceptibly reduce greenhouse gas emissions. An alternative TEP should be provided to the Board that significantly reduces greenhouse gas emissions to help meet California's climate change laws and fulfill local GHG emission reduction pledges.

The Board and the public deserve the opportunity to consider the trade-offs presented by alternative funding approaches. This is your chance to secure the information needed to make an informed choice.

Thank you for your consideration of this request. We look forward to working with the ACTC board, staff, and ad-hoc negotiating team to develop a measure that puts Alameda County on the right path.

Sincerely,

John Knox White  
Alameda Transit Advocates

Dave Campbell  
Program Director  
East Bay Bicycle Coalition

Michele Jordan and Mahasin Abdul Salaam  
Transportation Taskforce Co-Chairs  
Genesis

Matt Vander Sluis  
East Bay Senior Field Representative  
Greenbelt Alliance

Manolo González-Estay  
Transportation Policy Director  
TransForm

Lindsay Imai  
Transportation Justice Program Coordinator  
Urban Habitat



## EAST BAY ASIAN LOCAL DEVELOPMENT CORPORATION

BUILDING VIBRANT AND HEALTHY NEIGHBORHOODS

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Joanne Tornatore-Pili

Executive Director  
Jeremy Liu

January 20, 2012

To: Alameda County Transportation Commission  
Re: Measure B reauthorization Transportation Expenditure Plan (TEP)

Dear Chair Green and members of the Alameda County Transportation Commission,

The proposed reauthorization of Measure B includes a “sample project” that will have a devastating impact to the Oakland Chinatown community. Project 98207 (I-880 Broadway-Jackson Interchange ramp and circulation improvement) of the Transportation Expenditure Plan (TEP) includes the Webster/6<sup>th</sup> Street off-ramp alternative, previously rejected after an outpouring of community opposition in November 2008, and again in 2011 through the recent Lake Merritt Station Area Planning Process. Despite the ACTC’s promise not to move forward with the proposal, ACTC moved forward with a Project Scoping Report to CalTrans in early 2011 and has now included the project in the TEP. In the PSR, ACTC failed to report to CalTrans the 2008 community opposition to the project.

We reiterate that the proposal to drop the current Broadway/6<sup>th</sup> Street off-ramp into the heart of Oakland’s Chinatown at Webster/6th Street and create a 6<sup>th</sup> Street frontage road **will have a devastating impact on the Chinatown community.**

### Significant Impacts on Pedestrian Safety

The Chinatown community is a vibrant community with one of the busiest pedestrian populations in the Bay Area. The community has many retail stores, restaurants, churches, community centers, senior centers, senior housing and schools. Pedestrian safety has been a major issue for the community and improvements to the intersections such as 8<sup>th</sup> and Webster Streets have come about only after great effort by the community. However, traffic/pedestrian conflicts in Chinatown continue to persist. The “improvements” made to the I-880/980 on-ramp from Jackson Street have transformed the streets surrounding the senior center at the Chinese Garden into a freeway entrance for City of Alameda traffic. This proposal for a 6<sup>th</sup> Street frontage road will create more pedestrian/traffic conflicts; back Alameda traffic on Webster Street into Chinatown; and further expand this pedestrian/traffic conflict to other intersections in Chinatown.

### Significant Economic Impact on Chinatown

The traffic congestion created by the project will adversely impact Chinatown’s economy. Oakland Chinatown’s small businesses already face enormous competition from the ethnic themed shopping malls in the East Bay. The traffic congestion created in Chinatown by the frontage road will further deter traffic destined for Chinatown.



## **Significant Impacts on Health**

Dropping the off-ramp into the heart of Chinatown to create a frontage road will create more significant noise and air pollution impacts on the neighborhood. The San Francisco Department of Public Health (SFPDH) performed an Exposure Assessment based on the traffic pattern and proximity of I-880 and arterial streets, and estimates that the concentration of  $PM_{2.5}$  in Oakland Chinatown is already between 0.6 and 2.2  $ug/m^3$ , with the largest midsection in the 1.0 to 1.5 range. For comparison, the action level threshold in San Francisco is 0.2  $ug/m^3$ , meaning new residential construction must take affirmative actions to reduce exposure at that level. The use of the senior center at Harrison Park is already limited by its proximity to the I-880 freeway. A community garden at the park was prohibited because of the health problems created by the pollution from the cars and trucks. Seniors have a difficult time using the outdoor areas of the park because of the noise created by the cars and trucks. Dropping that traffic to ground level will create significant health impacts on the community. Dropping freeway traffic onto Webster will only exacerbate this situation, increasing air pollution and negative health impacts.

## **Creating a Significant Divide between Jack London Square and Chinatown**

The frontage road will also create a significant barrier between Chinatown and the Jack London District area. The two communities have been laboring for many years to develop plans to overcome the separation created by the I-880 freeway. Both communities will benefit economically if connections are improved rather than further disrupted by the proposed frontage road on 6<sup>th</sup> Street.

## **Eminent Domain of Chinatown Property**

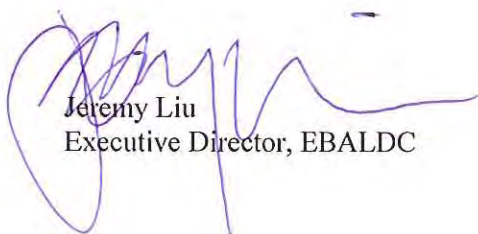
The proposed left turn from the Harrison tube onto 6<sup>th</sup> Street, as proposed in the PSR, will require the eminent domain of Chinatown homes and businesses. Chinatown has been historically impacted by eminent domain. Much of Chinatown has been lost because of eminent domain from the construction of the Nimitz Freeway, Laney College, BART, ABAG, and the Alameda tubes.

## **Oakland's Chinatown Should Not Bear the Burden of Alameda Point Development**

The only benefit from the proposal will be to further proposed development for the City of Alameda and Alameda Point for the next 10 to 15 years. We believe that the City of Alameda should accept the burden of these developments by creating alternative traffic routes in Alameda itself to the southern crossing of the island, or seeking alternative crossings on the north end of the island. It should not impose these burdens onto the Chinatown community.

We demand that you remove this item from Project 98207 of the Transportation Expenditure Plan (TEP) and reprogram these funds to community supported local streets and roads, pedestrian infrastructure, and public transit projects.

Sincerely,



Jeremy Liu  
Executive Director, EBALDC



**Via e-mail: [adao@alamedactc.org](mailto:adao@alamedactc.org)**

December 15, 2011

Mr. Arthur L. Dao  
Executive Director  
Alameda County Transportation Commission  
1333 Broadway, Suite 300  
Oakland, CA 94612

Dear Mr. Dao:

I am writing to you and the Commission Members to address the single-most critical need for Las Positas College and the Tri-Valley to reduce its carbon footprint. This is completion of the long-anticipated BART to Livermore Plan.

The impact of California's economic downturn is making it increasingly difficult for our students to attain a first-rate public higher education in our state. Fees are increasing, the cost of supplies – mainly textbooks – is increasing, and there are increases in such associated costs as child care. These are challenges that we are addressing head-on. We hope to see some relief as our college become more efficient and the economy rebounds. Believe it or not, that is the bright view of the future.

In addition, the impact of transportation is another enormous cost that will have a massive long-range impact on Las Positas College students, the Tri-Valley region, and air quality for the entire Bay Area.

While bus service is available to our campus, it is a) limited, b) not well coordinated with our class schedule and, c) the service line is convoluted and time-consuming to use. As a result, far too many of our students rely on single passenger automobile transportation to and from campus, often several times a day. This is the single largest cause of an unacceptably large carbon footprint for Las Positas College.

Mr. Arthur L. Dao  
December 15, 2011  
Page Two

We recognize that BART to Livermore will not be built overnight and will not be available to impact these issues for many years. Despite this, we have been working for several years on ways to improve the College's negative environmental impact, such as electric car plug-in stations, and installing photovoltaic cells to cover at least twenty percent of our energy needs. Any efforts one institution makes will be minor without accessible, efficient and convenient public transportation. According to our surveys, public transportation will be the first, not last, choice for our students, faculty and staff.

No single component of public transportation can solve all transportation challenges for our campus, or the regional community. That said, we believe BART to Livermore will have the single largest impact on the carbon footprint. With a station near the new Isabel Avenue Interchange on I-580, access to campus will be one quarter mile away: a short walk or bicycle ride away. For other Tri-Valley destinations a brief shuttle ride will serve the community, and also tie our campus to the whole Tri-Valley region.

We urge the Alameda County Transportation Commission to include sufficient funding in the Transportation Expenditure Plan to cover at least Phase 1 of the BART to Livermore Plan.

This action will provide the single highest environmental benefit for Las Positas College, the Tri-Valley and, in terms of air quality, the entire Bay Area. We appreciate your attention to our request.

Cordially,

A handwritten signature in blue ink, appearing to read 'Kevin G. Walthers', with a long horizontal flourish extending to the right.

Kevin G. Walthers, Ph.D.  
President

KGW:sg





December 14, 2011

Alameda County Transportation Commission  
1333 Broadway, Suite 300  
Oakland, CA 94612

Subject: Measure B funding for BART to Livermore

To Whom It May Concern:

I am writing to request your support for funding the extension of BART to the City of Livermore.

At Lawrence Livermore National Laboratory we have begun the development of a new one hundred acre "open campus" where industry and academia are starting to be actively involved in creating important new partnerships that will create new jobs and enhance U.S. economic competitiveness. Through these partnerships, industry and academia can leverage Livermore Laboratory-developed technologies and innovations to help transform U.S. industry sectors such as manufacturing, medical and energy to improve the nation's economic security.

BART to Livermore is vitally important to making our future plans a success not only for the Laboratory, but also for the East Bay region and the nation. We are currently in negotiations to partner with several Fortune 100 companies and concerns pertaining to the lack of BART access are expected to affect their decision-making. The Laboratory is already a major employer of more than 6,500 personnel, many of whom could benefit from an extension of BART to Livermore. We hope that the Commission will work to ensure that funding for a future BART station is a part of Measure B.

Sincerely,

Penrose C. Albright  
Director

Copy:

Alameda County Board of Supervisors  
Livermore City Council

John McPartland, BART Board, District 5

Karen Engel, East Bay Economic Development Alliance

Federal Delegation: Representatives John Garamendi, Jerry McNerney, Pete Stark

State Delegation: Assembly Member Joan Buchanan; Senators Ellen Corbett, Loni Hancock,  
Mark DeSaulnier





**The League of Women Voters**  
**Alameda County Council**

Alameda  
Berkeley/Albany/Emeryville  
Eden Area  
Fremont/Newark/Union City  
Livermore/Amador Valley  
Oakland  
Piedmont

January 11, 2012

**To:** Art Dao, Executive Director, and Tess Lengyel, Deputy Director of Policy, Public Affairs, and Legislation  
**From:** The League of Women Voters of Alameda County Council of Presidents  
**Subject:** Comments on ACTC's Proposed Measure B Transportation Expenditure Plan

Thank you for meeting with our Transportation Committee recently to discuss the Transportation Expenditure Plan (TEP) and for your informative responses to our comments. This memo summarizes some of the points made during our discussion, and adds additional comments that we would like you to consider.

**League Positions**

As you are aware, the League bases its stands on issues on consensus positions among members at local, regional, State and National levels who have studied the relevant issues. The positions most relevant to the TEP and the projects and programs it proposes to fund are the following:

- Climate change: this is an immediate threat to our planet. The League supports policies and programs that effectively reduce greenhouse gas emissions, and we oppose measures that will increase them.
- Equity and social justice: these are guiding principles for the League. We encourage programs that meet needs fairly and we oppose those with negative impacts that fall disproportionately on any communities or segments of our population.
- Transportation: we support transportation planning that is done in concert with land use planning, and advocate multi-modal, cost-efficient, safe, well-maintained and interconnected transportation systems.
- Process : we support transparency and accountability in all civic activities.

**Process: Plan Development**

We appreciate your detailed, productive discussion about the process by which the TEP and the County-wide plans were developed. We noted that several public advisory committees regularly meet to provide their ideas. Your outreach to a variety of communities in the County was extensive and well-planned, and we were particularly impressed that information was provided in a wide variety of languages.

**Process: Accountability**

We continue to be concerned that measures to ensure accountability have not been adequately built into the proposal. The sales tax is proposed to be continued in perpetuity with no opportunity for voters to re-affirm or reject their support. We believe that periodic voter approval of the tax, as well as the expenditure plans, is key to ensuring that in the long term, the sales tax will continue to effectively and fairly meet the needs of all Alameda County residents.



The absence of requirements for periodic performance audits of the plan as a whole and for major projects is troubling. We ask that both the TEP and the Countywide plan include specific, measurable performance targets, and that progress toward meeting the goals is measured and reported to the public at least every 20 years

We support the requirement for a public review and a vote on a new expenditure plan each 20 years after 2042, and we applaud the provision for a majority, rather than 2/3 requirement for approval : the League has long embraced a “one person, one vote” position. We have concerns, however, about the absence of a provision for voter review during the first 30-year period of the plan, from 2012 to 2042. This will be a time of great changes that will affect all aspects of transportation; e.g., major changes in technology for all transit modes; projected changes in growth patterns and demographics throughout the County; built-out highways and roads, and the impacts of climate change, which may result in flooded low-lying areas. We suggest that a re-evaluation and opportunity for a vote be considered for the mid-2020s.

### **Evaluation**

Proposals for evaluating both the TEP and the County-wide plan lack specificity. It will be critical to conduct performance evaluations regularly to show progress toward meeting specific goals and quantifiable standards.

We advocate that the total costs of partially-funded projects be shown in the TEP, including future maintenance and operational costs. Funding constraints are inevitable, and the full costs of projects that are partially funded by the sales tax are likely to require future trade-offs between projects and programs.

### **Evaluation: Cost Effectiveness**

In this time of growing needs and diminishing funds for transportation, we cannot over-emphasize the importance of evaluating projects to determine whether they meet quantitative goals for cost effectiveness. We ask the individual projects and programs be subject to these evaluations , because only in this way can the public knowledgeably evaluate the true value of the expenditure plans they will be asked to approve.

The League recognizes one important caveat: lifeline services and many off-peak services that are vital to meeting the needs of County residents cannot always meet cost-effectiveness standards. Therefore, in addition to quantitative measures, consideration must always be given to meeting basic needs for access and mobility.

### **Capital Projects**

Special attention is needed for capital projects because they often come with large price tags that divert funds from other pressing needs. One such need is for ongoing maintenance. Shortfalls in the maintenance budgets of some of our aging transit systems affect the quality of the services they provide and are likely to have implications for passenger safety. Only after maintenance needs are adequately funded should projects to expand existing systems be considered.

We strongly recommend that capital projects in the TEP be subject to analyses of alternatives, whether the TEP funding is for the complete project or only a portion. Often, several different types of rail or bus systems could adequately provide the needed services, and the analyses are needed to identify the most efficient and effective mode with the least harmful environmental impacts.

### **Streets**

The TEP mentions a concept that the League applauds: “complete streets,” that would include facilities for pedestrians, bicyclists, and transit, as well as cars. If this is to be the pattern that local jurisdictions are to follow, will the funds allocated to bicycles and pedestrians in a separate category be available for use in this program for streets? If not, the bike/ped portion of funding will exceed the 8 ½ % of TEP funding for this category that voters will assume when they evaluate the TEP. Please make these allocations clear in the description of the categories.

We note that the Cambridge Systematics evaluation of the bicycle programs in the TEP and the Countywide plan suggests that the projects funded by the sales tax will result in very few new bicycle riders. The spending for this category needs to be re-examined to ensure that it realistically reflects the actual benefits and usage that are expected.

### **Climate Change**

Meeting the ambitious goals set by SB 375 – to reduce GHG’s to their 1990s level by 2020, and to meet MTC’s goal for a 15% reduction by 2035 – will require difficult decisions concerning the Countywide Plan and the TEP. The many capacity-increasing road and highway proposals that are now considered to be “committed” should be re-examined to clarify their impacts on driving and GHG emissions. Our concern about these projects arises from the Cambridge Systematics report that the Countywide plan will decrease greenhouse gas emissions by only 1.7%, an obviously inadequate amount, and a disservice to County residents.

We assume that all capacity-increasing highway and road projects will increase vehicle trips, and therefore GHG emissions. This includes HOT lanes that create new capacities in general flow lanes. Therefore, we ask that funds for capacity increases that cannot be shown to improve safety or simple connectivity should be shifted to programs that produce better results for reducing GHG emissions.

### **Bus Transit**

It is not in the best interests of the goals for this TEP, nor does it meet the League’s criteria for reducing GHGs, that funding for AC Transit and total bus transit funds will actually be a smaller proportion of funds available under the proposed new half-cent sales tax than with the current Measure B. Given the dire circumstances of transit operational funding, all possible resources are needed to not only restore service cuts, but to expand and enrich the bus transit environment throughout the County.

### **Paratransit**

We note the ever-increasing costs for paratransit services that in some cases exceed \$40 per ride. Considering the substantial increase in the number of persons over 65 that is projected for Bay Area, it is likely the demand for paratransit will continue to rise. Innovative approaches to providing this service are needed, as well as help for seniors and disabled persons to use route-based transit. What role can ACTA play to mitigate this situation? Can incentives be offered for disability-friendly transit vehicle design, for innovative ways of serving the needs, for more widespread transit-travel education? We welcome any efforts on the part of ACTC to help mitigate the rising costs of demand for these services, while continuing to meet the needs for them.

### **A Student bus pass**

Finally, we reiterate our support for bus passes for middle and high school students, and we will support a pilot program to explore ways of effectively implementing the pass throughout the County. Obviously, in areas of poor or non-existent service, special school services may be required.

Thank you for considering our comments.

Sincerely,



Katherine Gavzy, Chair  
LWV Alameda County Council

cc: Mayor Green, ACTC Commission Chair



Livermore Amador Valley Transit Authority

December 12, 2011

Mr. Arthur Dao  
Executive Director  
Alameda County Transportation Commission  
1333 Broadway, Suite 220  
Oakland, CA 94612

Re: Measure B Reauthorization – Specialized Transit for Seniors and Persons with Disabilities

Dear Mr. Dao: *ART*

Under the current Measure B and planned future augmentation and extension, specialized transit for seniors and people with disabilities is distributed via three general categories: Mandated Programs, Non-Mandated or City-Based Programs, and Coordination and Gap Grants. The only program provided funding via Mandated programs is East Bay Paratransit through BART and AC Transit. The Livermore Amador Valley Transit Authority (LAVTA) is excluded from Mandated programs even though our paratransit service serving Dublin, Pleasanton, and Livermore is mandated under the Americans with Disabilities Act.

Because of the current and draft future distribution for Measure B funding and our lack of recognition as a mandated program, I believe that East County and LAVTA do not receive an equitable amount of funding for specialized transit services.

Currently East Bay Paratransit receives 100 % of all Mandated funds, which represents 54% of the all dollars for specialized transit and 57% if the Measure B augment and extend passes in November 2012. East Bay Paratransit does not serve East County except for occasional transfer trips which meet our paratransit service at the Dublin/Pleasanton BART Station. Of the 31% of funding available to Non-Mandated Programs under the augment and extend scenario, North, Central, and South counties receive 92% of the total dollars available in this category.

Combining the Mandated and Non-Mandated programs, under the draft Transportation Expenditure Plan, North, Central, and South counties will receive fully 85% of total Measure B dollars set aside for paratransit if the augment and extend passes leaving only 3% of funds available for East County. The remaining 12% is designated for Coordination and Gap Grants.

Name	Current (annually in millions)		New (annually in millions)		Current + New (annually in millions)	
Non-Mandated Programs	\$ 3.6	32%	\$ 3.2	30%	\$ 6.8	31%
North	\$ 1.3	12%	\$ 1.4	13%	\$ 2.7	12%
Central	\$ 0.9	8%	\$ 0.8	8%	\$ 1.8	8%
South	\$ 1.1	10%	\$ 0.7	6%	\$ 1.8	8%
East	\$ 0.2	2%	\$ 0.4	3%	\$ 0.6	3%
EBP - AC Transit	\$ 4.4	40%	\$ 4.9	45%	\$ 9.3	42%
EBP - BART	\$ 1.6	14%	\$ 1.6	15%	\$ 3.2	15%
Coordination/GAP	\$ 1.5	14%	\$ 1.1	10%	\$ 2.6	12%
<b>Total</b>	<b>\$ 11.1</b>		<b>\$ 10.8</b>		<b>\$ 21.9</b>	

\*Assumes new non-mandated program funding will be allocated based on 2010 Census data for the population 70 and older

North, Central, and South counties are given separate guaranteed funding for their mandated program, East Bay Paratransit, and individual funding for each city. East County is noticeably left out of this arrangement. LAVTA only receives funding for service in Dublin and Livermore. If these cities decided to operate their own programs like all other jurisdictions in our County, then East County's mandated operator, LAVTA, would be without County support.

East County is now home to over 11% of County residents over 70 years old according to the 2010 Census. Clearly 3% of funding for specialized transit is inequitable for our service area which is home to 11% of our County's older adult population.

With geographic equity as one of the key hallmarks of the Measure B reauthorization, we ask the ACTC to reassess the distribution of specialized transportation funding and consider assigning LAVTA a fixed percentage in recognition of our mandated program.

Sincerely,



Paul Matsuoka  
Executive Director



January 20, 2012

To: Alameda County Transportation Commission

Re: Measure B reauthorization Transportation Expenditure Plan (TEP)

Dear Chair Green and Alameda County Transportation Commission Board Members,

The proposed reauthorization of Measure B includes a “sample project” that will have a devastating impact to the Oakland Chinatown community. Project 98207 (I-880 Broadway-Jackson Interchange ramp and circulation improvement) of the Transportation Expenditure Plan (TEP) includes the Webster/6<sup>th</sup> Street off-ramp alternative, previously rejected after an outpouring of community opposition in November 2008, and again in 2011 through the recent Lake Merritt Station Area Planning Process. Despite the ACTC’s promise to not move forward with the proposal, ACTC submitted a Project Scoping Report (PSR) to CalTrans in early 2011 and has now included the project in the TEP. In the PSR, ACTC failed to report to CalTrans the 2008 community opposition to the project.

We reiterate that the proposal to drop the current Broadway/6<sup>th</sup> Street off-ramp into the heart of Oakland’s Chinatown at Webster/6<sup>th</sup> Street and create a 6<sup>th</sup> Street frontage road (a signal priority arterial freeway ramp access for Northbound I-880) from Chinatown to Market Street **will have a devastating impact on the Chinatown community.**

### **Significant Impacts on Pedestrian Safety**

The project will create significant impacts to pedestrian safety in Chinatown. The Chinatown community is a vibrant community with one of the busiest pedestrian populations in the Bay Area. The community has many retail stores, restaurants, churches, community centers, senior centers, senior housing and schools. Pedestrian safety has been a major issue for the community and improvements to the intersections such as 8<sup>th</sup> and Webster Streets have come about only after great effort by the community but traffic/pedestrian conflicts in Chinatown continue to worsen. The “improvements” made to the I-880/980 on-ramp from Jackson Street have transformed the streets surrounding the senior center at the Chinese Garden into a freeway entrance for City of Alameda traffic. This proposal for a 6<sup>th</sup> Street frontage road will create more pedestrian/traffic conflicts; back Alameda traffic on Webster Street into Chinatown; and further expand this pedestrian/traffic conflict to other intersections in Chinatown.

### **Significant Economic Impact on Chinatown**

The traffic congestion created by the project will adversely impact Chinatown’s economy. Oakland Chinatown’s small businesses already face enormous competition from the ethnic themed shopping malls in the East Bay. The traffic congestion created in Chinatown by the frontage road will further deter traffic destined for Chinatown.

### **Significant Impacts on Health**

Dropping the off-ramp into the heart of Chinatown to create a frontage road will create more significant noise and air pollution impacts on the neighborhood. The San Francisco Department of Public Health (SFPDH) performed an Exposure Assessment based on the traffic pattern and proximity of I-880 and arterial streets, and estimates that the concentration of Particulate Matter 2.5 (PM<sub>2.5</sub>) in Oakland Chinatown is already between 0.6 and 2.2 µg/m<sup>3</sup>, with the largest midsection in the 1.0 to 1.5 range. For comparison, the

action level threshold in San Francisco is  $0.2 \mu\text{g}/\text{m}^3$ , meaning new residential construction must take affirmative mitigation actions to reduce exposure at and above that level. Seniors, children and people with pre-existing health conditions are particularly vulnerable to  $\text{PM}_{2.5}$ . The use of the senior center at Harrison Park is already limited by its proximity to the I-880 freeway. A community garden at the park was prohibited because of the health problems created by the pollution from the cars and trucks. Seniors have a difficult time using the outdoor areas of the park because of the noise created by the cars and trucks. Dropping car and truck traffic to the ground level onto Webster, and creating a frontage road for this traffic will only exacerbate this situation, increasing air pollution and negative health impacts and create greater health inequities in an already disproportionately impacted community.

### **Creating a Significant Divide between Jack London Square and Chinatown**

The frontage road will also create a significant barrier between Chinatown and the Jack London District area. The two communities have been laboring for many years to develop plans to overcome the separation created by the I-880 freeway. Both communities will benefit economically if there is easier access between them. A frontage road on 6<sup>th</sup> Street from Harrison Street to Market Street will make it impossible to join the two communities and will further isolate the Jack London District area.

### **Eminent Domain of Chinatown Property**

The proposed left turn from the Harrison Street/Posey tube onto 6<sup>th</sup> Street, as proposed in the PSR, will require the eminent domain of Chinatown homes and businesses. Chinatown has been historically impacted by eminent domain. Much of Chinatown has been lost because of eminent domain from the construction of the Nimitz Freeway, Laney College, BART, ABAG, and the Alameda tubes.

### **Oakland's Chinatown Should Not Bear the Burden of Alameda Point Development**

The current proposal appears to be mainly a freeway rebuild with little or no benefit to either Alameda or Chinatown and exacerbates many of the problems that Chinatown residents and business owners have been seeking relief from for years. Until a project is identified which truly meets the needs of both our communities, spending nearly \$100 million on a project of little benefit is misguided. Any project that fails to connect the estuary tubes to the freeway without first dumping them on Chinatown's streets does both communities a disservice. The only project that should receive any Alameda County taxpayer money is one that addresses this primary issue first.

Sincerely,

Sherry Hirota, Chief Executive Officer  
Asian Health Services

Steven H. Terusaki, Board Director and Past President  
Buddhist Church of Oakland

Jeff Caballero, Executive Director  
Association of Asian Pacific Community Health Organizations

Jeremy Liu, Executive Director  
East Bay Asian Local Development Corporation

Gilbert Gong, President  
Lincoln School Parent's Club

Corrine Jan, Executive Director  
Family Bridges

John Melvin, Principal  
Lincoln Elementary School

Colland Jang, Architect  
American Institute of Architects

Lillian Galedo, Executive Director  
Filipino Advocates for Justice

Young Shin, Executive Director  
Asian Immigrant Women Advocates

Ellen Wu, Executive Director  
California Pan-Ethnic Health Network

Sherilyn Hue Tran, Director  
Chinatown Youth Center Initiative | The Spot

Mona Shah, Executive Director  
Oakland Asian Cultural Center

Nhi Chau, Executive Director  
Oakland Asian Student Educational Services

Roger Kim, Executive Director  
Asian Pacific Environmental Network

Jonathan Heller, Executive Director and Co-Founder  
Human Impact Partners

Kathy Lim Ko, President and Chief Executive Officer  
Asian & Pacific Islander American Health Forum

Pilar Lorenzana-Campo, Senior Associate, Planning and Development  
Public Health Law & Policy

Joel Ervice, Associate Director  
Regional Asthma Management & Prevention

Lily L. Stearns, Executive Director  
Asian Community Mental Health Services

Lucy Gigli, President  
Bike Alameda

Deborah James

Alameda Transit Advocates

Luis Cabrales, Deputy Director of Campaigns  
Coalition for Clean Air

Emily Lin, Pastor  
Chinese Community United Methodist Church

Anna Clayton, Oakland Resident

James Xie and Dani Zhao, Co-Presidents  
Asian Pacific American Medical Student Association, Stanford University Chapter

John Knox White, Alameda Resident  
Former Chair of the City of Alameda Transportation Commission

Eva Chiu, Partner  
Chiu Lao Architecture Design Studio

Merry Chan Ong, Rector  
Episcopal Church of Our Saviour

Carl Chan, Chair  
Chinatown Neighborhood Crime Prevention Council

Dr. Kim Chang, Site Director  
Frank Kiang Medical Center





November 17, 2011

TO: ACTC Expenditure Plan Development Steering Committee

FR: Scott Raty, President/CEO, Pleasanton Chamber of Commerce

RE: Transportation Priorities

On behalf of our Board of Directors, and approximately 800 member firms that employ more than 15,000 area residents I wish to congratulate ACTC for doing things right these many years; first as ACTA, then as ACTIA and now as a consolidated ACTC.

Since 1986 and passage of the original Measure B, you have consistently brought projects in on-time and on budget, or ahead of schedule and under budget. In consolidating the agencies you have reduced administrative costs and streamlined government without sacrificing communications and community outreach.

As a result, we believe voters are likely to continue supporting the additional half-cent sales tax for transportation improvements when you return to the ballot next year.

For the record, we appreciate this opportunity to communicate our transportation priorities to your committee for purposes of inclusion in the plan:

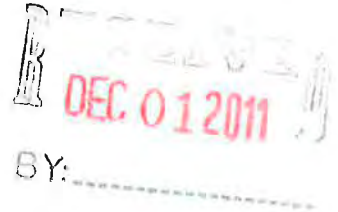
- Our top regional highway improvement priority is a full four lanes on State Route 84 from I-680 to Vineyard Avenue at Ruby Hill. This project is needed to provide relief to the I-580/I-680 Interchange thereby reducing the number of commuters who cut-through Pleasanton during peak-hours.
- Our top arterial improvement priority is to see El Charro Road extended south to Stanley Boulevard. Now that completion of Stoneridge Drive to El Charro Road is within sight, linking w/ Livermore's Jack London Blvd. to the east, and Dublin's Fallon Road and Dublin Blvd. to the north, the extension of El Charro Road will provide great circulation benefit to all three communities.



OMAR R. BENJAMIN  
Executive Director

November 22, 2011

Mr. Arthur L. Dao, Executive Director  
Alameda County Transportation Commission  
1333 Broadway, Suite 220  
Oakland, CA 94612



Dear Mr. Dao:

The Port of Oakland values the tremendous efforts the Alameda County Transportation Commission and its staff have devoted to developing a Countywide Transportation Plan (CWTP) and a Transportation Expenditure Plan (TEP). The CWTP and the TEP will prioritize key projects and programs within the County, and provide a funding plan that will deliver an efficient, multimodal transportation system for the future of Alameda County.

The Port of Oakland is one of the most important transportation-dependent job-creating agencies in the County. Together, through Port operations and those of its tenants and users, the Port of Oakland supports more than 73,000 jobs in the region and over 800,000 jobs across the United States. The Port of Oakland manages the only container port in Northern California, and the only international airport within Alameda County. The Port of Oakland, including Oakland International Airport, is critical to the Alameda County transportation network. We appreciate the opportunity to be a part of the development of the CWTP and the TEP.

Earlier this year the Port submitted the following project funding requests for the CWTP:

22082	7 <sup>th</sup> Street Grade Separation and Roadway Improvement Project
22760	Outer Harbor Intermodal Terminal
240317	Wharf Replacement and Berth Deepening at Berths 60-63
240190	Shore Power for Ships at the Port of Oakland

We understand that the 7th Street and Outer Harbor Intermodal Terminal (OHIT) projects were included in the CWTP as Tier I projects, recommended for funding in the amount requested.

The Port appreciates the recognition the TEP places in funding effective goods movement projects in the region. We are particularly pleased by the inclusion of \$156 million for the 7<sup>th</sup> Street and OHIT projects, plus \$115 million for the Oakland Army Base Transportation Infrastructure Improvements project by the City of Oakland. These 3 projects will help transform the former Oakland Army Base in to a world-class trade and logistics center that will create nearly 20,000 construction and construction-related near-term jobs and support tens of thousands of jobs in the long-term.

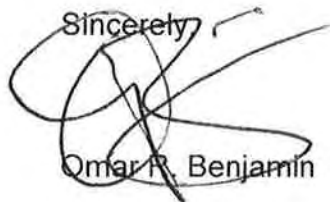
Alameda County's TEP investment will leverage local, state, federal and private investment in the project, with \$1.39 for every TEP dollar invested.

We strongly encourage the ACTC Board to accept your staff's recommendation to fund the following projects:

- \$46 million for the Outer Harbor Intermodal Terminal
- \$110 million for the 7<sup>th</sup> Street Grade Separation and Roadway Improvements
- \$115 million for Transportation Infrastructure Projects on the former Oakland Army Base

The Port also supports the funding devoted to the BART-Oakland International Airport Connector. This project will help reduce traffic congestion, improve air quality and provide our customers with a more convenient and efficient mode of transportation to the only commercial Airport in the East Bay. We encourage the ACTC Board to continue to fund this project at the committed amount.

While the Port is disappointed that our Shore Power and Wharf Deepening were not included in the TEP, we understand the oversubscription of funds the staff is facing. In the event additional funds are identified in the future, we are hopeful that these unfunded Port projects will receive your Commission's serious consideration and we will continue to work with ACTC staff to explore these opportunities.

Sincerely,  
  
Omar R. Benjamin

cc: Alameda County Board of Supervisors  
ACTC Board  
Mayor Jean Quan  
Oakland City Council  
Oakland Board of Port Commissioners



**Dr. Andrew McIlroy, PhD**  
Senior Manager for LVOC Development

P.O. Box 969  
MS 9055  
Livermore, CA 94551-0969

Phone: (925) 294-3054  
Fax: (925) 294-2276  
Internet: amcilor@sandia.gov

December 15, 2011

The Honorable Mark Green, Chairman  
Alameda County Transportation Commission  
1333 Broadway, Suite 300  
Oakland, CA 94612

Dear Mayor Green:

I am writing to express support for the extension of Bay Area Rapid Transit to the City of Livermore. With Sandia National Laboratories and Lawrence Livermore National Laboratory, Livermore is home to two of the leading economic drivers in science and technology in the East Bay, and the two facilities are working to expand partnerships with public and private sector entities at the Livermore Valley Open Campus.

The Livermore Valley Open Campus has improved Sandia's ability to collaborate on research and development in science, technology and engineering. In particular, Sandia has been successful in pursuing relationships to bring partners from the East Bay, San Francisco, the Silicon Valley, and beyond to the Tri-Valley area for collaborations in cybersecurity, biological sciences, energy research, and climate change.

Bay Area Rapid Transit (BART) to Livermore will provide a strong transportation backbone to support the development of these partnerships. In addition, a BART extension will help Sandia reach its goal of reducing vehicle miles traveled for visitors and our 1,000-person workforce.

Thank you for your dedicated work as chairman of the Alameda County Transportation Commission. If you have any questions or concerns, please do not hesitate to contact me.

Sincerely,

Andrew McIlroy, PhD  
Senior Manager for LVOC Development



## SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

300 Lakeside Drive, P.O. Box 12688  
Oakland, CA 94604-2688  
(510) 464-6000

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November 16, 2011

Mr. Arthur L. Dao, P.E.  
Executive Director  
Alameda County Transportation Commission  
1333 Broadway, Suite 300  
Oakland, CA 94612

Dear Art,

The San Francisco Bay Area Rapid Transit (BART) District appreciates the opportunity to review the Alameda County Transportation Commission (Alameda CTC) Preliminary Draft Transportation Expenditure Plan (TEP) investments (Nov. 8, 2011). The TEP is a robust and ambitious plan, which prioritizes sustainable communities and invests in transit and alternative modes of travel. We appreciate your leadership and the proactive efforts to improve sustainable transportation in Alameda County.

BART has the following comments on the Preliminary Draft TEP:

1) Station Modernization and Capacity Improvements. \$90M will begin to fund some of BART's station and capacity improvements; however, the need in Alameda County is much greater. Reinvestment in BART's 40-year-old stations in Alameda County is crucial to supporting the emerging Sustainable Communities Strategy (SCS) and Priority Development Areas (PDA's) in Alameda County. Local jurisdictions and the Alameda CTC anticipate substantial growth and land use change in transit-oriented development (TOD) around BART stations and trunk line bus routes. The Alameda CTC's polling indicates "modernizing aging BART stations" is an investment that is supported by the public (5.08 on a scale of 7.0). Part of the station modernization program includes overhaul or replacement of BART's escalators and elevators. As we discussed, in order to meet some of the modernization and capacity needs at the BART stations, it would be helpful if these types of improvements could also be funded from the Priority Development Area (PDA) / Transit-Oriented Development (TOD) Infrastructure category. BART is appreciative of the Alameda CTC's important contribution to advance PDA/TOD implementation. However, good TOD does not stop at the BART faregate. To ensure that these TOD's and PDA's are truly effective, guidelines for the category need to make it clear that BART is an eligible recipient of the PDA/TOD funds, and that the cities and BART need to work cooperatively to determine the investment of these funds for the specific station TODs and PDAs.

2) Irvington Station Funding - The City of Fremont and BART have been working cooperatively to advance the Irvington infill BART Station. Per agreement, The City is to seek the use of redevelopment funding to build the station. While we understand that the availability of redevelopment funding is still uncertain, if funds for the Irvington station are found from another source other than the Alameda CTC funding, we

respectfully request that the funding in the draft expenditure plan be directed for BART's infrastructure needs, such as station modernization or the Hayward Maintenance Complex, rather than reverting back into the expenditure plan general fund for redistribution.

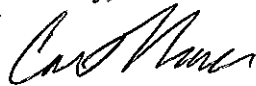
3) Hayward Maintenance Complex (HMC). The Hayward Maintenance Complex (HMC) is critical to ensure that BART can provide reliable and efficient transit service in Alameda County. HMC supports the replacement of BART's railcar fleet. HMC facilities will improve BART's ability to accommodate growing demand for additional BART core ridership and future service, including Warm Springs, Berryessa, and SVRT Expansion projects. This project has some local match funding, but requires additional funding to advance.

4) Transit Operating Funds. The draft expenditure plan does not include any operational funding for BART. While BART's capital needs (especially reinvestment) has traditionally been a priority, BART does not cover all of its ongoing annual operating costs from the farebox. In addition, if BART is to extend high-capacity transit service further into the Tri-Valley area, an additional operating subsidy would be required to cover the additional operation and maintenance costs not covered by the farebox for that project. Therefore, some of the Transit Operating funds should be designated to BART for its ongoing and future operating costs.

5) Consistency with Transit Sustainability Project / Fare Transfer Barrier. MTC is anticipated to provide conclusions and recommendations from its Transit Sustainability Project (TSP) early in 2012. One of their focus areas is the Inner East Bay, in order to optimize transit network performance. Use of transit operating funds by all operators should be consistent with the findings of the TSP. Furthermore, pending the results of the TSP, Alameda CTC should consider how the fare transfer barrier between BART and AC Transit (and other operators, as need be) could be mitigated, potentially with Alameda CTC transit operating funds. This is relevant not only to develop a more robust and seamless transit network, but also because in the past, many TOD projects have requested funding for the replacement of BART commuter parking. This presents a substantial financial challenge to TOD implementation. Reducing the fare transfer barrier could provide a robust substitute investment, and meet many other Alameda CTC objectives.

6) East Bay Paratransit - BART funds. The increase from 5.6% to 6% for East Bay Paratransit is greatly needed and appreciated, but as the demand for mandated ADA paratransit is increasing, these funds will provide a small percent of the total need. BART supports the 4.5% for AC transit; however, since BART is responsible for, and pays for 31% of the costs of East Bay Paratransit, we request that our share be increased from 1.5% of the total funds to 2.02% to reflect our percentage share. This would bring the total share for Mandated East Bay Paratransit to 6.52%. We understand this would require some of the non-mandated and/or gap grant funding share be decreased; however, as BART and AC are required to provide the ADA service for the County, and the other is supplementary and optional, we believe the funding should reflect the proportional share of the responsibility.

Sincerely,

A handwritten signature in black ink, appearing to read "Carter Mau", written in a cursive style.

Carter Mau  
Executive Manager  
Planning and Budget

cc: Board Appointed Officers  
Deputy General Manager  
Executive Staff





**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**

300 Lakeside Drive, P.O. Box 12688  
Oakland, CA 94604-2688  
(510) 464-6000

December 13, 2011

2011

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GENERAL MANAGER

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7TH DISTRICT

James Fang  
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Tom Radulovich  
9TH DISTRICT

Mr. Arthur L. Dao, P.E.  
Executive Director  
Alameda County Transportation Commission  
1333 Broadway, Suite 300  
Oakland, CA 94612

Dear Art,

Thank you for all the hard work and leadership from you and your staff in helping to craft the Alameda County Measure B3. I appreciate the offer made by Chairman Mark Green on December 1, asking for adjustments to the proposed Transportation Expenditure Plan (TEP). I would like to reiterate what I have stated a number of times, which is that I would like to see BART as a recipient under the Operations, Maintenance, & Safety Program. I recommend that BART receive 6% of the total new ½ cent funding, which equates to roughly \$467 million in Operations, Maintenance & Safety Program funds. This does not disrupt the flow of the existing ½ cent to AC Transit and other transit agencies.

Program funds will be set in stone for the next 30 years and beyond. BART is the Bay Area's largest transit agency averaging weekday ridership of 370,000 passenger trips, with Alameda County accounting for roughly 40 percent of this total ridership, or 148,000 passenger trips, and growing. Yet, even with these huge ridership demands on the system, BART is not on the radar screen for Operations and Maintenance funding. By comparison, AC Transit has an average weekday ridership of 197,000 trips from both Alameda and Contra Costa counties, LAVTA averages 6,000 weekday trips, ACE 2,500 trips, Alameda Ferries 1,700 trips, and Union City Transit 1,500 trips. BART is also one of the greenest forms of transportation in the Bay Area, as trains do not emit greenhouse gases. Alameda County has provided increases to other transit programs, but has not helped BART to meet its maintenance shortfalls. Measure B3 will be the only guaranteed funding source in Alameda County for the foreseeable future, and BART should receive a portion of this stream of funding.

The attached charts illustrate the proposed increases in Operations, Maintenance, and Safety Program funding. As you can see, AC Transit will receive \$1.2 billion in new funding under the proposed TEP, and BART will receive nothing. This new funding to AC Transit is a 94% increase over the current Measure B. BART does not receive any operations funds from the existing ½ cent Measure B. The second chart proposes 6% of total Measure B3 funding or \$467 million being allocated to BART in Operations & Maintenance Program funding.

Operations and Maintenance demands of multiple future extensions, including Warm Springs, Oakland Airport Connector, and the proposed Livermore stations, will place a serious drain on BART operating funds. This drain has the potential to erode BART's 96% on-time performance, which make it the most reliable transportation

alternative in the Bay Area. Designated Program funds could help to offset the potential fare box erosion as the new BART extensions come on line.

BART has also been aggressive on fare increases. We want to keep BART *affordable* and, like other transit agencies, we also want to *restore service* that we have been forced to cut. BART's previous 15-minute headways not only provided more efficient service, but made it easier for riders to understand and memorize schedules.

BART's fleet of rail cars is one of the oldest in the nation and needs replacement if BART is to continue to provide reliable service to Alameda County. In contrast, within the last eight years, AC Transit has retired its fleet, replacing it with new European-styled buses. Rail car replacement is a high priority for BART riders, as determined by a recent BART poll. Over-crowded trains, soiled seat cushions, accommodation of bikes, wheelchairs, and luggage are some concerns expressed over the current condition of BART cars. BART would like some flexibility in the use of these funds and we would propose that in the first few years of the new Transportation Expenditure Plan BART would allocate Operations and Maintenance Program funds to rail car replacement.

Contra Costa and San Francisco counties are watching Alameda County to see how Alameda handles our operations and maintenance needs, including the needs for rail car funding. If BART is successful in securing Operating Funds in Measure B3, this could help us work with San Francisco and Contra Costa counties to discuss strategies for all three counties to contribute to the shared BART maintenance and operations programs, including rail car replacement.

It is also important to note that BART will not receive any significant allocations from the Alameda County Vehicle Registration Fee (VRF) funding. It is a small funding source, but it is a constant stream of funding that will be allocated to other agencies.

In closing, we respectfully request that BART be allocated 6% of the Mass Transit Operations, Maintenance, and Safety Program funds, which equates to roughly \$467 million in pass-through funding over the 30-year period. BART requests flexibility in use of these funds to allow for operations and maintenance costs, as well as much needed maintenance and replacement of capital needs, such as rail car replacement.

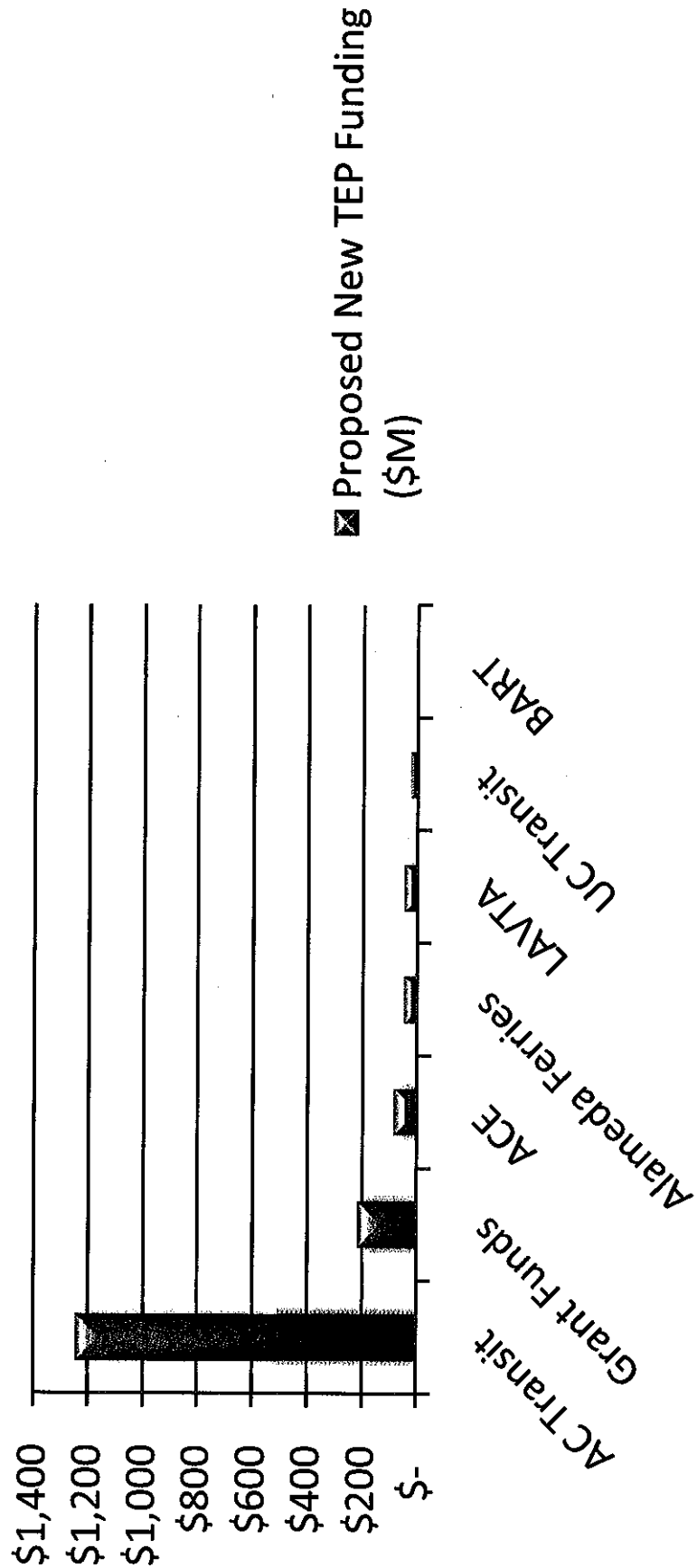
BART is the region's transportation backbone and in serious need of reinvestment. Like the dentists say....., "Ignore your teeth and they'll go away!"

Sincerely,

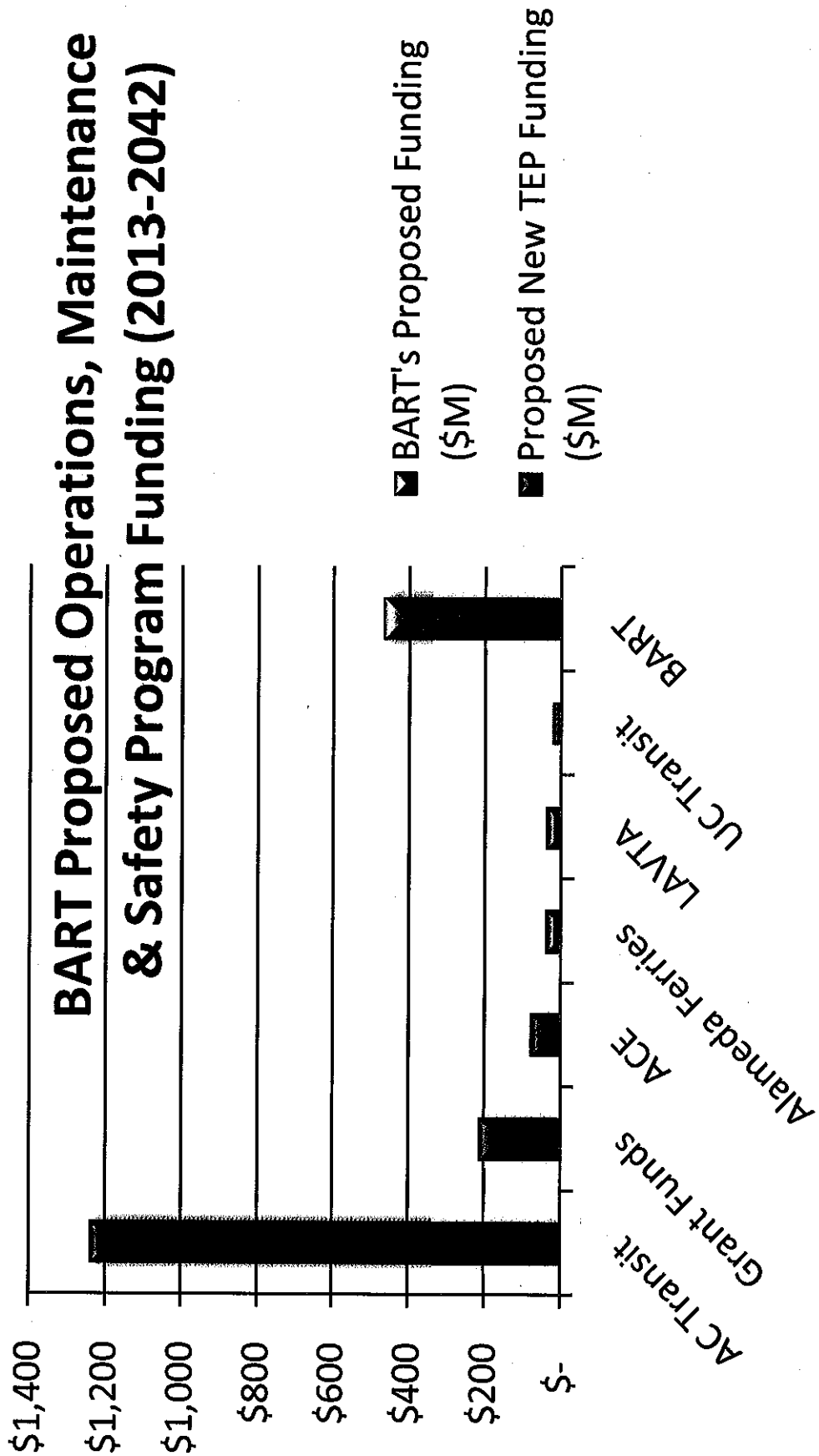
A handwritten signature in black ink, reading "Thomas M. Blalock". The signature is written in a cursive, flowing style.

Thomas M. Blalock, P.E.  
Director, District 6

## TEP Proposed New Operations, Maintenance & Safety Program Funding (2013-2042)



## BART Proposed Operations, Maintenance & Safety Program Funding (2013-2042)





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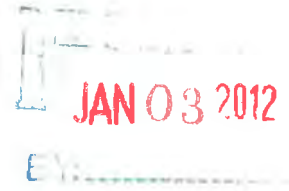
Arthur Bonwell  
Mary L. Bowerman

**Proud member of**

Land Trust Alliance  
California Council of Land Trusts  
Bay Area Open Space Council

December 28, 2011

Arthur Dao, Executive Director  
Alameda County Transportation Commission  
1333 Broadway, Suites 220 & 300  
Oakland, CA 94612



**Re: Proposed Measure B3, Alameda Countywide Transportation Plan  
(CWTP) and the Transportation Expenditure Plan (TEP)**

Dear Mr. Dao,

We have read recent news articles about the Commission's development of its new Transportation Plan, Expenditure Plan and proposed ballot measure. We have worked on similar issues in Contra Costa County and are interested in seeing how this process unfolds in Alameda County. We would appreciate having notices of upcoming public hearings sent to Jodi Bailey, our Land Conservation Manager, at the above address.

In particular we are concerned:

- that in the absence of countywide growth control policies directly related to transportation funding and implementation, transportation expenditures could be rendered less effective—this is especially important in East County;
- by the strategy of failing to include a sunset for the proposed ballot measure, which could decrease transparency and public involvement;
- by the lack of representation of conservation organizations in the Community Advisory Working Group.

Save Mount Diablo is a non-profit conservation organization formed in 1971 when just 6,788 acres were preserved on Mt. Diablo in one park. Save Mount Diablo's mission is to preserve Mount Diablo's peaks, surrounding foothills and watersheds through land acquisition and preservation strategies designed to protect the mountain's natural beauty, biological diversity, and historic and agricultural heritage; enhance our area's quality of life; and provide recreational opportunities consistent with protection of natural resources. Today more than 100,000 acres have been preserved on and around Mt. Diablo in more than fifty parks and preserves.

Save Mount Diablo includes 12 staff members, a 14-member Board of Directors, more than 1,000 volunteers, and over 7,000 members.

In the past five years Save Mount Diablo has become increasingly active in Eastern Alameda County, with the goal of insuring that Mt. Diablo and its parks are not cut off from the rest of the Diablo Range to the south. An increasing part of our work in Alameda County is in response to applications for land use permits, including some projects that are linked to transportation policies and funding.

Our history of involvement in land use issues in Contra Costa County is extensive. We have been involved in establishing of many of the County's growth management policies, from dedications of land to ridgeline, communications and tree ordinances, to the creation and tightening of Urban Limit Lines.

Among our other activities, in 1992 we co-founded the Environmental-Labor Coalition of Contra Costa County. In 2006, we helped create the Community Coalition for a Sustainable Concord, a group of environmental, labor, non-profit housing and inter-faith groups, which worked to shape the Reuse Plan for the Concord Naval Weapons Station and which was subsequently adopted. In 2007, we helped approve the East Contra Costa County Habitat Conservation Plan, and in 2008 we were a leader in the passage of East Bay Regional Park District's Measure WW funding measure. In 2010, we defended urban limit lines by defeating Measure F in Brentwood and Measure W in San Ramon.

Most significantly, Save Mount Diablo was involved in the Contra Costa Transportation Authority's 1988 Measure C sales tax and its 2004 Measure J sales tax reauthorization. I was a member of the Measure J Expenditure Plan Citizens Advisory Committee and Seth Adams, our Land Programs Director, was a leader in a coalition of labor, transportation and environmental organizations which helped shape Measure J and led to its support by these groups, many of whom had previously been in opposition.

Chief among Measure J's growth management provisions is a requirement that Contra Costa County and every city have voter-approved urban limit lines in order to receive return-to-source funding.

While time is limited, ballot measures typically do not have to be approved until July for inclusion on the November ballot.

We would urge the Commission and the Steering Committee to slow the process, broaden public involvement, and incorporate growth management provisions into the proposed Plan and ballot measure, so that transportation funding will be most effective.

Save Mount Diablo is willing to become engaged with or to serve on the Community Working Group and/or to help facilitate discussions among the environmental community. We would be happy to meet with you as well.

Thank you,



Ron Brown,  
Executive Director

Cc: Mark Green, Chairman, Steering Committee, Transportation Expenditure Plan, Measure B3  
Scott Haggerty, Supervisor, Alameda County  
Nate Miley, Supervisor, Alameda County  
Seth Kaplan, Chief of Staff, Supervisor Miley  
John Marchand, Mayor, City of Livermore  
Tim Sbranti, Mayor, City of Dublin  
Greg Harper, Director, AC Transit  
Robert Doyle, General Manager, East Bay Regional Park District  
Lindsay Imai Hong, Urban Habitat  
Dave Campbell, East Bay Bicycle Coalition  
Joel Ramos, Community Vision Coalition/Transform  
Michelle Myers, Sierra Club, San Francisco Bay Chapter  
Matt Vander Sluis, Greenbelt Alliance  
Jean King, Tri-Valley Conservancy  
Bob Baltzer, Friends of Livermore  
Andreas Cluver, Building Trades Council, Alameda County





**San Francisco Bay Chapter**

Serving Alameda, Contra Costa, Marin and San Francisco counties

December 13, 2011

Board of Directors  
Alameda County Transportation Commission  
1333 Broadway, Suite 300  
Oakland, CA 94612

Dear Chair Green and Board Members:

Several people have told me that at the last meeting of the Steering Committee there was a remark that the Sierra Club was supportive of reauthorizing Measure B at next year's General Election. The fact is the Sierra Club has not reached a decision on whether to support the proposed extension and augmentation. My goal is to provide you with more information within the next several weeks.

Sincerely,

Matt Williams  
co-Chair, Transportation and Compact Growth Committee

cc: Chapter Conservation Committee



## San Francisco Bay Chapter

Serving Alameda, Contra Costa, Marin and San Francisco counties

December 27, 2011

Chair Mark Green and Members  
Alameda County Transportation Commission  
1333 Broadway, Suite 300  
Oakland, CA 94612

Dear Chair Green and Commissioners:

The Transportation & Compact Growth Committee of the San Francisco Bay Chapter of the Sierra Club appreciates the two presentations that Mr Dao and Ms Lengyel of your staff have provided to our members in recent months. We have found them to be informative and useful in shaping our review of the draft Countywide Transportation Plan (CWTP) as well as the draft Transportation Expenditure Plan (TEP) that may go before voters next November to “augment and extend” the half-cent sales tax for transportation currently known as “Measure B.”

Based on the Committee’s subsequent discussions among Sierra Club members both within and outside Alameda County, we recommend the principles below and urge they be included as fundamental elements of both the CWTP and the TEP.

—w—

The allocation of funds throughout the County must be fair and equitable. In the past funds were allocated to each planning area in the county, proportional to population. This practice and outcome must be continued and guaranteed.

The ACTC should publish a transparent annual report that shows residents how and where the ACTC has allocated its funds.

The sponsor of a large capital project must demonstrate the project will significantly reduce GHGs and be consistent with the Sustainable Communities Strategy.

Only invest in transit capital projects which do not add to the operating cost per-passenger of the existing transit system.

Transit operators should receive adequate financial support to maintain their operations that are cost-effective or needed by residents who are dependent upon transit services.

“Fix it first” funding should be a priority, including providing funds to restore bus service that has been cut the past five years and to maintain transit infrastructure in a state of good repair. Local street “fix it first” funding should be conditioned on Complete Streets implementation (see below).

Invest in active transportation to safely connect transit stops and stations to pedestrian and bicycle modes.

Provide a free bus transit pass to every middle and high school student. This is a step to reducing automobile usage, both today and in the future.

All investments, regardless of mode, must conform with Complete Streets requirements and County guidelines to ensure users are provided with safety, access and mobility.

Do not add capacity (new lanes) to freeways.

All residents, regardless of ethnicity or income, should benefit from new investments—Environmental Justice and social equity require that gaps between different parts of the community will be narrowed or, preferably, eliminated. Compliance with Title VI of the 1964 Civil Rights Act and with California Government Code Section 11135 must be demonstrated.

—w—

Wendy Alfsen, co-Chair of the Committee, and I would be happy to discuss these fundamental principles with interested Board members or staff.

Sincerely,



Matt Williams  
co-Chair, Transportation and Compact Growth Committee  
[mwillia@mac.com](mailto:mwillia@mac.com)

cc: City Councils in Alameda County  
Chapter Conservation Committee

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## TEP Comments

Chapter/ Figure	Page	Other Identifier	Commenter First Name	Commenter Last Name	Comment
Figure 2		Transit & Specialized Transit	Jeff	Flynn	LAVTA would like to request that our paratransit service be separated out in the “Specialized Transit for seniors and persons with disabilities” category. LAVTA is a mandated service under the ADA just as East Bay Paratransit is.
Figure 2		Transit & Specialized Transit	Jeff	Flynn	Under “Mass Transit”, please provide the methodology for comment on how the percentages are determined. ACE will receive over twice as much as LAVTA, yet ACE has half of LAVTA’s ridership and has support from two other counties.
		Transit & Specialized Transit	Jeff	Flynn	Under “Specialized Transit for Seniors and Persons with Disabilities”, please provide the methodology for comment on how the non-mandated percentage is allocated. Based on the prior Measure B split by planning area, East County only receives 0.21%. We believe this is less than should be allocated to our service area. Also as mentioned in bullet No. 1, we believe that LAVTA should be separated out from non-mandated operators.
N/A		N/A	Jeff	Flynn	Is there language in the TEP that states that the allocation formulas will be reassessed on a periodic basis such as with the Census?
N/A		N/A	Bruce	Williams	Why is the data all presented with a 2042 time horizon? As I understand it, the proposal would be for a permanent extension of the sales tax, and a vote on an expenditure plan every 20 years (so the next vote will be in 2032, correct?).
N/A		N/A	Bruce	Williams	Given that all of the projects and programs won’t be fundable in the 20 year expenditure plan time horizon, how will decisions be made about what is funded, and when? This is true not only for named projects, but even more so for project groupings (like TOD). Will there be calls for projects to determine which projects are truly ready to go? How will regional equity (both between and within planning areas) be policed? While we have specific questions as indicated below, this general comment is true for all categories.
Figure 3		Local Streets & Roads	Bruce	Williams	<i>I am confused about the following categories of projects in bold and what they mean for Oakland specifically:</i> <b>Major Commute Corridors</b> – while Oakland is very happy to see \$441 million reserved for North County in this category, we are concerned that the named projects alone could eat up all of the funds specified (and also note the footnote that any arterials are fundable from this source). Oakland is critically interested in obtaining funds - over and above pass through - for Citywide street resurfacing, and we need to know to what extent this source is a potential source for funding local arterials IN ADDITION to Oakland Army Base Transportation Infrastructure Improvements. In summary, I’m confused about whether the named projects are examples of how the funds COULD be used, or if the named projects are REQUIRED uses.
Figure 4		Highways & Freight	Bruce	Williams	<b>1-880 Improvements: Local Access and Safety Improvements</b> – Is it determined how much of the \$85 million is devoted to Oakland projects?
Figure 4		Highways & Freight	Bruce	Williams	<b>Freight and Economic Development</b> – What are the assumptions about how this funding will be used? Would improvement of truck routes be an allowed use?
Figure 5		Bicycle and Pedestrian	Bruce	Williams	<b>Bicycle and Pedestrian: Gap Closure on Three Major Trails</b> – how much of this funding is devoted to Oakland Bay Trail and East Bay Greenway projects? We submitted a CWTP request for a bike ped bridge over Oakland Estuary and other funds to complete gaps in our Bay Trail, and we assume that at least the bike/ped bridge is fully funded in this item but it is difficult to determine.
Figure 5		Sustainable Land Use & Transportation	Bruce	Williams	<b>PDA/TOD</b> – again, we are happy to see nearly \$200 million devoted to this category in North County, but we wonder how individual projects will be funded, and how equity will be maintained between cities.
Figure 5		Sustainable Land Use & Transportation	Bruce	Williams	<b>Sustainable Transportation Linkages Program</b> – What is it? I can’t find a description anywhere, but perhaps I’ve missed it. Is this where CBTP projects ended up?
N/A		N/A	Bruce	Williams	While I am not questioning any of the funding levels for individual programs in this email, I hope to submit comments prior to the Steering Committee that may include requests to amend funding levels or further specify uses.
Chapter 1	1	Fulfilling the Promise to Voters, paragraph 2.	Jo Ann	Lew	The first sentence refers to improvements, but there is no mention of maintaining the current system. <b>Recommendation</b> : Revise sentence to say “...the need to continue to maintain and improve the County’s...”
Chapter 3	1	Governing Board, last paragraph	Jo Ann	Lew	The 1% rate is the same as the current Measure B and the 5% rate is higher. If Alameda CTC supplements the current staff to administer the tax, both rates should be lower since it is unlikely Alameda CTC will duplicate its current costs and staff. The 1% and 5% rates are not justified. <b>Recommendation</b> : Lower the 1% rate to 0.75% and the 5% rate to 3%.
Chapter 3	3	Plan Updates, paragraph 1	Jo Ann	Lew	Regarding the reference to “initiation of the tax in 2012”, if the tax measure passes in November, how is it possible to begin collecting the tax in 2012? <b>Recommendation</b> : Clarify the start and end of the 30 year period.
Chapter 3	4	Responsibility of Fund Recipients, paragraph 1	Jo Ann	Lew	There is no mention of recipients signing a Master Funding Agreement. <b>Recommendation</b> : Include a requirement that recipients sign a Master Funding Agreement.
Chapter 4	1	Administration of the Plan, bullet No. 3	Jo Ann	Lew	I do not understand the Board hiring staff and consultants. The Alameda CTC Executive Director and authorized managers should hire staff and staff should contract for consultants on a competitive basis. <b>Recommendation</b> : Delete the first sentence after “Salary and Administration Cost Caps” because it does not address cost caps.
Chapter 4	1	Administration of the Plan, bullet No. 5	Jo Ann	Lew	I am unclear on how this will be enforced. <b>Recommendation</b> : Explain enforcement of this bullet item.
Chapter 4	1	Plan Update Process, bullet No. 6	Jo Ann	Lew	There appears to be a conflict between the first and second sentence. The use of the word “perpetuity” gives the appearance the tax will be collected forever while the second sentence refers to a June 30, 2042, end date. <b>Recommendation</b> : Rephrase the first sentence to be consistent with the second sentence.
Chapter 4	1	Plan Update Process, bullet No. 6	Jo Ann	Lew	Regarding the reference to “implementation in November of 2012”, if the tax measure passes in November, how is it possible to begin collecting the tax in the same month? Also, 30 years after November 2012 is November 2042. <b>Recommendation</b> : Clarify the start and end of the 30 year period.
Chapter 4	2	Taxpayer Safeguards and Audits, bullet No. 14	Jo Ann	Lew	I am unclear on the meaning of “expeditiously” as used here and how the Alameda CTC intends to enforce the timely use of the funds. <b>Recommendation</b> : Clarify “expeditiously” and refer to the Master Funding Agreement for expeditious use of funds.

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Chapter 4	2	Restrictions on Funds, bullet No. 15	Jo Ann	Lew	I am unclear on how this will be enforced. <b>Recommendation:</b> Explain enforcement of this bullet item.
Chapter 4	3	Restrictions on Funds, bullet No. 18	Jo Ann	Lew	The reference to "all investments" is too restrictive and would prevent local jurisdictions from exercising its authority to make local decisions in regards to its streets and roads. It is not always economical or efficient to expand a local project to meet both "complete streets requirements" and "Alameda County guidelines." <b>Recommendation:</b> Provide flexibility in meeting "complete streets requirements", particularly when funding is not available but improvements are necessary.
Chapter 4	3	Restrictions on Funds, bullet No. 19	Jo Ann	Lew	Is the policy a requirement? <b>Recommendation:</b> Change "will develop a policy" to "shall develop a policy."
			Keith	Carson	<i>The eight people who submitted the letter requested the following TEP process improvements:</i> - Provide background data for staff's proposals, namely A) a comparison of proposed funding and identified need for each program; B) a detailed breakdown of each project and program category; C) the geographic distribution of the project expenditures; D) detail of how the performance evals and public input, including polling results, contributed to the staff proposal; E) all data from the EMC phone poll, including crosstabs, original data from online surveys, input from individual workshops including dot voting, toolkit data collected, and any other input collected to inform the development of this plan; and F) an explanation as to why the East part of the County was over-sampled relative to its percentage of population in recent polling results, and how this may have affected the polling results.
			Dave	Campbell	- Revise the TEP development schedule to allow time for information to be thoughtfully analyzed and considered by the CAWG, TAWG, Steering Committee and the full Alameda CTC Board.
			Manolo	Gonzalez-Estay	
			Lindsay	Imai	
			Michele	Jordan	
			Bette	Ingraham	
			John	Knox White	
			Matt	Vander Sluis	
		"Bayfair Connector" (Project #240180)	Pat	Piras	This project should be re-identified as MultCounty. While it happens to be located in the Central Area, its purpose is primarily to serve passengers to or from East and South County (as well as Santa Clara County). Only a small portion of any benefit will accrue to Central County.
					Since this is included in the CWTP under "Vision projects", on what basis is it included in the draft TEP?
		Alameda to Fruitvale BRT	Pat	Piras	Also, what is the current estimate of the number of homes to be displaced by the project, and where are they located?
					The draft TEP (Figure 2) includes a project labeled "City of Alameda to Fruitvale BRT" for \$9M, which appears to correspond to, and fully fund, project #24007, but which is described in the CWTP list as "Rapid Bus" instead. However Beth pointed out to me project #98207 (Broadway/Jackson) which has a much larger cost, and would connect to 12 <sup>th</sup> Street BART.
					Which project is proposed to be included in the TEP? If the "Fruitvale" connector, is it a separate ROW "true" BRT, or a "Rapid"? If the former, the costs looks way too low. Also, if the Fruitvale Connector is the TEP project, how would it be operated, and at what annual cost and fund source(s)? AC Transit staff does not seem to be involved in anything about the project.
		"Broadway Streetcar"	Pat	Piras	This is combined in the draft TEP with "College Broadway Transit Corridor" (#240372 for \$5M) so it appears to have a cost of \$5M, but I can't find a project number in the CWTP list. What is it, since AC Transit staff do not seem to know about this either?
					Also, same questions about annual operating cost and fund source(s) as above.
		BART to Livermore – Phase 1	Pat	Piras	What is expected to be accomplished for the proposed \$400M investment?
					Also, what about requiring a "match" from San Joaquin County, since a large purpose for the project would be to serve them?
		Highway Efficiency" Projects (Figure 4 in the draft TEP)	Pat	Piras	What analysis has been or will be done to identify GHG and emissions reductions from these projects? Health impacts, including cumulative, on residents in the area of these projects should be quantified also.
		"Specialized Transit for Seniors and People with Disabilities"	Pat	Piras	In particular, there should be strong performance requirements for the "non-mandated" programs, especially to ensure cost-effectiveness, productivity, and non-discrimination. Any taxi-based program should be required to have an accessible component, consistent with the jurisdictions' general obligations under Subtitle A of Title II of the ADA.
					Further, if this program is kept as a silo for a specific category of population, it should be broadened to include accessibility improvements on fixed-route transit and travel training for the target populations. The reallocation of funds for this "project category" (Item #25 in the "Implementing Guidelines", and shouldn't it be "program category" instead?) should be more flexible and include accessible fixed-route.
		Complete Streets (Implementing Guideline #18)	Pat	Piras	I continue to urge that it is one of the most practical ways to try to control the rate of paratransit eligibility. The statement that says that "All investments made on local streets and roads will conform to Complete Streets requirements and Alameda County Guidelines to ensure that all modes are considered in the expenditure of local streets and roads funds" (emphasis added) should be broadened to ensure that "all users" are considered, and the requirements should apply to all applicable categories, including but not limited to: Ped/Bike, PDAs/Land Use, CBTPs, Technology, etc.

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			Joe	Spangler	ATA's recommendations agree with the Metropolitan Transportation Commission's (MTC's) findings on the poor cost-effectiveness of major construction projects now under consideration. They also align with Alameda County Transportation Commission's (ACTC's) own telephone poll of county voters. Respondents clearly stated that they would strongly support a 1% transportation sales tax—if it funds transit service, sustainable transportation solutions, and infrastructure maintenance over expensive capital projects with minimal benefits countywide, such as extending BART to Livermore. Recommending costly construction projects in the TEP and CWTP is a ...failure to present community-supported transportation funding priorities to the voters in 2012 [and] will result in significant voter opposition to a measure that...could otherwise pass with strong support.
		Transportation Expenditure Program (TEP) Allocations	Joe	Spangler	1. Transit Operations funding – 30% 2. Bicycle and Pedestrian Safety – 9% 3. Local Streets and Roads – 18%
		Transportation Projects (CWTP and TEP):	Joe	Spangler	<p><b>1. Fruitvale Bridge "lifeline" retrofit (an Alameda County submittal) - \$40 million</b> - This would provide the City of Alameda's first and only lifeline connection to the rest of Alameda County following a major earthquake, which is a critical public safety priority. The City of Alameda is the only community currently without guaranteed post-earthquake access to the rest of Alameda County. This upgrade should include bicycle and pedestrian infrastructure, transit-exclusive lanes, and two general-purpose lanes for autos.</p> <p><b>2. Bus Rapid Transit from Alameda Point to Fruitvale BART- \$9 million</b> - This project is listed in several plans and is needed before Alameda can absorb its share of projected regional housing growth. The Alameda City Council has insisted that MTC and ABAG direct transportation funds to projects like this before housing is planned. This BRT project—which would be the City of Alameda's first—adds a significant new transit corridor that will benefit the entire island and is integral to supporting redevelopment and housing growth at Alameda Point.</p> <p><b>3. Estuary Crossing Shuttle Project (a CBTP Submittal) - &lt;\$50 million</b> - A West End/Oakland bicycle and pedestrian connection has been a city and county active-transportation priority for more than a decade. This shuttle, identified as the best cost-effective mid- to long-term option, connects West Alameda to regional transportation, job centers, and educational opportunities in downtown Oakland.</p> <p><b>4. Bay Trail Gap Closures, including \$114 million for North County</b> - This program will allow for the completion of a number of local and regional projects on the Bay Trail, another long-promised regional priority. Two in particular are the Cross Alameda Trail supports core CBTP priorities and has been through community planning processes. The Shoreline Project would resolve significant safety and use conflicts between bikes and pedestrians on Alameda's busy southern shore path.</p> <p><b>5. CBTP Projects - \$60 million</b> - Alameda County has produced many solid Community Based Transportation Plans (CBTPs). Many Alameda CBTP projects will assist underserved communities. This infrastructure program will finally prioritize the implementation of community-based projects identified in CBTPs throughout the county. The City of Alameda's CBTP projects include many needed bike and safety projects in Alameda's underserved neighborhoods.</p>
		AC Transit District Operations	Joe	Spangler	AC Transit bus service must be returned to 2000-2001 levels countywide before the county begins expensive capital projects or new service extensions to the former farms of East County. Statewide transit funding cuts have rewritten the ground rules for public transit operations, with multiple major service cuts decimating service in the past decade. Program funding in the proposed "Measure B3" must restore transit operations far beyond the increase in the tax rate.
		Bicycle and Pedestrian Safety (Facilities, Programs)	Joe	Spangler	<p>After decades of auto-exclusive planning and engineering, funding for needed bicycle and pedestrian facilities continues to fall behind. Increasing program funding money for bike and pedestrian projects will help offset past inequities in funding and bring multiple benefits:</p> <ul style="list-style-type: none"> <li>- Improving conditions for bicycling and walking builds closer-knit communities.</li> <li>- Bicycle and pedestrian projects promote economic development and have increased economic benefits over traditional roadway construction projects.</li> <li>- Bike and pedestrian projects improve transportation equity in communities of concern, providing important, low-cost connections to jobs, education, and the community.</li> </ul>
		Local Streets and Road (Maintenance, Repair)	Joe	Spangler	TEP funding for local streets and roads should also increase. Since the countywide transportation sales tax rate is expected to double to 1%, reducing the TEP funding allocation for local streets and roads to 18% will still net Alameda County 50% more funds for road repaving and maintenance over current Measure B levels. Since the City of Alameda's roads—like those in many other communities—are considered just above "at-risk" by MTC, Alameda County should increase TEP funding to maintain existing roadways instead of building new road and rail projects that are quite likely to cost far more than current projections indicate.
		ATA Opposition	Joe	Spangler	ATA strongly opposes including the proposed Livermore BART extension and additional freeway projects in the TEP or CWTP. Why? According to MTC's cost-benefit ratio calculations, the BART extension to Livermore—which is currently opposed by the City of Livermore—is worse than all but 9 of the 76 regional transportation projects proposed for funding from the proposed transportation sales tax. In addition, BART's EIR unrealistically projects that the Livermore BART station would have 30,000 daily entries and exits. (The Dublin/Pleasanton station only has 14,000 daily entry/exits.) Given BART's previous inaccurate and overly optimistic predictions, ATA believes that the likelihood of 30,000 passenger entry/exits daily in Livermore is very slim. ATA can see many better ways to spend the funds that would be required to build this unwise and costly extension.
			Joe	Spangler	<p><b>Transportation Must Support and Follow Housing Density, Growth:</b> The CWTP has, unfortunately, de-prioritized transportation spending in the areas where the Sustainable Communities Strategies (SCS) and Regional Housing Needs Assessment (RHNA) anticipate most of Alameda County's additional housing growth. The current (2008-14) housing plan forecasts that 46% of all new housing will be built in northern Alameda County (North County) with 38% of new housing will be added in southern and eastern Alameda County (referred to here as South County and East County, respectively) combined. The SCS plan will very likely recommend even more housing in northern and central Alameda County (North County and Central County, respectively) in the future.</p> <p>The CWTP and TEP should allocate additional transportation funding to those urban core and infill areas that are projected to experience the greatest housing growth. (The Alameda City Council has already sent a letter to MTC and ABAG stating that transportation funding must follow housing if MTC and ABAG expect cities to meet the RHNA goals.)</p>



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			Joe	Spangler	<b>Voter Support and Public Benefit:</b> ...the funding in this new measure should return public regional transportation and transit service back to historic (2000-2001) levels, not promise funding for new capital projects that provide few benefits countywide while increasing regional transportation operating costs.
			Joe	Spangler	<b>Cost Effectiveness and Return on Investment, Not Capital Projects and Cost Overruns:</b> Voters who will be asked to support this tax increase and extension must have strict cost controls and guarantees to protect against continued cost overruns and poor returns on their investment. The current control (requiring the Board of Supervisors to vote for one-year extensions if projects take too long to be built or exceed budget projections) has proven woefully inadequate: a package of 26 projects exceeded their promised costs by 244% over what was promised in 2000. This insufficient regard for voter-approved infrastructure investment has left public transportation underfunded and has reduced funding options for more cost-effective, beneficial projects. There must be checks and balances for projects whose costs explode.
		Station Modernization and Capacity Improvements	Carter	Mau	\$90M will begin to fund some of BART's station and capacity improvements; however, the need in Alameda County is much greater. Reinvestment in BART's 40-year-old stations in Alameda County is crucial to supporting the emerging Sustainable Communities Strategy (SCS) and Priority Development Areas (PDAs) in Alameda County. Local jurisdictions and the Alameda CTC anticipate substantial growth and land use change in transit-oriented development (TOD) around BART stations and trunk line bus routes. The Alameda CTC's polling indicates "Modernizing aging BART stations" is an investment that is supported by the public (5.08 on a scale of 7.0). Part of the station modernization program includes overhaul or replacement of BART's escalators and elevators. As we discussed, in order to meet some of the modernization and capacity needs at the BART stations, it would be helpful if these types of improvements could also be funded from the PDA/TOD infrastructure category...Good TOD does not stop at the BART fare gate...guidelines for the category need to make it clear that BART is an eligible recipient of the PDA/TOD funds, and that the cities and BART need to work cooperatively to determine the investment of these funds for the specific station TODs and PDAs.
		Irrington Station Funding	Carter	Mau	The City (of Fremont) is to seek the use of redevelopment funding to build the station. While we understand the availability of redevelopment funding is still uncertain, if funds for the Irrington station are found from another source other than the Alameda CTC funding, we respectfully request that the funding in the draft expenditure plan be directed for BART's infrastructure needs, such as station modernization or the Hayward Maintenance Complex, rather than reverting back into the expenditure plan general fund for redistribution.
		Hayward Maintenance Complex (HMC)	Carter	Mau	The HMC is critical to ensure that BART can provide reliable and efficient transit service in Alameda County. HMC supports the replacement of BART's railcar fleet. HMC facilities will improve BART's ability to accommodate growing demand for additional BART core ridership and future service, including Warm Springs, Berryessa and SVRT Expansion projects. This project has some local match funding, but requires additional funding to advance.
		Transit Operating Funds	Carter	Mau	The draft TEP does not include any operational funding for BART. While BART's capital needs (especially reinvestment) have traditionally been a priority, BART does not cover all of its ongoing annual operating costs from the farebox. In addition, if BART is to extend high-capacity transit service further into the Tri-Valley area, an additional operating subsidy would be required to cover the additional operation and maintenance costs not covered by the farebox for that project. Therefore, some of the Transit Operating funds should be designated to BART for its ongoing and future operating costs.
		Consistency with Transit Sustainability Project (TSP)/Fare Transfer Barrier	Carter	Mau	MTC is anticipated to provide conclusions and recommendations from its TSP early in 2012. One of their focus areas is the Inner East Bay, in order to optimize transit network performance. Use of transit operating funds by all operators should be consistent with the findings of the TSP. Furthermore, pending the results of the TSP, Alameda CTC should consider how the fare transfer barrier between BART and AC Transit (and other operators, as need be) could be mitigated, potentially with Alameda CTC transit operating funds. This is relevant not only to develop a more robust and seamless transit network, but also because in the past, many TOD projects have requested funding for the replacement of BART commuter parking. This presents a substantial financial challenge to TOD implementation. Reducing the fare transfer barrier could provide a robust substitute investment, and would not mean other stakeholders lose out on CTC subsidies.
		East Bay Paratransit (EBP) - BART funds	Carter	Mau	The increase from 5.6% to 6% for EBP is greatly needed and appreciated, but as the demand for mandated American Disabilities Act (ADA) paratransit is increasing, these funds will provide a small percent of the total need. BART supports the 4.5% for AC Transit; however, since BART is responsible for, and pays for 31% of the costs of EBP, we request that our share be increased from 1.5% of the total funds to 2.02% to reflect our percentage share. This would bring the total share for Mandated EBP to 6.52%. We understand this would require some of the non-mandated and/or gap grant funding share be decreased; however, as BART and AC Transit are required to provide the ADA service for the County, and the other is supplementary and optional, we believe the funding should reflect the proportional share of the responsibility.
		Bart to Livermore Extension	Jack	O'Connor	We want to express my full support for funding the BART extension to Livermore. My wife [Pat] and I have owned a home in Livermore and have paid taxes into the system since 1969 and we say that it's about time to fulfill the promise of the past 42 years.
		Bart to Livermore Extension	Brian S.	O'Connor	As a home owner and tax payer in Livermore, I want to support the extension of BART to Livermore as your top priority.

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		Bart to Livermore Extension	Carol	Ingram	I'd like to voice support for BART to Livermore.  I live in Albany, at the other end of Alameda County, and commute daily to Livermore Lab to work. When I first started working here, I explored the possible alternatives to getting to work, considering cost, time, and environmental impact. I had hoped to take BART, but because BART didn't get me to the lab, my commute each way would have been two hours. There was also a possibility to participate in a car share program, but that was extremely expensive. I found the most cost-effective method was by vanpool. If BART went all the way to Livermore, I would ride it.  Two benefits of BART to Livermore are: 1) It makes it easier for Livermore residents to travel to San Francisco and the East Bay locations for work, play, and shopping, reducing congestion. 2) It makes it easier for San Francisco and East Bay residents to travel to Livermore for work, play, and shopping, improving the economies of Livermore and the surrounding area.  For those who oppose BART to Livermore because they want local buses and improved road maintenance, I'd like that where I live, too. If there's improved commerce and economic benefit across Alameda County, we would all see increased tax revenues, and opportunities for funding our local needs as well.  Thanks for your attention.  I understand there are some meetings about "BART to Livermore" happening right now.
		Bart to Livermore Extension	Peter	D'Souza	I am a resident of Livermore for the last 20 years. I strongly OPPOSE any plans to bring BART to Livermore. It will be a complete waste of public funds!!! And please do not even THINK about cramming a railway track onto the Median Strip on the 580 FWY thru Livermore, because there is absolutely NO ROOM for it!!!!!! We need every square inch of space on the 580 FWY for car traffic lanes..... which I use each and every single day. Just like 99% of Livermore residents, I will NEVER take the BART train EVER!!!!!!  Thanks for helping us to make the right decision!!!
		Bart to Livermore Extension	Alan	Burnham	My work schedule does not allow me to take the time to come to a daytime meeting in Oakland, but I am keenly interested in the work of your committee. I strongly support the inclusion of at least \$400 million for an extension of BART to Livermore.  Livermore residents have been paying taxes for decades under a promise of BART to Livermore. We have been repeatedly bypassed by those who have not paid in since the beginning. While I do not agree that our contributions warrant a \$4 billion project, we certainly do deserve the simplest and most cost effective extension to Isabel or slightly further. This interval covers one of the most congested freeways in the entire Bay Area, and BART could significantly improve that situation. If one considers the drop in pollution per dollar spent, the Isabel extension is an outstanding investment.  I fly out of OAK 2-3 times a month, but BART is currently useless to me. By the time I get off the freeway and onto a train, I can almost be at the airport by driving. That is because the worst traffic is between Livermore and Pleasanton. If my wife could drop me off at a Livermore station without getting on the freeway, when combined with the new connector between the Coliseum and the airport, BART becomes a viable contender.  After some contentious discussions, I think the vast majority of Livermore is behind an Isabel extension, given the hard financial reality that money does not grow on trees. If the Livermore extension is not included in the upcoming sales tax initiative, I suspect you will see a grass roots effort to defeat it.  Unfortunately, I am unable to attend the meeting at the Alameda County Transportation Commission tomorrow. It is my understanding that there will be preliminary discussion regarding projects to be included in the Measure B3 project list. I would like to go on record as sharing my opinion.
		Bart to Livermore Extension	Julia S.	Orvis, D.V.M.	Regional public transportation is essential for a number of reasons, and it is time to fund phase 1 of BART to Livermore along Interstate 580. Livermore has been projected as a BART destination since 1962 when property owners were asked to tax themselves for this service. Livermore has stepped up to the plate for over 49 years and helped to pay for BART without any direct services. Not only is a vote on Measure B3 approaching, but BART also is planning to ask the taxpayers to fund new BART cars in the next few years. It is important to assure voters that the commitment to extend BART to Livermore will be met before you ask for more tax money if you want a positive outcome.  Data shows that Livermore is in a position to generate over 20,000 new BART riders, which will significantly impact the environment. There will be a reduction of over 400,000 vehicle miles, over 260,000 lbs/day of greenhouse gasses and over 400 billion BTUs/year of energy consumption. BART to Livermore is recommended in the MTC's 2007 Regional Rail Plan. It is time to include a Phase 1 station to Livermore in the current plans for improved regional transit. The Interstate 580 corridor is one of the most impacted transportation corridors in the Bay Area. You can't take private cars off the road unless you offer people a reasonable alternative. Phase 1 BART to Livermore will offer that alternative for many. It will also demonstrate good faith in the promises made to Livermore citizens as future tax funding for BART is pursued. Thank you.
		Bart to Livermore Extension	Joanne	Moody	As a Livermore resident since 1981, I fully supported Bart going to Livermore. I have been waiting a long time for this project. BART is essential to reducing traffic congestion, pollution, and creating jobs. I am opposed to having funds converted to other types of transportation projects.

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		Bart to Livermore Extension	Ron	Geren	<p>Livermore deserves a BART connection on I-580 as quickly as possible. Livermore residents have been paying for BART for 49 years and have yet to enjoy its service. This community has not yet had the opportunity to utilize BART convenience, get thousands of vehicles off the freeway, nor significantly reduce pollutants generated by those vehicles. On the heels of a community decision to keep BART on the freeway versus downtown and with a vote from our city council to run BART on the freeway, it is imperative that all agencies move aggressively forward, as our city planners have in the last several weeks, to secure funding and advance an effective plan to bring BART to Livermore on I-580. I also strongly urge that the appropriate agencies acknowledge and utilize only accurate and up to date data and cost information related directly to a freeway route versus the unapproved downtown data. I have learned that at least one advocacy group, opposed to a route to Livermore, may be advancing and quoting outdated and irrelevant downtown cost data in order to persuade your agency to deny Livermore a route. I implore you to carefully examine the motivations of any group that would deny BART to Livermore, which we have waited for the past 49 years, and reject erroneous information meant to influence your decisions.</p> <p>BRING BART TO LIVERMORE ON I-580 ASAP. Thank you.</p>
		Bart to Livermore Extension	G.	Cauthen	<p>Please do NOT acquiesce to demands that ACTC jump on the BART/Livermore bandwagon. BART provides a useful service but not the only service. Moreover it is vastly more expensive to build than virtually any of the other transit modes. More discussion about Alameda County's transportation needs should occur before any Measure B decisions are made.</p>
		Bart to Livermore Extension	Ana Maria	Osorio	<p>I live in this beautiful Town (Livermore) for the past 40 years and ever since like others were and still contributing Taxes deduction for this Rail Transportation, when is going to be a REALITY?. I would like to support 100% for any opposing funds, Livermore Residents and vicinity Towns need this rail ASAP. PLEASE! Help for this necessity of Transportation.</p>
		Bart to Livermore Extension	Robert	Robb	<p>I cannot attend the meeting today, but wanted to voice my support for BART to Livermore.</p> <p>I have worked at the lab in Livermore since 2007 after graduating from college. For about two years, I was riding an AC Transit bus from my apartment in Oakland's Diamond District down to the Fruitvale BART, riding BART out to the end of the line in Dublin/Pleasanton, and then driving my car the rest of the way from there. The bus from D/P is so slow and inconvenient to get all the way to the lab that I couldn't imagine taking public transit the entire way. But, then I had a child and wanted to spend more time at home. Driving straight from home cuts a 1.5hr commute down to 45 minutes. If BART came all the way to Livermore, I think it would be worth riding BART again, because then I wouldn't have to get off and transfer to my personal car and then drive frontage roads to finally get to the freeway. I could just drive straight to work from wherever the station is in Livermore (hopefully near Greenville Rd). Also, if there were a BART extension to Livermore, that would greatly influence my next housing decision a couple years from now. If I knew I could ride BART to Livermore, I would buy a home within walking or biking distance of the BART (probably around San Leandro or Castro Valley) and basically cut my car out of my daily commute all together while getting some extra exercise.</p>
		Bart to Livermore Extension	JoAnne	Eteve	<p>BART to Livermore is a project long overdue. The city of Livermore has been part of the BART plans since 1962 and for 49 years, the citizens of Livermore have been paying for BART. In 1962, planners knew that a BART to Livermore would offer the ability for residents of Alameda County to have easy public transit access to large employers like Sandia and Livermore Lab. Planning for a BART to Livermore now will provide better public transit access to employment opportunities at the I-Hub and educational opportunities at Las Positas Community College for all residents of Alameda County.</p> <p>It would be interesting to speculate if BART had been built 30 or 40 years ago, the influence of a viable public transit on housing, commuters, and the environment. While funding for BART was successfully collected, BART coming to Livermore did not happen and our community and our highways grew to accommodate cars. It is time to realize that this lack of action to the Livermore corner of Alameda has created increase pollution, increase roadway usage, and a generation of workers who saw cars as the only way to commute. The time, 49 years later, has come for BART to be built to Livermore.....it was insightful then and remains a highly important part of the plan.</p> <p>One of the benefits of a BART to Livermore for all Alameda residents is that it will help remove cars from the highway. Even if residents of Berkeley, Oakland, and other Alameda cities would not use the BART to Livermore extension, they will benefit from an environment where there is a predicted reduction of over 400 billion BTUs/ year of energy consumption and a reduction of over 400,000 vehicle miles traveled. BART to Livermore's reduction of vehicle miles travel implies less use of the roadways, which would preserve the roadways and allow pedestrians and bikers to access streets and crosswalks that are safer due to less commuter congestion. By once again delaying BART to Livermore, commuter cars will create congestion on the roadways, which will perpetuate the current situation of congested streets requiring more repairs, and the crowded streets and unsafe crosswalks discouraging pedestrians and bikers.</p> <p>BART to Livermore provides the potential for over 20,000 riders a day to become part of the BART system. An important benefit of a Livermore station is that it is located within biking and walking distance to a vibrant community college that offers classes throughout the day, evening, and on weekends along with a variety of community events. This station will attract prime time commute riders and riders throughout the day, evening, and week, which suggests that BART trains to Livermore will be more cost efficient.</p> <p>The figure of 4 billion dollars for BART to Livermore has allowed some groups to label this project a boondoggle, but the boondoggle is the 4 billion dollars price tag. It is estimated that by placing BART on 580, the cost will be 1.1 billion dollars, and it is hoped that with increased innovations that the cost can be further reduced. Please evaluate the merit of the project by using actual cost, and not the scare price of 4 billion dollars.</p> <p>This council cannot replace the opportunities that the vibrant and reliable transportation system of BART cost the city of Livermore and the county of Alameda. Today there is an opportunity to recognize that BART to Livermore has significant benefits and savings for Alameda County, I urge you to support BART to Livermore. Sincerely,</p>

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		Bart to Livermore Extension	Ann	Pfaff-Doss	I was unable to attend today's meeting, but I wanted to add my support to the long-awaited and much-needed extension of BART to Livermore. Now, that it has been settled that the original, and less expensive, route along the freeway is what people want, it is time to get this project underway.  A bus link to a nearby station is not a feasible solution. I have first-hand experience with this, having tried to use the BART buses to Bay Fair before the Dublin/Pleasanton station was built. In fact, I've been riding BART since 1972 and find it hard to believe that Livermore has been without a station for so long.  Once Dublin/Pleasanton was opened, the ridership was much larger than anyone predicted. I expect that it will be the same for Livermore. In fact, with the new retail and office developments under construction in Livermore, the ridership could even be greater than at the opening of Dublin/Pleasanton.  Public transportation needs to be efficient and available to fulfill its job of getting people out of their private cars. Distractions like proposed bus bridges do nothing but discourage I was unable to attend today's meeting but support funding for BART to Livermore in Measure B3.
		Bart to Livermore Extension	Jean	King	Please extend the existing half cent countywide sales tax for transportation and allocate \$400 million for the Phase 1 of Livermore BART.  I am a member of TRANSFORM and support their goal of increasing public transportation and the Livermore BART will do that. It is expected to generate 20,000 new BART riders and reduce vehicle miles travelled by over 400,000 and reduce greenhouse gasses by 260,000 lbs/day which supports AB32 and SB375.
			Keith	Carson	<i>The ten people who submitted the letter expressed the following concerns regarding the TEP process:</i>  - As detailed in our 11/14/11 letter to Executive Director Art Dao (attached), we have significant concerns about the development process for the proposed Measure B reauthorization (B3) expenditure plan (TEP). It should not be rushed, as it is being now.
			Ruth	Atkin	
			Dave	Campbell	
			Manolo	Gonzalez-Estay	
			Lindsay	Imai	- To ensure that B3 is successful it must equitably invest in sustaining our existing transportation system and not increase the share of tax dollars being funneled to costly, low benefit expansion projects. The TEP needs to directly address the threat of climate change by reducing greenhouse gas emissions and Vehicle Miles Traveled (VMT), as mandated by AB32 and SB375, and improve mobility and health for all. A failure to do so will result in a failure at the ballot box.
			Connie Galambos	Malloy	
			Michele	Jordan	
			Mahsin	Abdul Salaam	
			John	Knox White	Many of us were involved in defeating the failed 1998 Alameda County transportation tax and the creation and passage of the successful 2000 Measure B. We want to develop a popular and pragmatic TEP and then help pass the reauthorization.
			Matt	Vander Sluis	
			Mary V.	King	AC Transit's Board of Directors made the following recommendations concerning the extension and augmentation of the transportation sales tax in Alameda County:  1. That not less than 70% of revenues generated under the TEP be dedicated to spending on programs (e.g. transit operations, paratransit operations, LSR allocations, Bike/Ped allocations, sustainable transportation linkages program, freight and economic development program and technology, innovation and development program), as defined in the initial Alameda CTC staff proposal.  2. Following percentage of revenue generated under the TEP be devoted to transit and paratransit: a) all transit operating (22%); AC Transit operating (portion of a) (17.3%); all paratransit (10.5%); AC Transit paratransit (portion of c) (4.5%)  3. Any revenue used to support free or reduced cost youth bus pass programs not be considered part of the transit operating program or reduce funds for transit programs or projects - instead be funded through a separate line item.  4. All transit operating funds be distributed via pass-through rather than competitive grant basis to eligible agencies, and that competitive grant funding for transit projects be included in the Sustainable Transportation and Local Land Use Linkages Program and/or the Technology Innovation and Development Program.  5. If tax revenues fall short of projections during a given fiscal year, funding amounts for projects and programs should be reduced proportionately.  6. That District High Priority Projects as established by the Regional Transit Plan and the Short Range Transit Plan are included in the TEP as high priority projects. These High Priority project are: East Bay Bus Rapid Transit; College-Broadway corridor improvements; and Grand-MacArthur BRT.
		BART to Livermore	Daniel	Tet	Please accept the following comments from a Livermore resident for over 12 years:  - I can not emphasize it strongly enough how important Bart is to Livermore. It will remove so many cars off the 580 freeway, make it easier for Livermore and Tracy residents to get to San Francisco and other jobs, will be good for the environment, etc... The 580 corridor is one of the most congested freeways and has become more so in the last 10 years. - We in Livermore feel like a station is owed to this town for participating and paying into the BART system for over 40 years. It is unacceptable that money has been used everywhere else to build other stations while Livermore, which is just a short skip from Pleasanton/Dublin, still waits to even decide on a plan. - Between all the confusion about routes between the city, other agencies and other funding sources or funding schemes the work of bringing BART to Livermore is not getting done. Most of the city of Livermore understands that putting BART down the 580 median or somehow parallel to the freeway by the cheapest, fastest, most efficient question is the most desirable option. - Please, I urge you, the BART board and all concerned parties who are in power to decide on how to best bring BART to Livermore to at as expeditiously as possible. We, in Livermore, are tired of discussions, delays, reviews, expenses that do not bring BART to Livermore.

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1, 3 & 4			Lindsay	Imai	<p><i>The following are specific components of the TEP language that I most appreciate:</i></p> <ol style="list-style-type: none"> <li>1) Clarity about how amendments are made to the TEP;</li> <li>2) Clarity about reporting requirements, by project and program administrators;</li> <li>3) The empowerment of the Independent Watchdog Committee to monitor and report back on use of funds;</li> <li>4) The inclusion of administrative and cost caps – though, I have some questions below about what these entail;</li> <li>5) A clear commitment to upholding Title VI, CEQA and, by reference, to the Environmental Justice Executive Order 12898, all which help ensure equitable social, environmental, health and economic project impacts by race and income;</li> <li>6) A clear commitment to local hire and the development of local hire policies; and</li> <li>7) Other critical standards of project readiness, like demonstration of funding for both project completion and project operation.</li> </ol> <p>In the section entitled: WHY EXTEND AND AUGMENT THE SALES TAX MEASURE NOW? make clear what the TEP will achieve, in terms of outcomes/outputs in more specific terms. Specifically, how much of the bike/ped plan will be funded and completed via the TEP? How much new funding will AC Transit receive to restore lost service and how much of that service can we expect it to restore? To what level will the local streets and roads be maintained with this funding? To the degree possible, this should be quantified.</p> <p>A sentence reads: “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;...” I want to note that the project level info has still not been made available (this should only be reflected in the TEP language to the degree it has happened).</p> <p>The TEP says the following about the funding caps on administration and salaries: “The total cost of administration of this tax, including all rent, supplies, consulting services and other overhead costs, will not exceed 5% of the proceeds of the tax. In addition, \$XXX has been budgeted to repay a loan from the Alameda CTC for the election costs of the Measure.” I have the following questions that you may want to answer in the TEP are: 1) Does the 5% include the loan for the elections? And if the measure doesn't pass, who pays for the election costs and from what source of funding? 2) Does the 5% include interest payments on bonding for expediting projects? If not, from what source are these payments? (I didn't see them listed on page 13, section 21 of Chapter 4 as an eligible project cost.) And what percentage of the current Measure B currently goes to paying interest on bonds? Finally, it is my understanding that Measure B funds cannot be used by fund recipients for project administration. This seems like it could make project completion more difficult than it needs to be. I would suggest reconsidering this outright ban for guidelines that allow a small portion of the funds received to be used for project administration.</p>
1	2 & 3	Background and Summary	Lindsay	Imai	
1	3	Background and Summary	Lindsay	Imai	
3		Governing Board and Organizational Structure	Lindsay	Imai	
3	7	Governing Board and Organizational Structure	Lindsay	Imai	<p><b>Listed Projects Only.</b> In the beginning of Chapter 3, it states that: “Transportation Expenditure Plan (TEP). Funds collected for this tax may be spent only for the purposes identified in the TEP, or as amended. Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County.” Please explain how this important guideline relates to the draft expenditure plan for the projects in the Major Commute Corridors, Local Bridge Seismic Safety (10.4%), Highway Efficiency and Freight (8.8%) and the PDA/TOD Infrastructure Investments (3.9%), which all have a footnote that funding in this category may also be used for other similar “projects of significance.” This seems like too much wiggle room for such an enormous amount of funding - together these categories make up 23% of the total TEP funding. Given the enormous operations and maintenance deficit that our existing transportation system has, it would be prudent to shift funding freed up by those listed projects that don't meet the critical standards set for project readiness to the programs focused on maintenance and operations, ie: Mass Transit Operations, Maintenance and Safety and Local Streets and Roads.</p>
3	7 & 8	Governing Board and Organizational Structure	Lindsay	Imai	<p><b>Independent Watchdog Committee.</b> Similar to the CAWG, there should be a seat for an El or Civil Rights/Social Justice group, specifically one that works directly with low-income communities and communities of color. The inclusion of such an organization would help achieve the important diversity goals of the IWC, as stated on page 8 as follows: “The members of the IWC are expected to provide a balance of viewpoints, geography, age, gender, ethnicity and income status, to represent the different perspectives of the residents of the county.” Also, thank you for renaming the committee so as to drop the word “citizen,” as it is an non-inclusive term.</p>
3	7 & 8	Governing Board and Organizational Structure	Lindsay	Imai	<p><b>Independent Watchdog Committee.</b> Also, there should be specific responsibility given to the IWC to review projects for cost-overruns, with the ability to recommend reconsideration of a project if its costs increase dramatically. (See my comments on project extensions below and also refer to the recommendation made in the Community Vision Platform on the issue of project cost overruns.)</p>
3	9 & 10	Governing Board and Organizational Structure	Lindsay	Imai	<p><b>Updating the Expenditure Plan.</b> “A recommendation for the adoption of an updated expenditure plan shall require a two-thirds vote of the Alameda CTC Board of Directors and shall be referred to the cities and to Alameda County to be placed on the ballot.” Please explain what this means. Will the cities also need to vote to approve? At what margin?</p>
4	12	Implementing Guidelines	Lindsay	Imai	<p>Project Guidelines. As part of the one-year extension reviews, the following should be considered: 1) an update of the costs and whether the project has significantly increased in cost and 2) an update on number of people served and any changes to the project benefits and any project adverse impacts (on people and the environment) since the project was first submitted. (If such considerations are already part of the review, then this should be clarified in this section.)</p>
4	12	Implementing Guidelines	Lindsay	Imai	<p>Timely Use of Funds. What is reported out on their use and the overall program impact/outcome?</p>
4	13	Implementing Guidelines	Lindsay	Imai	<p>Complete Streets. We support the requirement of applying Complete Streets guidelines on the use of all LSR funding. However, we believe the language could be strengthened from “consider all modes” to “serve all users” including pedestrians, bicyclists, cars and transit. We also would like to see the Complete Streets guidance incorporate the issue of diesel truck routing. It should seek to improve truck routing to minimize human exposure to harmful diesel pollution and the other health hazards of freight truck traffic.</p>
4	13	Implementing Guidelines	Lindsay	Imai	<p>Conditions on PDA/TOD Infrastructure funding. Similar to Complete Streets, we'd like to see ACTC require that cities who receive PDA/TOD infrastructure funding (both Linkages program and project funds) have in place anti-displacement policies to protect existing low-income renters and residents from displacement, either direct or indirect (via market forces). These policies could include: Just Cause Eviction provisions, Rent Control, limits on condo conversions, inclusionary zoning etc.</p>



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4	13	Implementing Guidelines	Lindsay	Imai	Agency Commitments: This section currently reads "To ensure the long-term success of the TEP, all recipients of funds for capital projects will be required to show the capacity to maintain and operate any capital investment prior to receiving final approval of funding." This is great, but should be strengthened to require that, in the case of transit projects, the sponsoring agency demonstrate that the funding of the project and its operations/maintenance, does not jeopardize the maintenance or operations of the rest of that agency's transit system or that of another transit agency's system.
4	13	Implementing Guidelines	Lindsay	Imai	Annual Fund Programming This section currently states: "Actual revenues may, at times, be higher than expected in this plan due to changes in receipts, or lower than expected due to lower project costs and/or due to leveraging outside funds. Estimates of actual revenue will be programmed annually by the Alameda CTC during its annual budget process. Any excess revenue will be programmed in a manner that will accelerate the implementation of the projects and programs described in this plan, at the direction of the Alameda CTC Board of Directors." This should be done in an equitable manner such that the programs should receive an equal proportion (equivalent to their share of the TEP) of these additional funds.
			Jim	Townsend	We'd suggest that language be inserted allowing funding from the Gap Closure on Three Major Trails (\$264 million) to be applied to local connectors and access routes to the IHT, the Bay Trail and the East Bay Greenway, as well as the spine routes for those trails. We also think \$264 million is a LOT of money for those three projects, and that some portion of those dollars could go to maintenance instead.
			Jim	Townsend	We'd also suggest that maintenance and rehabilitation of existing paved non-motorized transportation corridors be separated out from the program for regional projects. Maintaining a state of good repair for existing infrastructure does not have the same "cachet" as new projects. But funding for maintenance is critical to maintaining safety, and we'd prefer to not put decision makers (who almost always rank new projects over maintenance) in the position of making those calls.
			Jim	Townsend	We have been preoccupied with moving the TIGER projects forward, and regret not having the capacity for greater involvement in this process. You're doing a great job with this effort, and we appreciate your support of walking and biking, especially our regional trails.
			Scott	Raty	I went to the steering committee meeting last week, filled out a card for public comment - but I don't think it was forwarded to Mayor Green as he blew right through saying no cards from the public, and moved on to the agenda -
					On behalf of our Board of Directors, and approximately 800 member firms that employ more than 15,000 area residents, I wish to congratulate ACTC for doing things right these many years...you have consistently brought projects in on-time and budget, or ahead of schedule and under budget.
					...we believe voters are likely to continue supporting the additional half-cent sales tax for transportation improvements when you return to the ballot next year.
					...our priorities to your committee for purposes of inclusion in the plan:
					- Our top regional highway improvement priority is a full 4-lanes on SR 84 from I-680 to Vineyard Ave at Ruby Hill. This project is needed to provide relief to the I-580/I-680 IC, thereby reducing the number of commuters who cut through Pleasanton during peak hours.
					- Our top arterial improvement priority is to see El Chorro Rd extended south to Stanley Blvd. Now that completion of Stoneridge Drive to El Chorro Road is within sight, linking with Livermore's Jack London Blvd to the east, and Dublin's Fallon Rd and Dublin Blvd to the north, the extension of El Chorro Rd will provide great circulation benefit to all three communities.
			Vitaly B.	Troyan, PE	First, we want to thank you for the diligent work of your staff and consultants in preparing both the draft CWTP and the draft Measure B TEP under a very challenging schedule.
					<b>Fix what we have first</b> Our main criticism is that the TEP doesn't adequately address the need to maintain existing infrastructure. Oakland's current need to keep our streets in their current "fair" condition is \$28M/year. We will have approx. \$5M/year available in future years. Repairing existing streets was identified as our primary funding need in all of our submittals to Alameda CTC. Repairing existing streets had been a recurring priority of your TAWG and was one of the highest needs identified in voter polls. Yet the TEP reduces the allocation to LSR from the current 22.34% to a proposed 20%, and contains similar cuts to transit. Do we really need to divert 5% of funds from LSR and from transit to new programs such as Sustainable Transportation, Technology, new ferries, etc., while our core infrastructure is crumbling?
			Vitaly B.	Troyan, PE	<b>Increase use of pass-through funding</b> We strongly recommend increasing the program/project split to 70/30 in order to fund larger pass-through for LSR. We also believe that additional pass-through are needed for transit in order to at least bring back AC Transit service to 2009 levels. We believe that this would recognize the transportation needs of a maturing region in which operations and maintenance of the existing system is the single highest priority. In our preferred scenario, LSR and transit split the increase - LSR would increase to 27.5% of all funds, and Oakland would receive an additional \$3M/year in LSR funding.
			Vitaly B.	Troyan, PE	<b>Reduce administrative requirements and costs</b> Pass-through funds should be used wherever possible - they minimize administrative costs. On the other hand, grant programs require municipalities to hire grant administrators to prepare applications, monitor grant conditions, report on each grant, and negotiate differences of opinion with Alameda CTC. Since many grants are unsuccessful, a large amount of this staff time is wasted. Alameda CTC has to hire staff to review, approve or disapprove and monitor grants. These activities divert scarce transportation funds to bureaucracy instead of infrastructure.
					With total sales tax income doubling, we don't understand why Alameda CTC needs to more than double funding for admin costs (from 4.5% of \$100M/year to 5% of \$200M/year). Writing bigger checks doesn't require doubling staff. A decrease to 3% would still represent 33% growth in actual funds for admin, but would save approx. \$150M over the 30-year TEP. This money could be reallocated to LSR.

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		Central Ave Overpass (21103)	John	Becker	List Central Ave Overpass (21103) as a potential project in the Major Commute Corridors category under the LSR mode.
		Thornton Ave Widening (240272)	John	Becker	List Thornton Ave Widening (240272) as a potential project in the Major Commute Corridors category under the LSR mode.
		Newark LSR (240285)	John	Becker	List Newark LSR (240285) as a potential project in the Major Commute Corridors category under the LSR mode.
			John	Becker	Add a provision guaranteeing equity based on local government jurisdictions, not Planning Areas.
	2 thru 16	Project H	Don	Frascinella	Project H is the Industrial <u>Parkway</u> Interchange Improvements.
	2 thru 17		Don	Frascinella	Under the I-880 Corridor Investments from Oakland to Union City the description should be revised as follows: "...to the Whipple/Industrial Parkway Southwest interchange in Hayward and to the County Line."
	A-3		Don	Frascinella	Under I-880 Improvements, the 3rd project should read Whipple Road/Industrial Parkway Southwest Interchange Improvements.
	A-3		Don	Frascinella	Under I-880 Improvements, 4th project should read I-880 Industrial Parkway Interchange Improvements.
			Mike	Tassano	It appears that the description of SR84 improvements has been changed to limit the scope of work that is envisioned. There is also a new map included that shows a gap.  To be specific, page 43 of today's packet shows SR84 and describes improvements to be completed "at the interchange" including "widening in the vicinity". The map that is attached very clearly shows a gap between the interchange and the highlighted widening?  Can you explain the change in language and intent? I am really concerned about this.
		BART to Livermore	Ann	Pfaff-Doss	BART to Livermore is a project long overdue. The continued growth in the area has made all the other Valley stations hugely successful. Livermore will be the same. Build it and they will come.  The route has been chosen, monies have been set aside and there is an appetite in the area for supporting additional funding.  BART to Livermore - YES.
		BART to Livermore	Joanne	Moody	The Livermore BART plan must be completed and has been supported by the city since 1962. Livermore has been paying taxes for 49 years and still does not have direct BART service. What is wrong here? This project has been supported by the city and it shows significant and measurable environmental benefits. MTC is taking advantage of Livermore, basically stealing the funds. Livermore is creatively finding ways to reduce the BART costs. MTC is faking the data. They are misquoting cost estimates. We need jobs in Alameda and this BART project supports this need. Listen to the people of Livermore who have financially supported BART. Thank you for your support.
		BART to Livermore	Loma	Naugle	Please support the expansion of BART to Livermore.  Our nation's infrastructure is in need of updating. Roads are not maintained and the number of single commuters driving to work is appalling. BART has been an asset to the local community and businesses throughout the Bay Area. Livermore freeways back up during commuter hours and I dread traveling to work using these roads.  We are a fortunate nation where many of the citizens do not wish to pay for services. These individuals are benefiting from the sacrifices made in the past and are unwilling to support the future. I assume these people invest in their vehicles and homes—why not invest in transportation? BART is my primary transportation when going to San Francisco, the airports and visiting friends and family. Please support the expansion of BART to Livermore.
		BART to Livermore	Barbara	Herron	Having BART in Livermore is of utmost importance to the people of Livermore and the Bay Area. With a major employer of around 7000 people in East Livermore, and with highway 580 so heavily trafficked, a BART addition to Livermore makes environmental sense. In taking cars off the highway, BART in Livermore will improve the air quality, and with the added public transportation will further add to the quality of life in Livermore. Rather than encourage more auto traffic on highway 84, it makes more sense to encourage more and better public transportation with BART to Livermore. As a Livermore taxpayer of more than 35 years, and an Alameda tax payer of even more years, Livermore deserves to have BART.
		BART to Livermore	Alan	Burnham	I am concerned that the Community Vision Platform group does not have any understanding of the transportation needs and costs for the tri-valley area. Specifically, I-580 between Pleasanton and Livermore is one of the most crowded in the bay area. Extension of BART to Livermore and upgrades to SR-84 are needed desperately. The proposed single station at Isabel is the most cost effective way to deliver on a 50-year promise to taxpayers in Livermore.
		BART to Livermore	Sierra Club		The Tri-Valley group of the Sierra Club supports the building of a BART extension to Livermore. Preference is for a station at Vasco Rd & Patterson Pass.
		BART to Livermore	Janis	Turner	I support the extension of BART to a station at Vasco Rd in Livermore.
		BART to Livermore	Genoveva	Torres	We really need the BART at Livermore city, we are business people so for our work activities the BART is very important.



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		BART to Livermore	Doris	Arterburn	I am shocked to hear that there is a possibility that the BART extension may not be coming to Livermore because of some conflicts with the County wide Transportation Plan. Livermore residents have been paying for BART long before many of the other stations in other cities were approved. Point in question...a second station in Pleasanton prior to completing the route to Livermore. The traffic on 580 is at a stand still coming into the 580/680 interchange and only promises to get worse. The completion of the Livermore extension will do a great deal to keep the cars off the freeways and people on to rapid transit where they really belong. We need to be conserving gas as well as promoting cleaner air in our communities and Livermore Valley.
		BART to Livermore	Corey	Bennett	I'm a strong supporter of BART to Livermore, ultimately with stations on both sides of town. I've lived in Livermore for 15 yrs and seen strong business and residential growth in the region. It needs BART expansion to reduce traffic and pollution from 580. Livermore has been paying for this for 49yr and all the others in the original 1962 plan have BART. It's time for BART to Livermore.
		BART to Livermore	Raymond M.	Fischer	Please go ahead with BART on 580 and not through downtown Livermore. Additional funding must come from stopping the boon doggle super rail project in California. Super rail is a super waste of funds, will operate at big deficit and only serve a small minority of the population. BART needs to circle the Bay and connect Marin, Sacramento and Solano Counties to the system.
		BART to Livermore	Konstantine	Demiris	I am writing to voice my support of BART to Livermore. As a citizen of Livermore, I feel it is important that BART is brought to Livermore to help reduce congestion on the freeways and provide a green alternative to driving. Also, Livermore taxpayers have paid a special tax to fund BART to Livermore. Although there may be opposition to this movement - their fears are unfounded and based upon racial bias and fears that lower income folk will flood the area reducing home values. This is simply not the case as the Lamorinda areas have BART and continue to thrive.
		BART to Livermore	Niki	Demiris	I am writing to voice my support of BART to Livermore. As a citizen of Livermore, I feel it is important that BART is brought to Livermore to help reduce congestion on the freeways and provide a green alternative to driving. Also, Livermore taxpayers have paid a special tax to fund BART to Livermore. Although there may be opposition to this movement - their fears are unfounded and based upon racial bias and fears that lower income folk will flood the area reducing home values. This is simply not the case as the Lamorinda areas have BART and continue to thrive.
		BART to Livermore	Peter	Demiris	I am writing to voice my support of BART to Livermore. As a citizen of Livermore, I feel it is important that BART is brought to Livermore to help reduce congestion on the freeways and provide a green alternative to driving. Also, Livermore taxpayers have paid a special tax to fund BART to Livermore. Although there may be opposition to this movement - their fears are unfounded and based upon racial bias and fears that lower income folk will flood the area reducing home values. This is simply not the case as the Lamorinda areas have BART and continue to thrive.
		BART to Livermore	Can	Cabral	I am a resident of Livermore and fully support the Bart to Livermore plan. I have been a resident of Alameda County for 50 years and have lived in Livermore for 8 years. I am a deputy district attorney in Contra Costa County and fight the traffic when travelling to and from work everyday. It is atrocious that funds have been set aside for this project for so many years; yet we are met by opposition by an organization that has grossly mischaracterized the facts of the plan. It is astounding that Dublin has two stations and we have none when the greatest amount of traffic is in the Livermore area due to commuters from the South Bay, East Bay and San Joaquin Valley. Thank you
		Bart to Livermore Extension	Julia S.	Orvis, D.V.M.	While I am unable to attend the Measure B3 Steering Committee meeting on December 1, I would like to submit my comments. I am a resident of Livermore and believe strongly, as do most Livermore residents, that it is time for the promised BART extension to Livermore to become a reality. Voters in Livermore have continued to support BART with tax dollars for 49 years because they have been promised that a BART extension was in the plans.  This Phase 1 project has scored a 5.5 target score in the MTC Project Performance Assessment - placing this project in the top one third of the 76 projects scored. It also has a respectable cost to benefit ratio of 1.0. With \$400 million of Measure B3 funding and over \$100 million in bridge toll revenues, approximately 50% of the needed funding (\$1.2 billion or less) to bring a Phase 1 BART extension to Livermore will have been identified. This will make the BART to Livermore project a viable one for additional federal funding. It is important that this level of viability is recognized in the face of misinformation being offered by competing groups.  Not only will this project reduce over 260,000 lbs/day of greenhouse gasses and over 400 billion BTUs/year of energy consumption, but it will cut over 400,000 vehicle miles and generate a significant number of much needed jobs for this region of Alameda County.  BART to Livermore is the only extension in the 1962 BART Composite Report that has not been completed. Livermore has supported BART for decades. With BART planning to ask for additional funds from Livermore residents for operation, as well as new cars, it is time for transportation funding to be targeted to Livermore in this Phase 1 project. Please make this a priority in the projects to be funded by Measure B3. Thank you.

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		Bart to Livermore Extension	John	Lawrence	<p>Dear Chair Green and members of the Alameda County Transportation Commission,</p> <p>It was very disheartening to read the November 17, 2011 letter to you from Keith Carson, Ruth Atkin and several others. Their self-serving attempt to prevent BART to Livermore is just one more in a very long string of actions to keep Alameda County's public fund expenditures from supporting residents in the less populated eastern section of the County. They obviously have no problem saddling the eastern county residents with highly congested and polluting highways that stream people into the more populated areas.</p> <p>If the people who signed the November 17th letter were actually interested in the short and long-term economic, environmental, and social vitality of Alameda County ...for ALL of Alameda County, they would recognize that the tremendous potential for improvement is in the Livermore and eastern portion of the County. The City of Livermore has done an outstanding job of planning and designing a future that will be economically, environmentally and socially successful. With an incredible scientific center, popular viticulture and entertainment venues and the soon to be upscale shopping, Livermore really does present a bright future for the County. BART to Livermore is an important part of the future.</p> <p>The BART to Livermore issue has been studied, re-studied and studied again, but the results just don't suit some people, so they want it studied some more. This approach might eventually be successful for them, but at what cost. These extra studies, delays and lost opportunities are just too big a price to keep paying just because some people didn't get their way.</p> <p>Please don't delay another day, the residents in this part of the County are very supportive of BART to Livermore and look forward to any effort that will help reduce the congestion and pollution from the highways.</p> <p>BART needs to come to Livermore via active support from ACTC and Measure B. After paying for BART for the past 49 years, Livermore residents still do not have a BART connection.</p> <p>The Community Vision Platform, which objects to a Livermore extension, has overlooked or presented erroneous information. It cites the need to focus on reducing greenhouse gas emissions and Vehicle Miles Traveled. The Livermore freeway plan does precisely that: adding 20,000 new BART riders, reducing over 400,000 VMT, reducing over 260,000 lbs/day of greenhouse gases, and reducing over 400 billion BTUs per year of energy consumption.</p> <p>The Platform cites a cost of "\$4 billion for the BART to Livermore project...leaving over 85% of it unfunded". On the contrary, the cost of the Phase 1 project is about \$1.2 billion. With \$400 million from Measure B and \$100 million from bridge toll revenues slated for Livermore, the funding dollars come to nearly 50% funding, not the 85% unfunded liability cited by the Platform.</p> <p>BART to Livermore meets critical transportation, environmental, and community needs of commuters in the I-580 corridor. THE EXTENSION TO LIVERMORE NEEDS TO HAPPEN ASAP. I implore the ACTC to support the required funding in Measure B.</p> <p>I will not be able to come tomorrow due to a prior commitment. I would like to board to know that BART to Livermore is not only a valid project and should be built ....NOW.....but it is a fairness issue. We have been continually passed over for the pet projects of others. Two BART extensions have been built outside of the original BART district, and still no progress on Livermore. Livermore is the gateway to Alameda County and I580 supports the whole county. Putting BART to Livermore will help to alleviate the I580 congestion and the bad air that it produces. The bad air doesn't just stay in Livermore. People who work in the Bay Area must use I580 because the BART alternative is not available to them. It is our turn. Approve the BART to Livermore project. re B.</p>
		Bart to Livermore Extension	Ron	Geren	<p>I believe that BART did a disservice to us by expanding into areas that were not in the original plans. I do not understand this. Our population has grown immensely and so has the traffic coming in from the Central Valley. This is also a major artery to the Central Valley cities and Interstate 5.</p> <p>The obvious traffic jams and the full parking lot the first week the Pleasanton/Dublin station opened should not have been a surprise. Why should Livermore residents have to drive to Pleasanton for BART? The Rapid is very nice as long as you can access it in a timely manner and on weekdays. I am fortunate that I can walk the mile from my house to the Rapid stop on Stanley going out of town. As the freeway has become so crowded, more and more of the Livermore population use Stanley to avoid the freeway. Pleasanton is not happy with this, but I take Stanley to Bernal, etc. to go to BART most of the time. Every time I hear of an accident on the 580 in the morning or afternoon I can see the traffic flowing through Livermore surface streets on my way to or from work. As our local tax dollars shrink for street repairs, BART would be another way to help reduce the street traffic and maybe street repairs on the major thoroughfares.</p> <p>The long way to the short answer is: I support the City of Livermore's efforts. BART is needed to support the workforce who commute and the many tourists who would like to visit our area and to support those of us who are trying to use public transit to lessen the carbon footprint. I use BART for all my personal trips to San Francisco. LARPD uses BART for many trips to San Francisco for our senior trip program. It would be easier to encourage people to use BART if there was a station in Livermore.</p>
		Bart to Livermore Extension	Linda Jeffery	Sailors	
		Bart to Livermore Extension	Maureen Gandara	Swinbank, M.S.W.	

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		Bart to Livermore Extension	Valerie	Raymond	<p>I am writing in support of including the proposed BART to Livermore extension in the Alameda County Countywide Transportation Plan.</p> <p>An extension to Livermore is part of the original system that was promised back in the 1960's when BART was approved by voters. However, it is now the only part of the original promised system that has not been built or even started, leaving Livermore without a BART station in reasonable proximity.</p> <p>Promises are important and need to be kept. It is hard to see how the public can have faith in a system that does not honor its previous commitments. There are many worthwhile projects included in the Plan. BART to Livermore to Livermore is a competitive and worthwhile project that deserves to be one of them.</p> <p>Thank you for your consideration.</p>
		Bart to Livermore Extension	Daniel	Tet	<p>Unfortunately I can not make it tomorrow due to work commitments but will send the info to any friends. Please represent my unconditional support for Bart to Livermore and the need to ignore groups from Berkeley and other areas who have no idea what it is to be on the 580 freeway every day. I also think that the label and 580 option is the best and should be pursued with most expedience.</p>
		Bart to Livermore Extension	John	Pizer	<p>Thank you again.</p> <p>As a business professional working in the South Bay but living with my family in Livermore, it is understandably difficult for me to make these meetings in Alameda during the course of the business day.</p> <p>However, that is not so say that my desire to see BART come to Livermore is diminished. When we first moved to Livermore, I recall "BART to Livermore" was a hot issue at the time and that it extended back some 30 years. Now with 10 years in Livermore behind us, my wife, family and friends have yet to see, or been able to bring, BART to Livermore.</p> <p>For meetings in Livermore, I do always try to ensure that I am in attendance. If you have a method to help others attend these county meetings (perhaps via live feed from Livermore) I would gladly do it.</p> <p>Additionally, it seems to me that Livermore has paid its due when it comes to this expansion, it would mean the end of hundreds of thousands of carbon emissions coming from the gridlock on the 580 corridor and I question why Dublin, a city with already one BART station, was able to approve a second when the Livermore station has been on the books for more than 40 years.</p> <p>Perhaps it is time for a lawsuit. It seems that may be the only recourse for a community that has enjoyed their BART updates and expansions at the expense of others who having paying for a promise never fulfilled.</p> <p>As a still young resident of Livermore of only 37 years of age, I am sad to say I seem to be carrying on the grand Livermore pastime and tradition; bemoaning the lack of BART support for our community.</p>
		Bart to Livermore Extension	James L.	Arnold	<p>As a 23 year resident of Livermore I am confounded as to how we could have paid so much in taxes over the many years and not have gotten anywhere to get BART to Livermore. I understand that these other factions are stealing our money to further their own causes and projects. But come on folks, it is time to fulfill the promise that was made many years ago and give us what we have paid into. I assume that the lobbying will continue and once more we will get the messy end of the stick. Lobbyists are masterful in using untruths to gain control of funding.</p> <p>In attending meetings I and being vocal in support of BART along 580 and not downtown I am not surprised that now this new rail block is popping up. If not now, when? The results of the lobbying efforts will soon come out and as many times before Livermore will not get the BART money, someone else will. I guess that I am becoming more cynical in my frustration about this inequity.</p>
		Bart to Livermore Extension	Moiz		<p>Bart to Livermore.....we support it.</p>
		Bart to Livermore Extension	Peter	Kachel	<p>I would really appreciate your forwarding my comments below to the meeting as I will again not be able to attend because of doctor appointments for my wife.</p> <ol style="list-style-type: none"> <li>1.) Why should any group or community get funding for BART that has not paid into it for 49 years like Livermore has?</li> <li>2.) Why should areas outside the Bart district get services prior to those like Livermore that is in the Bart district?</li> <li>3.) Why are people using Global Warming as justification when Global Warming has never been debated or proven as a concern?</li> <li>4.) Letting areas outside of the BART district, that did not pay taxes for BART, get consideration prior to those who have paid dearly for many years is criminal.</li> <li>5.) If Livermore is not to get BART prior to those that haven't paid for BART, refund Livermore all taxes paid for BART with interest now!</li> </ol> <p>Thank you.</p>
		Bart to Livermore Extension	Chuck	Weir	<p>I support BART to Livermore but only if it stays within the 580 corridor. Any attempt to take it downtown, which drastically increases the price, and I will oppose it vigorously.</p>

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		Bart to Livermore Extension	Linda	Ryan	<p>I am so sorry that I can't make this meeting! I am writing this in the hope that this can be given to the BART officials in lieu of my presence.</p> <p>I think BART coming to Livermore is extremely important to our community, and I know that almost all of the people I interact with on a daily basis do as well. I spoke to hundreds and hundreds of people about BART prior to the elections while working in election booths and talking with people up and down the sidewalks in downtown, and only one person was against BART coming to Livermore, raising Richmond and San Leandro's deterioration as a main point. This seems odd to me, considering that the deterioration and crime levels in those communities was already well established, and in my direct experience, San Leandro's proximity to Oakland was the problem there. Oakland was already making its way down East 14th Street.</p> <p>I lived in Fremont when BART came to Fremont (OK, I was really young, so it probably doesn't count), my grandparents lived in San Leandro and we spent a lot of time there while BART was coming in – and I moved there afterwards, and lived in Walnut Creek when BART helped to turn Walnut Creek's downtown into a thriving center for business. BART was only a positive. It hasn't affected Orinda or Lafayette badly. You can't compare Livermore to San Leandro or Richmond. That is an argument, or fear, without basis.</p> <p>I have a hard time understanding, with our clogged freeways and huge need for mass transit, that the loud voices of a handful could outweigh the wishes of the many.</p> <p>Please bring BART to Livermore. Not only have we been paying for it for all of these years – we need it.</p>
		Bart to Livermore Extension	Steve	Mattos	<p>We need to move forward with BART to Livermore. Enough time has been wasted debating this issue. Special interests that want to fund their local mass transit agencies by appropriating BART to Livermore funds are acting unethically and unfairly. Livermore has paid its fair share to keep BART running. Additional research is not needed to see why BART needs to move closer to the central valley via a Livermore station. The public is angry by the perpetual delays and misrepresentation. The "Vision" group is a special interest lobby and should be viewed as such. Refined presentations and demand letters that are drafted by Vision lawyers do not obfuscate the need to balance public input. This issue will take on a life of its own if the overall strategy is not locked and publicized in the near future. We are now at an inflection point...it is time to commit. In summary, BART to Livermore is long overdue. Thank you.</p>
		Bart to Livermore Extension	No Name		<p>Your in the process of recommendations on transportation needs. I would like to see funding for an extension of BART to Livermore. It is needed to help with commuting of Livermore residents and help reduce traffic on the freeway through the valley. The residents have been paying for BART for over forty years and see no results for Livermore. It is time that Livermore is no longer ignored.</p>
			Jerry	Cauthen	<p>Your new agency suffers from the chronic and continuing lack of legitimate East Bay improvement proposals. The cities and transit properties of the East Bay (with the exception of BART) simply do not very often come up with viable proposals. This has caused some East Bay cities to fall far behind their West Bay and South Bay counterparts when it comes to attracting State and federal grants. To some extent this dearth of good projects appears to have caused the ACTC to fall back on the tried and true ways of using up new money, namely, restoring lost AC Transit service, helping to launch another expensive BART extension, spreading money to the pressure groups, and acquiescing to Caltrans' single-minded commitment to indefinitely expand its system. Here are a few examples, mostly in Oakland, of what could be:</p> <p>a) The Main Line could be depressed between Oakland's Fallon Street and the UP Yard. This would help UP, Amtrak, Port of Oakland and City of Oakland. If this action were combined with other steps designed to improve the freight-rail connection between the Port of Oakland and the Central Valley, it would also ease the trucking pressures on Bay Area highways.</p> <p>b) A light rail line could extend within the medians of Telegraph and Broadway between Sather Gate and Jack London Square. Such a line would serve UC Berkeley, three major hospitals, three BART stations, Uptown, Kaiser Center, Civic Center, Old Oakland, Chinatown, Amtrak and JLS. It would also connect to 22 AC bus lines.</p> <p>c) Rationalization of AC's transbay service would lead to shorter waits, increased ridership and lower operating costs.</p> <p>d) A BART/Amtrak connecting station in West Oakland would cut the passenger rail trip time from points along the I-80 Corridor to San Francisco by 20 minutes, and the time into downtown Oakland by at least 12 minutes. Since this would likely put more riders on BART's transbay section it would make the early extension of commuter rail service across the Dumbarton Bridge all that more important. The Dumbarton Rail connection is one of the Bay Area's most critical transportation needs, and should consequently be receiving a much higher priority than it has been getting.</p> <p>e) Because of arbitrary jurisdictional boundaries, there is still no fast and efficient bus service linking points along I-680 (beginning in Martinez) to cities like Pleasanton and Livermore. This is unconscionable. The need for a regional bus service has been discussed at MTC since circa 1975....and still no action.</p> <p>f) The overflow from I-80 often turns San Pablo Boulevard into a parking lot. This has caused the so-called rapid bus service along San Pablo to fail. No steps to rectify this abysmal problem are as yet in progress.</p>
			Jerry	Cauthen	<p>Getting the 2/3rds majority needed to pass the measure is no shoo-in. Essential will be a fair and well-understood distribution of the sales tax revenues.</p>
			Jerry	Cauthen	<p>The huge proposed BART allocation causes the measure to appear off-kilter. Livermore, population 81,000, has a few aggressive and well-placed advocates. North and northwestern San Francisco is home to at least 350,000 residents, and yet no one in these areas is demanding that San Francisco County divert billions from other needed projects so he or she can have their own BART line. The low density, outlying parts of Alameda County deserve excellent bus service, but not ultra-expensive BART lines.</p>

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			Jerry	Cauthen	You have emphasized that Measure B seeks to conform to the objectives of AB 32 and SB 375, which is good. Yet major highway expansion remains in the program. Many of us are particularly outraged by MTC's HOT lane project with its 300 lane miles of new Bay Area freeway. There is absolutely no way of meeting the objectives of AB 32 if we continue to encourage an ever greater amount of driving. Something needs to change, and if Measure B is not the vehicle for this change, what is?
			Jerry	Cauthen	You are proposing that a substantial portion of the revenues raised by Measure B be handed to the various transit properties in the form of subsidies. This is dangerous. As a minimum your subsidies should have strings. Otherwise the money will in all likelihood be used in ways that are at variance with the objectives of the ballot measure. BART has a history of deferring its maintenance needs while it focuses on high-cost expansion projects. Providing BART with County funds earmarked for maintenance could easily lead to more such flights of BART fancy. AC Transit is problem of a different sort. What AC needs most of all is an objective outside analysis of its routes and service levels....an evaluation that in its 55 year history the District has never seen fit to undertake in a serious way. All one has to do to recognize the need for such a study is to observe the thousands of virtually empty AC buses running daily through the streets of the East Bay and across the Bay Bridge. AC needs fixing, and it will take a highly-experienced outside team to do it.
			Jerry	Cauthen	The draft devotes only 1% to freight and economic development. This is low. There are currently too many large trucks on Bay Area highways. To ease the pressures on the highways it will be necessary to improve the freight-rail connections between the Central Valley and the Port of Oakland, and this will take investment. Measure B should provide an incentive to the freight-rail companies, Port of Oakland, shippers and affected cities to come up with a reasonable plan.
			Jerry	Cauthen	Bicycle travel should be encouraged. However allocating 8% of Measure B to bike/pedestrian is out of all proportion to the number of bicycle trips projected and the distance traveled by bicyclists. Is this figure based on logic, or political pressure?
			Jerry	Cauthen	The 10% allocation to paratransit also seems high. Is this figure based on logic, or political pressure?
			Jerry	Cauthen	The draft devotes only 1% to freight and economic development. This is low. There are currently too many large trucks on Bay Area highways. To ease the pressures on the highways it will be necessary to improve the freight-rail connections between the Central Valley and the Port of Oakland, and this will take investment. Measure B should provide an incentive to the freight-rail companies, Port of Oakland, shippers and affected cities to come up with a reasonable plan.
			Jerry	Cauthen	With the exception of the items mentioned above, you and Art appear to have things moving pretty well in the right direction, and this is much appreciated. People are very worried however about what will happen to Measure B when the change proposals start flowing in from the elected politicians and public agencies with their own agendas. A ballot measure should deliver what the voters vote for. In California, that hardly ever happens..... This is why so many people no longer support ballot measures of any kind. This is a huge problem in need of attention. I think we can help...if you let us.
					Needless to add, I would welcome an opportunity to discuss this with you and Art.
			Jerry	Cauthen	One other point - isn't it true that when faced with a choice, transit riders invariably chose faster, safer, more comfortable, more frequent and more reliable service over fare reduction? If so, shouldn't you be pushing for better service rather than yielding to demands for free services to youth? I have a youth...a 16 year old. Do you think his mother would let him travel on East Bay buses? Not on your life! The mothers of many of his friends adopt the same attitude. It has nothing to do with cost and everything to do with safety.
		Bart to Livermore Extension	Doug	Mann	Dear Esteemed CTC Members:  Please reconsider the timeline for any vote on Measure B3 funding. This process seems to have taken many of us in Livermore by surprise and I believe that rushing things with a December 16th vote will not be acceptable. Your outreach efforts may have seemed well executed from your point of view, but I can assure you that many of us in Livermore are shocked that things have progressed this far without being noticed by so many. Because of this issue, groups who were at each other's throats 3 weeks ago in our Council election have now joined hands like kissing cousins with a unified voice of protest. That should be evidence enough. I respectfully request that you draft the December 16th agenda to initiate expanded outreach and more Commission meetings in advance of setting a new final vote date.  Livermore must be presented with a satisfactory outcome from this process. Success may not necessarily center upon building "BART to Livermore", but it most certainly does require full respect for Livermore's portion of sales tax we have paid over the last 49 years, as well as iron clad guarantees of a more equitably distributed share from any new sales tax measure. Such planning will require more time than December 16th will allow. If you hear nothing else, please hear this; activists in Livermore alone can see to it that this countywide measure fails at the polls, and we have proven this in the past. We will do it if necessary. I don't want this process lead to such an unproductive result.  I believe this Commission needs better options to satisfy Livermore than those that have surfaced so far.

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		Bart to Livermore Extension	Doug	Mann	There are many sincere folks with the best intentions rallying for BART. I like BART, and I don't want anyone to think I am against it. There are many other things I like that I cannot afford. To many of us, four thousand million dollars for 2 train stations in Livermore simply does not look like an appropriate use of tax dollars anymore. I believe that even one thousand million dollars for a single station cannot be justified. I don't need to belabor the issue of the BART system being inherently too expensive to design, too expensive to build and too expensive to operate. You already know about that. Let's use BART where appropriate, but not expand it any more than necessary.  It's not hard to find better transit solutions. The amazing work done by Supervisor Haggerty brought us the ACE train. If you haven't ridden it, let me tell you it's a fabulous ride. In that spirit, there may be another new opportunity upon us.  The south bay High Speed Rail EIR process was recently halted by the courts. HSR has real problems on a number of fronts, including funding, but it might not be doomed altogether. I suggest we should take this opportunity to beseech the Authority to consider eliminating the South Bay route all together, and replace it with a route coming from the planned highway 99 route to Sacramento, directly to Dublin along 580. This would save the Authority billions, give everyone near a BART train access to HSR, provide a pathway nearly devoid of environmental impacts, give Dublin another big city project (they always seem to like that sort of thing), and put a valuable transportation option in Livermore's neighborhood. That is how you properly leverage the BART asset: stop it, and bring smarter transportation to it.
Chapter 2	63rd	Bullet	Obaid	Khan	"The Alameda to Fruitvale BART ..." the project that we submitted is calling it a RBS (Rapid Bus Service) and not BRT. I will leave it to you if BRT is considered same as RBS.
Chapter 2	17	Last paragraph on Broadway/Jackson Project	Obaid	Khan	Regarding the last paragraph on Broadway/Jackson Project - please include the following to make sure that this project covers a BRT and local street improvements: <i>Adds a BRT facility from Alameda Naval Station PDA to 12 street BART with a goal to provide 15 minute headways, and improves local circulation for bicyclists and pedestrians.</i>
Chapter 2	12		Obaid	Khan	Do you have a full list of projects that are included under the \$800 million on page 2-12 under the Major Commute Corridors..... Currently it indicates some example corridors. I am more curious about our programming request for LSR project 240187.
Figure 7		Share of total new funding by Planning Area	Obaid Keith	Khan Cooke	Similarly, can we find out about the 240191 bike and ped project? The graph clearly shows that the Central Planning Area does not receive its fair share of the funding. Using the Central Planning Area's County Population share at 24% would give a distribution of \$13.78M or approximately \$383M in additional funds. This would be approximately an additional \$100M; an amount that would allow the City to eliminate or nearly eliminate our street pavement rehabilitation backlog.
Figure 5		Summary of new measure funding (2013-42) - Bike/Ped, Land Use and Technology	Keith	Cooke	San Leandro staff recommends reducing the Bike and Pedestrian grant program for regional projects and trail maintenance to 1% and transferring the funds to the Local Streets and Roads (LSR) category. Maintenance cost for bicycle trails are much lower than roadways and the estimate for this item in our opinion is too high and needs verification. Since every trip starts on a local road, San Leandro contends that the needs of bicycle commuter would be better met by maintaining our local streets.
Figure 5		Summary of new measure funding (2013-42) - Bike/Ped, Land Use and Technology	Keith	Cooke	San Leandro staff recommends that the Sustainable Transportation Linkage Program be reduced from 3% of total fund to 1% of Total Funds and the funds transferred to the LSR category. This would get the LSR program closer to its needed funding level for yearly maintenance. The San Leandro needs approximately \$6M/YR just to maintain its streets at their current PCI. San Leandro's Staff's opinion is that ACTC should try to minimize grant-oriented programs and distribute the funds to the local jurisdiction based upon their population as much as possible.
		BART	Dan	Brenner	<b>Given</b> that Pittsburg/Bay Point's BART line will now be extended to Antioch, in the near vicinity of the Hwy 160 bridge which has the ability to connect with Hwy 12 and Sacramento County, <b>given</b> while the High Speed Rail down the I-5 corridor (essentially) suffered a set back recently, though there were comments made by those in favor of it to keep banging with another game plan; <b>given</b> in the near future (5-10 years) a LART station at Livermore's Vasco ACE Commuter rail will be constructed, thereby allowing greater connectivity; <b>given</b> there is already commuter bus service from Modesto (MAX) to the Dublin/Pleasanton BART Station (I rode it in 2003 and it was very luxurious and took me to downtown Modesto where I worked on a USDA task force), <b>how unlikely would it be to see a scenario like this:</b>  From what I can remember there have been mumbblings and rumblings from Oakley and Brentwood (more so Brentwood, who wanted to think they were the center of the world and should have had everything coming to them for some reason or other, at least this was in the early 2000s when I was in touch more with the Contra Costa County planning scene). There are already Southern Pacific/Union Pacific Rail lines that go from Antioch to Oakley to at least Brentwood, and from Brentwood east to Stockton where the High Speed Rail would stop in Stockton, which is also a main stop on the ACE Commuter Rail. There is something similar to the southeast between Brentwood and Tracy. The High Speed Rail would probably stop in Lathrop/Manteca, whichever is closest to it.
					<b>Why not</b> extend BART from Antioch to Oakley and Brentwood (once the Antioch and/or Livermore stations are built, maybe even sooner if it is politically/economically feasible)? <b>Why not</b> extend BART initially either from Brentwood east to Stockton or southeast to Tracy (as I remember Tracy is also a stop on the ACE line as well)? <b>Why not</b> orient the High Speed Rail so that it connects with Stockton and/or Lathrop/Manteca and/or Modesto? (OK maybe this doesn't make it so High Speed but still this is something to think about).  In a more far off sense, though 160 goes over a bridge and comes into Antioch where it could be close to the Antioch BART station, 160 going northeast to Rio Vista isn't much of a The main reason I mention the "givens" is that these are credible examples (heck, throw in SMART and the San Jose BART extension, or even the West Dublin/Pleasanton extension) of getting transportation infrastructures extended to meet the needs of a growing commuter population.
					I know that a couple realities that might come about are that rail lines from the east going to the SF Bay Area core will have to run at higher efficiencies than the current lines operate (possibly fewer stops, possibly not as frequent but frequent enough departures/arrivals). There is also the bigger question to be asked which is whether any of these either proposed or existing situations might lead to further population growth/development? Sure there are a lot of vulnerable points that you can see, sure there are things that don't totally add up, but just have a little fun with me and play "Hot Wheels" (connect the tracks through some of the "hottest" areas around in more than one way).



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			Omar	Benjamin	<p>Earlier this year the Port submitted the following project funding requests for the CWTIP:</p> <ul style="list-style-type: none"> <li>• 7th Street Grade Separation and Roadway Improvement Project (22082)</li> <li>• Outer Harbor Intermodal Terminal (22760)</li> <li>• Wharf Replacement and Berth Deepening at Berths 60-63 (240317)</li> <li>• Shore Power for Ships at the Port of Oakland (240190)</li> </ul> <p>The Port appreciates the recognition the TEP places in funding effective goods movement projects in the region. We are particularly pleased by the inclusion of the \$156M for the 7th Street and OHIT projects, plus \$115M for the Oakland Army Base Transportation Infrastructure Improvements project by the City of Oakland. These 3 projects will help transform the former Oakland Army Base into a world-class trade and logistics center that will create nearly 20,000 construction and construction-related near-term jobs and support tens of thousands of jobs in the long-term.</p> <p>Alameda County's TEP investment will leverage local, state, federal and private investment in the project, with \$1.39 for every TEP dollar invested.</p> <p>We strongly encourage the Alameda CTC Board to accept your staff's recommendation to fund the following projects:</p> <ul style="list-style-type: none"> <li>• \$45M for the Outer Harbor Intermodal Terminal</li> <li>• \$110M for the 7th Street Grade Separation and Roadway Improvement Project (22082)</li> <li>• \$115M for Transportation Infrastructure Projects on the former Oakland Army Base</li> </ul> <p>The Port also supports the funding devoted to the BART-Oakland International Airport Connector. This project will help reduce traffic congestion, improve air quality and provide our customers with a more convenient and efficient mode of transportation to the only commercial Airport in the East Bay. We encourage the Alameda CTC Board to continue to fund this project at the committed amount.</p>
			Gangadhar R.	Lakamsani	<p>While the Ports disappointed the our Shore Power for Ships and Wharf Deepening were not included in the TEP, we understand the oversubscription of funds the staff is facing. In the event additional funds are identified in the future, we are hopeful that these unfunded Port projects will receive your Commission's serious consideration and we will Country is developing. County is developing. Our future vision and goals should be very high for further progress and development. BART to LIVERMORE is very important and urgent necessity in that direction.</p>
			Roy	Nakadegawa, PE	<p>I believe the County does not fully consider the full potential benefits of future land development when placing transit projects on our County's future project list. The State requires the Sustainable Community Standards (SCS) on land use is integrated to transportation investments with long-term land use plans meeting GHG reduction targets. Then ARB will review the SCS, and verify whether or not that it meets the targets. Also these projects in order to receive federal and state funds, requires that the SCS supports the land use pattern identified with the project.</p> <p>By routing BART to Livermore's City Center, its future conforming to the SCS will very likely be positive and its potential benefits in urban land development is far greater than extending BART along a freeway. With LAVTA, ACE and BART, serving city center, the combined services will attract more urban development and aid in Livermore's City Center becoming an active urban center. It will have less parking due to convergence of existing transit service and its parking can be coordinated with other users as well as with car-sharing. This alternative will increase non-motorized access from existing less sprawled density and attract additional future urban infill type development. In contrast, a Station located along I-580 with less development will produce less dense development and do little towards reducing non-motorized travel and whether future development will conform to SCS is dubious.</p>
Chapter 4			Don	Frascinella	<p>City of Hayward staff continues to have a significant concern over the geographic equity in the Transportation Expenditure Plan. We propose that Chapter 4 include a specific policy statement such as the following:</p> <p>"It is the intent of the plan to maintain planning area funding distribution by population and to insure that is accomplished especially as projects are developed in the areas of programmatic funding and that the Board will review the plan every five years to evaluate the funding equity by area, and, if needed, to take steps to ensure that the plan moves towards this equity".</p>
			Jim	Pierson	<p>1) I am interested in knowing how the over \$1.2 Billion of AC Transit funding will be allocated between AC Transit District 2 (Fremont and Newark) and District 1 (everything else in Alameda and Contra Costa Counties). It is my understanding from AC Transit that there was a specific split of funding between the two Districts in the 2002 Measure legislation. My questions are:</p> <p>a) Can you tell me what the legislation says about the split between districts in the current Measure B? Or send me the legislation and I'll find it)</p> <p>b) Can you tell me how that split was determined (we currently receive about 7.4% of the Measure B funding for District 2 even though we are about 17% of the population)</p> <p>c) Has a funding split for the new Measure been established yet or one requested by AC Transit?</p> <p>As you may or may not know, Fremont and Newark have been in a battle with AC Transit since the beginning over the fact we do not receive our fair share of funding from them even though our Annexation agreement says we are supposed to. They confuse the issue by not being able to produce audited financial reports year after year. We do NOT want the distribution of Measure B funds to be left up to the AC Transit Board. Our Annexation Agreement into AC Transit says we are supposed to receive the level of service based on the proportion of revenue we generate. Therefore, we request that the Measure B funds be allocated between District 1 and 2 based upon the share of sales tax revenue each District generates.</p>



## TEP Comments

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Chapter 2	20	Page 92 of 12/8/11 TAWG packet	Jim	Pierson	2) Regarding the East Bay Greenway Project, why isn't Fremont's Rails to Trails TEP Project included in this? Our project does the same thing (uses UPRR and excess BART right-of-way) to extend a bikeway from approximately the southern end of the East Bay Greenway to almost the Santa Clara County line. Plus, our project is further along. We are already in construction on a portion of this pathway between our Central Park and the future Irvington BART Station. We have commitments from BART to use their excess right of way between the Irvington BART station and Auto Mall Parkway once WSX construction is completed, and we are close to purchasing the excess right of way from UPRR between Central Park and the Niles junction, close to the southern East Bay Greenway terminus. We think the definition of the EB Greenway should be revised to include this further eastern extension. It certainly is a better project for ACTC (having it continue down to the County line) and the added costs are very small in comparison to having to buy the entire Oakland Subdivision from UPRR for the current project. ACTC could take some quick credit for this portion if it is added in.
		Page 111 of the 12/8/11 TAWG packet - page 3 of 9 of the comments	Jim	Pierson	3) I noticed yesterday that the question came up from Pat Pierson about the note in the draft of the TEP about the Irvington Station money going to BART. It was explained that this note will be coming out per the Steering Committee direction. I wanted to let you know that this issue shows up in three places: 1) on page 2-8 of the expenditure plan at the bottom of the page; 2) on page A-1 of the Plan as a footnote at the bottom (plus you need to remove the \$120 M from BART in the table); and 3) in your response to Carter Mau's comment about BART Station improvement funding at the bottom of page 111 of the TAWG packet or page 3 of 9 of the comments).
Chapter 2	3	Dumbarton Rail Implementation	Jim	Pierson	PRIOR COMMENTS FROM 12/2/11: The write up says \$120 million is for Dumbarton, but the text goes on to say in the last paragraph "the project includes \$75 M for the development of a new multimodal rail station in Union City..." I think this is confusing. It could make one believe that this \$75 million is part of the \$120 M, when I believe the \$75 M is in addition to the \$120 M and is shown separately elsewhere in the TEP.  FYI - one concern I am starting to hear from my Council is that this \$120 M for Dumbarton Rail is misleading because it isn't really a Dumbarton Rail project, but instead it is a Union City Multimodal station and Capitol Corridor Project since the end result is likely to be Capitol Corridor trains running on the Oakland subdivision tracks with no Dumbarton Rail service across the bay. They think it should be tied to Union City Station more than Dumbarton Rail because if you were trying to advance Dumbarton Rail you would certainly start at the west end and work your way east, at least into Newark. The east end would be the last thing you would do if you want to run Dumbarton rail service. Maybe split out the additional Dumbarton bus component from the Oakland subdivision component?  Further to the comment above, on the map on page 2-11 where it shows Phase I of the Dumbarton Rail Corridor, in reality, the only service Phase I funds is bus service across the bay and this should be shown on the Dumbarton vehicle bridge, not on the alignment over the future rail bridge that will remain unfunded.
Chapter 2	20	East Bay Greenway	Jim	Pierson	PRIOR COMMENTS FROM 12/2/11: The map talks about the East Bay Greenway from Oakland to Fremont. How can there be a Greenway into Fremont? Doesn't the Greenway intend to use the Oakland subdivision? If so, isn't this right of way fully utilized by the Capitol Corridor trains that will run on this alignment? Doesn't the Greenway stop in Hayward where the Capitol Corridor trains would start using this space? It would be great if there is also space for a bike/ped path next to the trains tracks in Union City and Fremont.
	A-3		Jim	Pierson	PRIOR COMMENTS FROM 12/2/11: Under the I-680 improvements it only lists the Express Lane from Route 84 to Alcosta. Is there no funding for the segment between SR 237 and Route 84? I spoke to Art about this previously and I thought he said that was a typo and that it should be 237 to Alcosta.
			Paul	Matsuoka	Because of the current and draft future distribution for Measure B funding and our lack of recognition as a mandated program, I believe that East County and LAVTA do not receive an equitable amount of funding for specialized transit services.  Currently East Bay Paratransit (EBPT) receives 100% of all Mandated funds, which represent 54% of all dollars for specialized transit and 57% if the Measure B augment and extend passes in November 2012. EBPT does not serve East County except for occasional transfer trips which meet our paratransit service at the Dublin/Pleasanton BART Station. Of the 31% of funding available to Non-Mandated Programs under the augment and extend scenario, North, central and South counties receive 92% of the total dollars available in this category.  Combining the Mandated and Non-Mandated programs under the draft Transportation Expenditure Plan, North, Central and South counties will receive fully 85% of total Measure B dollars set aside for paratransit if the augment and extend passes leaving only 3% of funds available for East County. The remaining 12% is designate for Coordination and Gap Grants. (see table in original letter at R:\CWTP 2012\Project Files\CWTP-TEP PROJECT DOCUMENTS\Contract Tasks Deliverables\9-Draft TEP\9C-Draft TEP\Comments on Prelim Draft TEP\TEP Comments\TEP_Comments_from_LAVTA_PaulMatsuoka_121211.pdf)
					North, Central and South counties are given separate guaranteed funding for their mandated program, EBPT, and individual funding for each city. East County is noticeably left out of this arrangement. LAVTA only receives funding for service in Dublin and Livermore. If these cities decided to operate their own programs like all other jurisdictions in our County, then East County's mandated operator, LAVTA, would be without County Support.  East County is now home to over 11% of County residents over 70-years-old according to the 2010 Census. Clearly 3% of funding for specialized transit is inequitable for our service area.

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		BART to Livermore - a response to the <i>Community Vision Platform</i>	John	Marchand	<p>On November 17, 2011, a coalition of individuals and organization, which primarily serve Alameda County Supervisorial District 5 and Alameda County Transportation Commission Planning Area 1, submitted the Community Vision Platform ("Platform") to the Alameda CTC Commission and Steering Committee. The Platform states that the two primary projects proposed in Planning Area 4 to benefit East County, which are BART to Livermore Phase 1 and improvements to SR84, should not be funded in the proposed Measure B3 (MB3) TEP. The Platform is false and misleading in a number of key areas regarding these projects:</p> <ul style="list-style-type: none"> <li>- The Platform falsely states the proposed TEP proposes to give \$400M to the \$4B BART to Livermore project. The TEP is only proposing funding for BART to Livermore Phase 1, which is est. to cost \$1.2B. Livermore and BART are working to find ways to reduce the cost of the project even further.</li> <li>- The Platform falsely states that w/MB funding, the BART to Livermore project will still be 85% unfunded. MTC has programmed over \$100M to this project, and with the proposed MB3, Phase 1 will be nearly 50% funded and potentially more if we are successful in reducing costs. A 50% local funding commitment will go a long way to leverage additional state and federal funding.</li> <li>- The Platform falsely states that BART to Livermore has one of the lowest project ratings by MTC, the 13th worse. The project, in fact, scores in the top third of all projects analyzed for MTC's overall targets score, and its cost benefit ratio is 1.19, not the 0.4 represented in the Platform. MTC ranked BART to Livermore Phase 1 cost benefit ratio slightly higher than AC Transit Service Frequency Improvement, a project supported by the Platform.</li> <li>- The Platform falsely states that the Alameda CTC phone survey respondents found the BART to Livermore project to be one of low importance. In fact, the most recent poll rated it the highest of all projects and programs in the East County, and 4th highest rated countywide.</li> </ul> <p>I strongly support the recommendations and positions of Transform, the Greenbelt Alliance, the EBBC, Alameda Transit Advocates and others who have presented environmentally and economically sustainable alternatives to the TEP and CWTTP recommendations.</p> <p>I am concerned that the first draft of the TEP and CWTTP has been tainted by behind-the-scenes lobbying. Pro-construction lobbyists seem to have influenced the Alameda CTC to abandon clearly-expressed public input and voter priorities favoring restoration of transit service and local roadways countywide, as well as other sustainable initiatives in order to recommend costly projects with predictable budget overruns and very limited public benefits.</p> <p>Alameda CTC's lack of transparency (unwillingness to release agency emails and draft TEP and CWTTP recommendations - all public documents under the CA Public Records Act and court precedents) points to the possibility that individuals and organizations have improperly lobbied behind the scenes for capital projects over more sustainable and affordable transportation solutions. This is the reluctant conclusion I reach when many expensive and overrun-prone projects are emphasized at the expense of maintaining our existing infrastructure and restoring our regional transit system, contrary to the expressed desires of Alameda County voters like myself.</p>
		BART to Livermore	Barbara	Herron	<p>I'm not able to attend the Alameda CTC Board Retreat this Friday, so am writing with my feedback/input.</p> <p>As a citizen of Livermore since 1980, and a citizen of Alameda County since 1966, I've been paying taxes to support BART since the inception of BART. For this entire time, we've been promised that BART will be extended to Livermore. It is past time to make that a reality, and this project deserves prompt attention and funding.</p> <p>The 580 freeway has become a congested mess in the tri-valley area, and bringing BART to Livermore will aid that mess by providing much needed public transportation. It will also improve the poor air quality in Livermore and Alameda County by providing more public transportation so we will have fewer cars on the over-used freeway.</p> <p>I believe since Alameda County has been paying taxes for BART since BART's inception, with the promise of BART to Livermore, that this project should be a first priority for Alameda County and BART, and should continue to be a major part of the new Alameda County Measure B Sales Tax Program and any other supported areas where money is available for county-wide transportation (Measure B3 and Transportation Expenditure Plan, TEP).</p> <p>I'm begging you to please, make BART to Livermore a priority and fund it from whatever monies are available. Thank you.</p>
		BART to Livermore	Joanne	Moody	<p>We need BART to come to Livermore. I have lived here since 1981, paying taxes to support BART. It is needed to reduce traffic and pollution. Please support us as we have supported BART.</p>
		BART to Livermore	Donna	Lee	<p>Regarding the latest version of the TEP Project List:</p> <ul style="list-style-type: none"> <li>• Could BART be specifically mentioned as an eligible recipient of PDA/TOD funds.</li> <li>• Could BART or Transit be clearly identified as an eligible recipient for one of the categories of Bike/Ped. (It is not clear that Transit is an eligible recipient).</li> <li>• Could the location of the Bay Fair Project be located correctly on the map (it is currently showing location at the San Leandro BART Station, not the Bay Fair Station)</li> </ul>

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			Dianne	Shaw	<p>The plan should be more focused on shoring up our existing transportation system and investing only in projects that increase the mobility options which encourage alternatives to driving. The existing plan has about 60% focused on programs and I believe it should be closer to 80% with the remaining funding focused on projects that encourage alternatives to driving. I believe that there is a misconception about what programs vs. projects really mean and that a lot of people including the union people think that projects are the only thing that creates jobs. There are many significant job opportunities within the program area which also include "projects" of their own and this is something that needs to be communicated so that the voters are also aware of this.</p> <p>We need to decrease VMT and reduce greenhouse gas emissions and this plan does not do enough of that. Several of the projects are increasing VMT's and putting more money into new and expanded roadways that should not be part of this plan. It is estimated that almost 30% of the transportation in Alameda County is pass through traffic. I do not believe we've put enough emphasis on identifying transit initiatives on a regional perspective and not just within the county. We still seem to be focused on initiatives that allow these regional travelers to get through our county faster with cars which could raise our VMT's even more. Somehow there needs to be more of a regional perspective included in this plan and something that supports our residents in getting their regional transit needs met as well. Being a long term plan, we cannot afford to wait for the next plan to start to decrease VMT's and make our emission goals.</p>
			Matt	Williams	I was told that at the last Steering Committee there was a remark that the Sierra Club was supportive of reauthorizing Measure B at next year's general election. The Sierra Club has not reached a decision on whether to support the proposed extension and augmentation. My goal is to provide you with more information within the next several weeks.
		BART	Thomas	Blalock, PE	<p>I would like to see BART as a recipient under the Operations Maintenance &amp; Safety Program. I recommend that BART receive 6% of the total new 1/2-cent funding, which equates to roughly \$467M in Operations, Maintenance &amp; Safety Program funds. This does not disrupt the flow of the existing 1/2-cent to AC Transit and other transit agencies.</p> <p>BART is the Bay Area's largest transit agency averaging weekday ridership of 370,000 passenger trips, with Alameda County accounting for roughly 40% of this total ridership - 148,000 passengers, and growing. BART is also one of the greenest forms of transportation in the Bay Area, emitting no GHGs. Alameda County has provided increases to other transit programs, but has not helped BART to meet its maintenance shortfalls. Measure B3 will be the only guaranteed funding source in Alameda County for the foreseeable future, and BART should receive a portion of this funding stream. With the current proposed increases in Operations, Maintenance &amp; Safety Program funding, new funding to AC Transit is a 94% increase over the current Measure B. BART doesn't receive any operations funds from the existing 1/2-cent Measure B.</p> <p>The demands of multiple future extensions (e.g. Warm Springs, Oakland Airport Connector and the proposed Livermore stations) will place a serious drain on BART operating funds with the potential to erode BART's 96% on-time performance, which makes it the most reliable transportation alternative in the Bay Area. Designated Program funds could help to offset the potential fare box erosion as the new BART extensions come on line.</p> <p>We want to keep BART affordable, and we want to restore service that we have been forced to cut. BART's fleet of rail cars is one of the oldest in the nation and needs replacement if BART is to continue to provide reliable service to Alameda County. In contract, within the last 8 years, AC Transit has retired its fleet, replacing it with new European-styled buses. Rail car replacement is a high priority for BART riders (base on recent BART poll).</p> <p>Contra Costa and San Francisco counties are watching Alameda County to see how Alameda handles BART needs, including the need for rail car funding. If BART is successful in securing Operating Funds through Measure B3, this could help us work with San Francisco and Contra Costa counties to discuss strategies for all 3 counties to contribute to the shared BART maintenance and operations programs, including rail replacement.</p>
			Tom	Bates	<p>To date I have not had an opportunity to review the details of the TEP, however, I want to share my thoughts on the principles that I believe must be considered in any new sales tax proposal:</p> <ol style="list-style-type: none"> <li>1) Fairness in allocating funds in both the CWTP and any new sales tax proposal -this means that funding be allocated by proportionate share to the 4 geographic sub-regions: North, Central, South and East as it has been done in the current Measure B.</li> <li>2) Transparency to enable residents to see how funds are allocated - there should also be an annual accounting showing where funds have been allocated.</li> <li>3) A "Fix it First" policy focusing on reducing GHG emissions by restoring transit service, its infrastructure and capital replacement needs, prior to any new projects being constructed.</li> <li>4) GHG Emissions Reductions - all new capital projects must substantially reduce GHG emissions and be consistent with the SCSs and PDAs.</li> <li>5) The Civil Rights Act of 1964 - both the CWTP and TEP must comply with Federal Title VI requirements.</li> </ol>
		Comment on the 1st draft of the TEP	Nick	Pilch	<p>Albany Strollers and Rollers (AS&amp;R) is a local non-motorized transportation advocacy and service group with approximately 400 member households. After reviewing the draft TEP, AS&amp;R requests increasing the cycling and walking set aside and the portion of that set aside for the North Planning area.</p> <p>The draft TEP proposes 8% for cycling and walking programs and projects. San Francisco's 2003 Measure K set aside 9%. Marin's 2004 Measure A set aside about 10%. The Alameda County existing conditions report shows that 13% of the trips in the County were completed by cycling or walking in 2000, and notes that data from the US Census indicate this mode share has since increased. This information, along with the need for reducing climate change and improving public health, argue for more funding for cycling and walking. Consequently, AS&amp;R supports the Community Vision Platform and its request for a 12% set aside.</p> <p>The existing conditions report relays that 63% of walking and 75% of cycling trips occurred in the North County planning area in 2000. Due to its population density, this area also has the highest potential for increased cycling and walking at the best cost-benefit. Yet only a third or less of the specified cycling and walking project expenditures is in the North Planning area. The majority of the unfunded East Bay Greenway and all the significant unfunded Bay Trail gaps are outside this planning area, as are the Iron Horse Trail gaps. So the current proposal would result in a North area share even less than its 41% population share, and even less relative to its cycling and walking share. This does not make sense.</p>

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		BART to Livermore	Julie	Garcia	We have paid taxes for over 40 years and it is essential that BART stations are built in Livermore. We have the top traffic congestion due to folks traveling from Mountain House and other areas. An initial station at Isabel or Greenville Road will reduce some of this air pollution. A BART station in Livermore will be over utilized the first day it is built. I see so much traffic each day on my way to work. I would use BART if it were in Livermore. It takes me longer to drive to Pleasanton than from Pleasanton to San Leandro. A station in Livermore is long overdue and will be such a gift to all of the residents of the Tri-Valley. It is a must to built stations in Livermore and will contribute to reducing air pollution, traffic and enhancing the Bay Area. Julie & Andy Garcia.
		BART to Livermore	Vamsee	Lakamsani	I'm a Livermore home owner writing to express my strong support for including BART to Livermore on the TEP for Measure B3 on the 11/2012 ballot. If it is not on the ballot I won't [vote] for the sales tax increase or extension.
		BART to Livermore	Susan	Contreras	When BART was first being built, Livermore residents began to pay tax to support the system. At that time, Livermore residents were promised BART service. They continue to pay, with no service. Livermore residents have been ripped off and it looks like people are still trying to justify taking money from the East county to fund BART and not give service to Livermore. Bring BART to Livermore on 580. Promises should be kept to the East County which is still paying more than its fair share of taxes to support a system which has defrauded the East County residents.
		BART to Livermore	Rena	Leibovitch	Commuters, tourists, residents, business and social visitors need public transportation at least as far as Livermore. Major cities and governments throughout the world consider this a priority and we should also. We are lucky and thankful that the basic structure was developed for the Bay Area, but it needs to be expanded to include us all.
			John	Know White	On November 17, 2011, we presented the Board with a Community Vision Platform ("Platform") to serve as a roadmap for this new measure. We appreciate the Alameda CTC Measure B Reauthorization Steering Committee for establishing an ad-hoc negotiating team to work with us to integrate this platform into the sales tax measure. Since the ad-hoc team is not scheduled to meet with us until January 3rd, we strongly encourage the Board to not vote on the draft TEP at the Dec. 16 Board Retreat. To vote before the ad-hoc negotiating team has convened would not represent a good faith effort to address the concerns raised by the non-profit community and would undermine opportunities for consensus, thus endangering Alameda CTC's ability to secure sufficient voter support for a ballot measure in November 2012.
			Dave	Campbell	Instead, the Board should request that Alameda CTC staff provide several alternative packages for consideration at the retreat and use the retreat to compare how these alternative would affect Alameda County. Comparison of alternatives should focus on how well they achieve the outcomes delineated in the Measure B Reauthorization Vision Statement and the Community Vision Platform, and how well they meet the priorities expressed by the public over the last year of public outreach. (e.g. the technical analysis of the draft CWTP show that implementation of the plan would not perceptibly reduce GHG emissions. An Alternative TEP should be provided to the Board that significantly reduces GHG emissions to help meet California's climate change laws and fulfill local GHG emission reduction pledges.)
			Michelle	Jordan	
			Mahasin	Abdul Salaam	
			Mart	Vander Sluis	
			Manolo	Gonzalez-Estay	
			Lindsay	Imai	
					The Board and the public deserve the opportunity to consider the trade-offs presented by alternative funding approaches. This is your chance to secure the information needed to make an informed choice. We look forward to working with the Alameda CTC Board, staff and ad-hoc negotiating team to develop a measure that puts Alameda County on the right path.
			Joni	Pattillo	Dublin City Council at its regularly held meeting on December 6, 2011, reviewed the draft list of projects and programs contained in the first Draft TEP and unanimously supports the projects and programs included for funding under the Plan...there is no better time to extend and augment the existing 1/2-cent sales tax for transportation purposes. The City Council felt that the proposed TEP strikes a balance among investments for each mode of transportation, with a majority of the funds (45%) directly benefiting our transit systems....
					The Plan not only helps to address existing deficiencies but also looks to the future...it provide[s] significant funding for all users of the transportation system, which would be distributed equitably. With a need for 2/3 voter approval, equity is paramount.
		Implementing Guidelines	Pat	Piras	Item #21 in the Implementing Guidelines (IG) and the footnotes for Appendix A of the TEP indicate that the CIP "will include provisions for geographic equity." This should be changed to "guarantees."
		Implementing Guidelines	Pat	Piras	Please provide a list of projects that are considered to be "multi-area" or "countywide" in the TEP, and for what amounts.
		Implementing Guidelines	Pat	Piras	Please provide a more thorough explanation than was given at the joint CAWG-TAWG meeting for the projected decrease in BART ridership in the Tier 2/Vision scenario, after such massive capital investment. Potential AC Transit ridership increases have no discernible impact on presumed benefits from a BART extension in East County. And how does this square with the language on page 1-1 that "The expenditure plan funds critical improvements to the county's transit network, including ... expanding the Bay Area Rapid Transit (BART) system within Alameda County to move more people on transit."?
		Implementing Guidelines	Pat	Piras	The overall GHG reductions shown in the modeling results for the CWTP are, at best, pitiful. They cannot justify the massive capital investments for such little positive result. Some robust alternatives need to be examined (beyond the CVP proposal).
		Implementing Guidelines	Pat	Piras	The proposed projects of an Alameda to Fruitvale BRT-or-Rapid (still inconsistently labeled), plus a Broadway Streetcar are unacceptable without identification of sources and amounts of adequate operating funds. In no way should they be allowed to detract from AC Transit's funding or operations.
		Implementing Guidelines	Pat	Piras	National Sierra Club policy opposes any new freeway lanes. Although the projects that cause this result are relatively few in the TEP, this will make it difficult to obtain support for the measure.

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		Implementing Guidelines	Pat	Piras	Please provide assurances that the proposed Dumbarton Rail project and its related proposed TOD/PDA will not impinge upon, or interfere with expansion plans for, the Don Edwards Wildlife Refuge.
		Implementing Guidelines	Pat	Piras	The "bike/ped" category should contain protections and guaranteed levels of investment in pedestrian-oriented projects and facilities. Pedestrian and disability interests are a numerous and diverse population who deserve at least equitable treatment with those who have a professional single-issue advocate. And remember, that this may also include several civil rights issues, so please be careful.
		Implementing Guidelines	Pat	Piras	Also, in several places, pedestrian travel is referred to as being "on foot." Other phrasing, more disability-aware, should be considered.
		Implementing Guidelines	Pat	Piras	References to social equity reviews and civil rights (e.g., IG #16) should not be limited to, or constrained by, Title VI of the Civil Rights Act of 1964. Projects funded in whole or part by local and/or state funds are also subject to compliance under Government Code 11135. Environmental Justice is also an important consideration.
		Implementing Guidelines	Pat	Piras	In addition to improved cost-effectiveness reviews, city-based paratransit programs <i>must be required to comply with all civil rights requirements</i> including those based on racial and ethnicity non-discrimination, availability to low-income persons, and ADA. Any taxi-based programs must have an equivalent accessibility component.
		Implementing Guidelines	Pat	Piras	Item #22(Fund Allocations) indicates that if a project "becomes unfeasible or unfundable," its funding will remain "within" its category for reallocation. The large category of Transit has several subcategories. What firewalls are anticipated (or not) should such an event occur – e.g. could "Regional Rail" funding be transferred to BART or Bus, or only within the original "sub-group"?
		Implementing Guidelines	Pat	Piras	The term "jurisdiction" appears to be generally used to refer to cities and the County, although it is also used with regard to transit operations funding in IG #14. Therefore, with regard to the TEP "update" procedure, it should be clarified that the transit agencies will be included in the opportunity for "review and comment."
		Implementing Guidelines	Pat	Piras	Similarly, the term "jurisdictions" is used regarding the 2% "regional" grant funds under bike/ped. Please clarify that these funds can be eligible to transit agencies for pedestrian and/or bike access improvements to transit, where desirable.
		Implementing Guidelines	Pat	Piras	Item #9 Regarding the update procedure in IG #9, the Plan Update Advisory Committee references representation by "residents and businesses." It would be helpful to also include "community organizations."
		Implementing Guidelines	Pat	Piras	What new operations costs are expected to be associated with the "Bayfair Connector" project? Does BART plan to add a new "line" directly connecting Planning Areas 3 and 4 to take advantage of this investment? Will any existing service be reduced or otherwise changed as a result of the project implementation?
		Implementing Guidelines	Pat	Piras	What cost projections has BART provided (both per passenger and per new rider) for the Livermore extension? Please clarify each with regard to both Phase 1 and Phase 2.
		Implementing Guidelines	Pat	Piras	It has been stated verbally that funding from the category of "Specialized Transportation" for Seniors and People with Disabilities can be used for accessibility improvements to fixed-route transit. Please confirm.
		Implementing Guidelines	Pat	Piras	Item #17 - The language regarding "Complete Streets" (IG #17) continues to improve. Thank you. Just one more suggestion – how about substituting "provide for" rather than "consider"? This is the approach that Caltrans uses in DD64-r1. So, the proposed language could then read: It is the policy of the Alameda CTC that all transportation investments shall <del>consider</del> <i>provide for</i> the needs of all modes and all users. All investments will conform to Complete Streets requirements and Alameda County guidelines to ensure that all modes and all users are <del>considered to provide</del> <i>provided safety, access, and mobility from</i> the expenditure of funds.
					This would be more proactive as well as taking into account State policy, and helps to avoid some of the freight-route concerns previously discussed. And, as previously mentioned, the broad use and applicability of this policy benefits all users and modes, and can help with cost controls for ADA-mandated paratransit.
		Implementing Guidelines	Pat	Piras	Projects in the Streets & Roads category, including local pass-through to jurisdictions, should require a priority, perhaps even an incentive, for routes that are served by transit and perhaps also those that are legally used by freight.
		Implementing Guidelines	Pat	Piras	Item #13 references one-year time extensions for projects that exceed the seven-year norm. These should be limited to no more than 2 such extensions.
		Implementing Guidelines	Pat	Piras	Continue to support full implementation of the Student Bus Pass program as originally proposed. It will be important to ensure that costs attributed to each transit system are reasonable and equitable. Please ensure that the "stakeholder" group for design, implementation, and oversight includes groups such as the Sierra Club and the League of Women Voters who have been long-time supporters of this important project to shape behavior and reduce GHGs.



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		BART to Livermore	Roy	Nakadegawa, PE	<p>I was the one who estimated the cost per trip of the Livermore Extension would be \$35 per trip. I based this cost using the PEIR Preferred Alternative that was a subway from I-80 to Livermore's Downtown. Its estimated construction cost was around \$3.4 Billion and I also added its Operating cost.</p> <p>When comparing alternatives, most people only consider operation cost's to its ridership, however one needs to consider not only this cost but, the Capital Cost as well and importantly, they should consider how BART will attract riders without adding auto access by its future land development. The Livermore Downtown Alternative will accomplish this to a greater degree far more than the I-580 Alternative because it has greater potential of attracting mixed use urban high density.</p> <p>It is true that the construction costs for the Livermore I-80 Alternative will be far less because most of the line will be at grade and the R/W cost will be far less. However, the claim as being cost neutral must be based only on its Operating Costs. To determine its overall cost, one should include its Capital Cost as well. Therefore, by including its construction cost I will question whether the I-580 Alternative would be revenue neutral.</p> <p>To my knowledge of over 32 years involved as a Transit Board Member, there is no Transit System in the US which I am aware of that operates revenue neutral. They all require operational subsidies. Even most Foreign Countries' urban heavy rail systems require some operational subsidies. For BART its highest fare recovery is around 60% and most of the required subsidy is paid for from the half-cent sales tax that the three counties pay. Where will be added subsidy for the Livermore Extension come from?</p> <p>In addition, BART needs to consider the effect of the Livermore Extension's additional riders will have to its present operation. BART currently is operating at near capacity where there are standees riding to/from SF. In addition, BART is facing the need to replace the cars and rehab of the system, which I believe is estimated to cost around \$7 Billion! And BART is even considering a second tube across the bay to accommodate the growing ridership but where will all this cost come from?</p> <p>There is another point we need to be concerned with, Climate Change and the need to reduce the use of automobile because they are producing ~ 40% of GHG in our region. The I-80 Extension stations will require 4,000+ parking spaces to generate its ridership making it a definitely an auto oriented station. How will this Alternative meet the Sustainable Community Standards? The State requires the SCS on land use be integrated to transportation investments with long-term land use plans which meet GHG reduction targets. ARB will then review the SCS, and verify whether or not that it meets the targets. Also these projects in order to receive federal and state funds, requires that its SCS supports the land use pattern that will reduce GHG.</p> <p><i>(continued below)</i></p>
		BART to Livermore	Roy	Nakadegawa, PE	<p>For example; existing BART Stations located along freeways over the years have shown the lack of any decent non-motorized access development such as Transit Oriented Developments as evidenced with existing BART Stations; Pittsburg/Bay Point, and Dublin/Pleasanton but they still have large parking demands. In contrast, BART stations; Daly City, Union City, Fremont, Hayward, Fruitvale and Richmond all have developed extensive dense urban development around and near these stations, that have promoted BART use without the use of the auto.</p> <p>Also, extending BART along I-580 may foster a future BART extension which a politician can promote by encouraging the public support, as was the case with the S.J. BART Extension. S.J. BART has a Benefit/Cost ratio of a low \$5 to \$1, where MTC considers a project with a Benefit/Cost of \$7 to \$1 and higher a worthy project. This Extension did not arise through a rational regional planning process but evolved from the passage by voters. In addition, S.J. realizing this Extension will require an additional operating subsidy, they have already voted and passed an additional sales tax subsidy. Where will Livermore Extension generate its additional needed subsidy?</p> <p>The Benefit/Cost ratio of the Livermore Extension is \$1 to \$1, which is in the lowest category along with several other projects. MTC's highest rated project at \$60 to \$1 is BART's plan to run express trains and more trains that are frequent.</p> <p>In Summary, the City Center BART alternate has the potential to meet the SCS and reduce GHG far more than the I-80 Alternative which could actually even increase GHG emissions by attracting low density sprawl type developments.</p> <p>I am a Fifty plus year resident of Livermore and in favor of BART coming to Livermore. However it NEEDS TO STAY ON I-580 !!! Please support the efforts of funding to bring BART to Livermore and STAY ON I-580 !</p>
		BART to Livermore	Maxine	Brookner	<p>I am sorry that I cannot attend the meeting that will discuss BART to Livermore. The people of this area have paid taxes for more than 40 years to have BART come to this area. Every time I turn around there is some reason being brought up on why it cannot come here. My tax dollars are as important as anyone else's and I deserve the benefit of those tax dollars.</p>
		BART to Livermore			<p>All studies indicate that there will be no revenue impact to BART for the operating expenses of the Livermore extension. Additionally the extension provides a vital link to hooking up the Bay Area and the central Valley so that we are less auto dependent.</p>
		BART to Livermore	Julia S.	Stephens Orvis, D.V.M.	<p>BART should come to Livermore on 580.</p> <p>I am writing in support of making the BART to Livermore Phase I project a high priority as you move forward with recommended projects to be funded. I-580 thru this valley is one of the most congested routes in the area - tonight is a no burn night due to pollution. You need to give local freeway commuters another option that will improve the local air quality. You need to make good on the plan to bring BART to Livermore after the local population has supported BART taxes for decades - especially considering that BART will be coming back to Livermore citizens to ask for extended taxes as well as additional funds for newer cars. Please do the right thing and help make the BART to Livermore Phase 1 project a reality. Thank you.</p>

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		BART to Livermore	Penrose C.	Albright, Lawrence Livermore Labs	<p>I am writing to request your support for funding the extension of BART to the City of Livermore.</p> <p>At Lawrence Livermore National Laboratory (LLNL) we have begun the development of a new 100-acre "open campus"...that will create new jobs and enhance U.S. economic competitiveness. BART to Livermore is vitally important to making our future plans a success not only for the Lab, but also for the East Bay region and the nation.</p> <p>We are currently in negotiations to partner with several Fortune 100 companies and concerns pertaining to the lack of BART access are expected to affect their decision-making. LLNL is already a major employer of more than 6,500 personnel, many of whom could benefit from and extension of BART to Livermore. We hope the Commission will work to ensure that funding for a future BART station is a part of Measure B.</p>
		BART to Livermore	Luis	Freitas	<p>I want to thank each of you and Alameda CTC staff for all of the work to date on the Countywide Transportation Plan and on the Transportation Expenditure Plan for the proposed extension and augmentation of Measure B. Development of these plans is a very complicated process subject to a wide variety of interests and a tremendous amount of work has been completed in a short period of time.</p> <p>The City of Newark remains very concerned regarding the proposed allocation of funding to local jurisdictions in both the TEP and CWTTP. A minimum equity guarantee is critical to strengthen support from policy makers and the voters. Therefore, the plans should include the following provisions:</p> <ol style="list-style-type: none"> <li>1. For the TEP, geographic equity for all funds distributed through the Local Streets &amp; Roads, Bicycle &amp; Pedestrian, and Sustainable Land Use &amp; Transportation modes shall be guaranteed for each jurisdiction at not less than 75% of its per capita share.</li> <li>2. For the CWTTP, geographic equity for proposed funding for Tier 1 and Tier 2 projects needs to be guaranteed for each jurisdiction at not less than 75% of its per capita share.</li> </ol> <p>I strongly encourage Alameda CTC staff to continue to work with local jurisdictions to resolve remaining concerns regarding the equitable distribution of funding.</p>
		BART to Livermore	Andrew	McIlroy, PhD, Sandia Labs	<p>I am writing to express support for the extension of BART to the City of Livermore. Livermore is home to two of the leading economic drivers in science and technology in the East Bay - Sandia and Lawrence Livermore National Laboratory - working to expand and create the Livermore Valley "open campus" which has improved Sandia's ability to collaborate on R&amp;D in science, technology and engineering. In particular, Sandia has been successful in pursuing relationships to bring partners from the East Bay, San Francisco, the Silicon Valley and beyond to the Tri-Valley area for collaborations in cybersecurity, biological sciences, energy research and climate change.</p> <p>BART to Livermore will provide a strong transportation backbone to support the development of these partnerships. In addition, a BART extension will help Sandia reach its goal of reducing vehicle miles traveled for visitors and our 1,000-person workforce.</p> <p>Thank you, Mayor Green, for your dedicated work as chairman of the Alameda CTC.</p>
		Local Streets and Roads	Matthew	Nichols	<p>Berkeley's 2010 Measure B LS&amp;R revenue is listed in Figure 9 of the November 8, 2011 memo as \$2.49M. However, our actual 2010 annual revenue was just \$2.00M. An increase of \$2.18M would therefore result in a total of \$4.18M, not \$4.67M. This \$500K difference is very important.</p> <p>Can ACTC staff explain the source of this discrepancy? It could be the result of a projected increase in economic activity in 2013/14 or the result of the 2010 Census. Please clarify whether Berkeley will receive \$4.67M or \$4.18M each year for LS&amp;R if the augmented Measure B passes.</p>
		Bicycle/Pedestrian Direct Allocations	Matthew	Nichols	<p>A. The November 8 Preliminary Draft Expenditure Plan Figure 5 listed total Bike/Ped Direct Allocation to City and Counties as 3%, or \$229.79M. The December 1 Draft (Appendix A, p. A-3) lists this category as 3%, or \$232.20M. Is this minor increase due to the movement of 1% of administrative funds into the budget?</p> <p>B. The November 8 Preliminary Draft Expenditure Plan Figure 11 listed total Bike/Ped Direct Allocation to City and Counties as \$7.23M in 2013-14. Multiplied by 30 years, equals just \$216.9, not \$229.79M. There is probably some escalation assumption in the 30 year total compared to the single-year 2013/14 figure. Can you explain the relationship between the single-year and the 30 year total?</p> <p>C. Berkeley's 2010 Measure Bike/Ped revenue is listed in the 11/8 Draft, Figure 11 as \$0.30M. However, our actual annual revenue is \$0.25M. This difference is important to us, and could be compounded if the discrepancy carries over into the New % Cent calculations.</p> <p>Can you explain the discrepancy? Is this perhaps the result of a projected increase in economic activity in 2013/14, or due to the changes between the 2000 and the 2010 Census populations? Please clarify if Berkeley could expect to receive \$0.54M or \$0.49M for Bike/Ped if the augmented Measure B passes.</p>



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		Bicycle/Pedestrian Trail Maintenance	Matthew	Nichols	<p>A. Figure 11 of the 11/8 Draft indicates a set-aside of 1% of the Measure B Augmentation for Trails Maintenance from the \$2.14 of the New ½ Cent. This would be \$1.07M in FY13-14.</p> <p>However, based on the 12/1 Draft's 2%, or \$154.80M for this category, a 1% set-aside would total ½ of the funds, or \$77.4M over 30 years, which is \$2.58M annually. Can you explain this difference between the 1% in FY13-14 being \$1.07M, and the 1% of the 30-year total being \$2.58M?</p> <p>B. How would the Trail Maintenance Funds be allocated? The text of the 12/1 Draft Plan states that "funds would be periodically distributed on a competitive basis to jurisdictions, including East Bay Regional Parks, as well as cities and counties to: ...Maintain existing trails."</p> <p>Periodic competitive grants seem like a difficult way to distribute maintenance funds. What mechanism do you propose to enable regular maintenance activities – perhaps multi-year grants, or a formula based on trail length and condition? What will the definition of maintenance be – patching and repairing hardscape only, or will it lighting, drainage and vegetation maintenance?</p> <p>A. Subtracting the Trails Maintenance 1% set-aside, Figure 11 of the 11/8 Draft indicates that there would be \$2.41M annually for the Bike/Ped Grant Program for Regional Projects (\$3.48M – \$1.07M). This would total just \$72.3M over 30 years. Is that correct?</p>
		Bicycle/Pedestrian Regional Grants	Matthew	Nichols	<p>A. Please explain the definition of the term "major elements" means in regards to the Alameda County Bicycle Master Plan and Pedestrian Master Plan. Specifically, what elements will be excluded from eligibility for these funds?</p>
			Matthew	Nichols	<p>In response to those that suggest committing \$400 million to the BART extension to Livermore is a disproportionate share of any tax increase, please keep in mind we have been paying for it for 49 years, and cooled our heels while transportation funds were spent elsewhere. We have a contract, and it still hasn't been fulfilled.</p>
		BART to Livermore	Darryl L.	West	
		BART to Livermore	Casey	Fargo	<p>I would like to encourage all members of the Alameda County Transportation Commission Retreat to not support any tax increases or bond measures to raise funds for BART to Livermore.</p>
		BART to Livermore	Terry	Givens	<p>I am appalled that there is talk about not bringing BART to Livermore. I was born and raised and still live in Livermore and my wife is a third generation born and raised in Livermore. For close to fifty years we have paid the extra tax so Livermore can be served by BART.</p> <p>BART is critical to Livermore for transporting people to their jobs. Employees of both labs can now take BART to work. Reducing car emissions, traffic congestion and our carbon footprint considerably. A station at Vasco will also allow people from San Joaquin County to board thus again reducing emissions in the valley.</p> <p>Also BART means new businesses and new jobs for Livermore, it's residents and our youth. Livermore must continue to expand the business culture of Livermore. We can not afford to depend on a few big companies to keep the city afloat. With the agreement with the labs to share resources and technology many new companies will look at moving to the area surrounding both labs to start and build new businesses thus creating new jobs.</p> <p>My family has owned and operated a business here in Livermore for forty years. We supported the idea of BART to Livermore from the beginning and we placed our TRUST and MONEY in BART so one day it would serve our town. It is your responsibility to every citizen of Livermore past and present to return our faith and trust in the BART system and build us our long awaited BART station.</p>
		BART to Livermore	Tom	Vargas	<p>Dear Board Members,</p> <p>As some of you may know, I served on the Livermore City Council from 1985-1989 during the original Measure B and from 1991-2003 when the second reauthorization was approved. I remember serving on that steering committee that selected the projects and having a number of similar groups that were interested in promoting an inequitable agenda of transportation improvements. In order for this to be successful it is important that there be improvements that will benefit the entire county.</p> <p>Eastern Alameda County is a critical area and transportation gateway to the inner East Bay as well as the entire Bay Area. I want to express my concerns regarding the recent attempt by some special interest groups who have submitted the Community Vision Platform, which proposes to strip the BART to Livermore component from the Measure B3 reauthorization transportation expenditure plan. BART to Livermore and the Phase 1 Isabel Station is the favored project of our citizens who have been paying for BART on the original promise of a Livermore station since BART's inception. Improvements to the Highway 84 corridor are also strongly supported and will ease congestion and safety concerns for our residents.</p> <p>I have read the letter dated December 1, 2011 from the City of Livermore signed by our Mayor, John Marchand, and I fully support his comments. I ask that you support the original plan and projects. Sincerely,</p>

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		BART to Livermore	Kevin G.	Walters, Ph.D.	<p>I am writing to you and the Commission Members to address the single-most critical need for Las Positas College and the Tri-Valley to reduce its carbon footprint. This is completion of the long-anticipated BART to Livermore Plan.</p> <p>...the impact of transportation is another enormous cost that will have a massive long-range impact on Las Positas College students, the Tri-Valley region, and air quality for the entire Bay Area. While bus service is available to our campus, it is a) limited, b) not well coordinated with our class schedule and, c) the service line is convoluted and time-consuming to use. As a result, far too many of our students rely on single passenger automobile transportation to and from campus, often several times a day. This is the single largest cause of an unacceptably large carbon footprint for Las Positas College.</p> <p>According to our surveys, public transportation will be the first, not last, choice for our students, faculty and staff. No single component of public transportation can solve all transportation challenges for our campus, or the regional community. That said, we believe BART to Livermore will have the single largest impact on the carbon footprint. With a station near the new Isabel Avenue Interchange on I-580, access to campus will be one quarter mile away: a short walk or bicycle ride away. For other Tri-Valley destinations a brief shuttle ride will serve the community, and also tie our campus to the whole Tri-Valley region.</p> <p>We urge the Alameda County Transportation Commission to include sufficient funding in the Transportation Expenditure Plan to cover at least Phase 1 of the BART to Livermore Plan. This action will provide the single highest environmental benefit for Las Positas College, the Tri-Valley and, in terms of air quality, the entire Bay Area. We appreciate your attention to our request. Cordially,</p>
		BART to Livermore	Robert S.	Allen	<p>An initial phase of BART to Livermore with a station at the new Isabel/I-580 interchange would give commuters a viable alternative to driving and improve goods movement on I-580 from Isabel west.</p> <p>Later extension to a Vasco Road/I-580 station would enhance the commute from elsewhere to LLNL, Sandia, and the new i-Hub major employment centers. It would also ease the commute and improve goods movement of several more miles of I-580.</p> <p>About 183,000 vehicles travel I-580 through Livermore each day. These two stations, as well as another at Greenville Road/I-580, should be close to and easily accessible to/from the freeway as well as city streets and have ample surface parking (convertible to structures as the station area develops).</p> <p>A given area can hold many more cars than dwelling units. BART patrons can drive much farther than they can walk. Residential TOD, although enshrined in transportation planning, is really less viable than auto-oriented stations. MTC was right in Resolution 3434 to exempt BART to the Oakland Airport from residential TOD due to the infeasibility of housing development. The same should apply to freeway oriented stations elsewhere. Widened freeway medians are ideal routes for BART, already being grade separated and having few additional impacts on areas through which they pass (noise, visual, biological, etc.) CARB restriction on housing near freeways makes little sense.</p> <p>East from the future Greenville Road/I-580 station, I strongly urge that BART follow the former SP railroad (&lt;1.3% ruling grade) to an ACE intermodal, through a relocated Altamont tunnel, and then go along I-580 to a Grant Line Road/I-580 station.</p> <p>That station, still in Alameda County, could be a cash cow, with premium charges for fares and parking, and with likely tax support from Central Valley counties. It would remove much of the heavy commute traffic over the Altamont, enhancing the value of the existing freeway for economical goods movement.</p>
		Description correction for BART's Station Modernization Program	Donna	Lee	<p>Per [my conversation with Beth Walukas] this morning, could you please change the description for the \$90M Station Modernization Program (found on page 88 of the CAWG/TAWG packet). The following description is more in-line with what was submitted for the RTP and CWTP:</p> <p>"The BART Station Modernization Program will receive \$90M for improvements at all BART stations, addressing station site, building envelope, escalator and elevator rehabilitation/replacement, circulation &amp; wayfinding, HVAC, lighting &amp; ambient environment, station reliability upgrades, and other station equipment replacement/upgrades."</p> <p>Two other corrections:</p> <ul style="list-style-type: none"> <li>• 2-8 (page 88 of CAWG/TAWG packet): Please change 2nd Heading to read, "BART System Modernization and Capacity Enhancements (\$310M).</li> <li>• The maps showing the Bay Fair Connection still shows Bay Fair ("A" on map) in the wrong location (p. 2-9, page 89 in packet).</li> </ul> <p>Please let me know if you have any questions. Thank you.</p>

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		Synopsis of League Positions	Katherine	Gavzy	<p><b>Synopsis of League Positions</b></p> <p><u>Climate change</u>: this is an immediate threat to our planet. The League supports policies and programs that effectively reduce greenhouse gas emissions, and we oppose measures that will increase them.</p> <p><u>Equity and social justice</u>: these are guiding principles for the League. We encourage programs that meet needs fairly and we oppose those with negative impacts that fall disproportionately on any communities or segments of our population.</p> <p><u>Transportation</u>: we support transportation planning that is done in concert with land use planning, and advocate multi-modal, cost-efficient, safe, well-maintained and interconnected transportation systems.</p> <p><u>Process</u>: we support transparency and accountability in all civic activities</p> <p><b>Process: Accountability</b></p> <p>We continue to be concerned that measures to ensure accountability have not been adequately built into the proposal. The sales tax is proposed to be continued in perpetuity with no opportunity for voters to re-affirm or reject their support. We believe that periodic voter approval of the tax, as well as the expenditure plans, is key to ensuring that in the long term, the sales tax will continue to effectively and fairly meet the needs of all Alameda County residents.</p> <p>The absence of requirements for periodic performance audits of the plan as a whole and for major projects is troubling. We ask that both the TEP and the Countywide plan include specific, measurable performance targets, and that progress toward meeting the goals is measured and reported to the public at least every 20 years.</p>
		Process: Accountability	Katherine	Gavzy	<p><b>Evaluation</b></p> <p>Proposals for evaluating both the TEP and the County-wide plan lack specificity. It will be critical to conduct performance evaluations regularly to show progress toward meeting specific goals and quantifiable standards.</p> <p>We advocate that the total costs of partially-funded projects be shown in the TEP, including future maintenance and operational costs. Funding constraints are inevitable, and the full costs of projects that are partially funded by the sales tax are likely to require future trade-offs between projects and programs.</p>
		Evaluation	Katherine	Gavzy	<p><b>Evaluation: Cost Effectiveness</b></p> <p>In this time of growing needs and diminishing funds for transportation, we cannot over-emphasize the importance of evaluating projects to determine whether they meet quantitative goals for cost effectiveness. We ask the individual projects and programs be subject to these evaluations, because only in this way can the public knowledgeably evaluate the true value of the expenditure plans they will be asked to approve.</p> <p>The League recognizes one important caveat: lifeline services and many off-peak services that are vital to meeting the needs of County residents cannot always meet cost-effectiveness standards. Therefore, in addition to quantitative measures, consideration must always be given to meeting basic needs for access and mobility.</p>
		Evaluation: Cost Effectiveness	Katherine	Gavzy	<p><b>Capital Projects</b></p> <p>Special attention is needed for capital projects because they often come with large price tags that divert funds from other pressing needs. One such need is for ongoing maintenance. Shortfalls in the maintenance budgets of some of our aging transit systems affect the quality of the services they provide and are likely to have implications for passenger safety. Only after maintenance needs are adequately funded should projects to expand existing systems be considered.</p> <p>We strongly recommend that capital projects in the TEP be subject to analyses of alternatives, whether the TEP funding is for the complete project or only a portion. Often, several different types of rail or bus systems could adequately provide the needed services, and the analyses are needed to identify the most efficient and effective mode with the least harmful environmental impacts.</p>
		Capital Projects	Katherine	Gavzy	<p><b>Streets</b></p> <p>The TEP mentions a concept that the League applauds: "complete streets," that would include facilities for pedestrians, bicyclists, and transit, as well as cars. If this is to be the pattern that local jurisdictions are to follow, will the funds allocated to bicycles and pedestrians in a separate category be available for use in this program for streets? If not, the bike/ped portion of funding will exceed the 8 % of TEP funding for this category that voters will assume when they evaluate the TEP. Please make these allocations clear in the description of the categories.</p> <p>We note that the Cambridge Systematics evaluation of the bicycle programs in the TEP and the Countywide plan suggests that the projects funded by the sales tax will result in very few new bicycle riders. The spending for this category needs to be re-examined to ensure that it realistically reflects the actual benefits and usage that are expected.</p>
		Streets	Katherine	Gavzy	

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		Climate Change	Katherine	Gavzy	<b>Climate Change</b> Meeting the ambitious goals set by SB 375 – to reduce GHG's to their 1990s level by 2020, and to meet MTC's goal for a 15% reduction by 2035 – will require difficult decisions concerning the Countywide Plan and the TEP. The many capacity-increasing road and highway proposals that are now considered to be "committed" should be re-examined to clarify their impacts on driving and GHG emissions. Our concern about these projects arises from the Cambridge Systematics report that the Countywide plan will decrease greenhouse gas emissions by only 1.7%, an obviously inadequate amount, and a disservice to County residents.  We assume that all capacity-increasing highway and road projects will increase vehicle trips, and therefore GHG emissions. This includes HOT lanes that create new capacities in general flow lanes. Therefore, we ask that funds for capacity increases that cannot be shown to improve safety or simple connectivity should be shifted to programs that produce better results for reducing GHG emissions.
		Bus Transit	Katherine	Gavzy	<b>Bus Transit</b> It is not in the best interests of the goals for this TEP, nor does it meet the League's criteria for reducing GHGs, that funding for AC Transit and total bus transit funds will actually be a smaller proportion of funds available under the proposed new half-cent sales tax than with the current Measure B. Given the dire circumstances of transit operational funding, all possible resources are needed to not only restore service cuts, but to expand and enrich the bus transit environment throughout the County.
		Paratransit	Katherine	Gavzy	<b>Paratransit</b> We note the ever-increasing costs for paratransit services that in some cases exceed \$40 per ride. Considering the substantial increase in the number of persons over 65 that is projected for Bay Area, it is likely the demand for paratransit will continue to rise. Innovative approaches to providing this service are needed, as well as help for seniors and disabled persons to use route-based transit. What role can ACTA play to mitigate this situation? Can incentives be offered for disability-friendly transit vehicle design, for innovative ways of serving the needs, for more widespread transit-travel education? We welcome any efforts on the part of ACTC to help mitigate the rising costs of demand for these services, while continuing to meet the needs for them.
		A Student Bus Pass	Katherine	Gavzy	<b>A Student bus pass</b> Finally, we reiterate our support for bus passes for middle and high school students, and we will support a pilot program to explore ways of effectively implementing the pass throughout the County. Obviously, in areas of poor or non-existent service, special school services may be required.
		Geographic Equity	Matt	Williams	<b>Geographic Equity</b> The allocation of funds throughout the County must be fair and equitable. In the past, funds were allocated to each planning area in the county, proportional to population. This practice and outcome must be continued and guaranteed.
		Transparent Annual Report	Matt	Williams	<b>Transparent Annual Report</b> The Alameda CTC should publish a transparent annual report that shows residents how and where the ACTC has allocated funds.
			Matt	Williams	<b>Only invest in transit capital projects which do not add to the operating cost per-passenger of the existing transit system.</b>
		Funding for Transit Operations	Matt	Williams	<b>Funding for Transit Operations</b> Transit operators should receive adequate financial support to maintain their operations, as long as they are cost-effective or needed by residents who are dependent upon transit services.
		"Fix it First" and Complete Streets	Matt	Williams	<b>"Fix it First" and Complete Streets</b> "Fix it first" funding should be a priority, including providing funds to restore bus service that has been cut the past five year and to maintain transit infrastructure in a state of good repair. Local street "fix it first" funding should be conditioned on Complete Streets implementation.  Complete Streets: All investments, regardless of mode, must conform to Complete Streets requirements and County guidelines to ensure users are provided with safety, access and mobility.
		Active Transportation	Matt	Williams	<b>Active Transportation</b> Invest in active transportation to safely connect transit stops and stations to pedestrian and bicycle modes.
		Student Bus Pass Program	Matt	Williams	<b>Student Bus Pass Program</b> Provide a free bus pass to every middle and high school student. This is a step to reducing automobile usage, both today and tomorrow.
		Alternative Vision Platform			<b>Alternative Vision Platform</b> - All following comments are a part of the alternative draft TEP addressing the following principles that are felt to be critical to a successful measure.
					<b>Fairness</b> – This is achieved by ensuring geographic equity by planning area for the entire TEP, based upon the proportion of the population residing in that area.
					<b>GHG Reductions and Meeting SB375 requirements</b> – This is achieved by providing a basic baseline of transit service in the County, making all streets "Complete Streets," and getting us well on our way to completing our bike/ped plans by 2042.
					<b>Fixing it first</b> – This will focus significant funds on maintaining our existing transportation infrastructure, especially the repairing and repaving of our roads so that they are safe for all users.

## TEP Comments

Chapter/ Figure	Page	Other Identifier	Commenter First Name	Commenter Last Name	Comment
					Maximizing the benefits of transportation funds - This will allow funding for transit capital projects to be flexible and utilizing alternatives analysis of these projects so that the most cost effective alternative can be selected, and getting the biggest bang for every transportation buck.
					The specific changes in our proposal from the current draft TEP include the following: <ul style="list-style-type: none"> <li>Transit Operations – 21% for AC Transit and .75% for LAVTA/Wheels. It has come to our attention that the request by AC Transit for 17.3% will not restore AC's service back to 2009 levels, only the weekday hours and it doesn't address planned cuts in 2012. We believe that for us to meet our GHG emission targets, it is essential that we provide the public with a basic baseline of transit service. 21% for AC Transit will achieve that and so will .75% for LAVTA/Wheels, since LAVTA is also not back to pre-2009 levels with the current .5%.</li> </ul>
					The specific changes in our proposal from the current draft TEP include the following: <ul style="list-style-type: none"> <li>Bus Pass – 4.7% for an Innovative Youth Transit Pass Program will ensure this program has the funding it needs to adequately serve the parts of the county where a bus pass program will be most needed and the potential to serve other cities, if funds remain, with other low-carbon approaches to getting youth to school, such as walking school buses. As there may be different implementations of the pass in different areas or transit districts, we support a three-year pilot or testing period in order to identify the best practices for implementing an effective and cost-efficient program for the life of the Expenditure Plan. We are committed to working with you and the ACTC staff to find funding from MTC and other sources to expand this effort to maximize the number of youth taking transit, or walking and biking, to get to school and after school programs.</li> </ul>
					The specific changes in our proposal from the current draft TEP include the following: <ul style="list-style-type: none"> <li>Local Streets and Roads – We feel that there are indeed important multi-jurisdictional corridors and bridges that need oversight from ACTC and other regional agencies, rather than being left to individual Cities. However, many of the listed projects in the "major commute corridors" are locally controlled and thus we would like to see four percent of the "Major Commute Corridors" shifted to the LS&amp;R program (for a total of 23.88% for LS&amp;R). The remaining 4.21% in the "Major Commute Corridors" category should be renamed as "Major Multi-jurisdictional roads, corridors, and bridges." This re-allocation will allow Cities to prioritize the use of a greater share of funds for their greatest local roadway needs, while still addressing critical multi-jurisdictional projects. All funds in these categories would be required to comply with Complete Streets Guidelines set forth by ACTC and twenty percent of the LS&amp;R funds would be required to be used on streets/roads with bikeways or pedestrian ways that are part of the County bike/ped plans. 20% of these funds should be used exclusively for bike/ped improvements in order to support complete streets.</li> </ul>
					<b>The specific changes in our proposal from the current draft TEP include the following:</b> <ul style="list-style-type: none"> <li>Bike/Pedestrian – Along with the LS&amp;R funds, we support staff's recommendation of 8.37% of the measure would go to support bike/ped infrastructure.</li> </ul>
					The specific changes in our proposal from the current draft TEP include the following: <ul style="list-style-type: none"> <li>Admin – 3% of the measure would go toward Admin, which is equivalent to what Contra Costa's Measure J allows and represents a 33% increase in funds for administrative use compared to the current Measure B.</li> </ul>
					The specific changes in our proposal from the current draft TEP include the following: <ul style="list-style-type: none"> <li>Outcome-based planning – The following guidelines should be applied to all the capital projects in the Transit and Specialized Transit section to ensure flexibility and maximum benefit of funds: The Alameda County Transportation Commission shall conduct a project-level analysis to evaluate the most cost effective and efficient technology to connect communities to transit options (BART, Regional Rail, Bus Rapid Transit and other technologies). ACTC must also find that there is a feasible plan to secure a full funding commitment for the project within the limits set by this measure - 7 years, with 1 year extensions (up to 3).</li> </ul>
					The specific changes in our proposal from the current draft TEP include the following: <ul style="list-style-type: none"> <li>Geographic equity – The following guidelines should be applied to the entire TEP expenditure plan: Measure B expenditures shall be distributed equitably, on a population basis, across the four Planning Areas of the county. This should not include freight projects which are of true Countywide significance. Projects that do not largely serve the population of the area they are located in also should not count towards that planning region's percentage.</li> </ul>
		<b>Sierra Club: Funding Equity by Population</b>	Sierra Club letters sent to North, Central and South City Mayors and City Councils		Funding Equity by Population
		<b>Sierra Club: BART to Livermore - Transit Operating Costs Per Passenger and Existing System</b>	Sierra Club letters sent to North, Central and South City Mayors and City Councils		BART to Livermore: Transit Operating Costs Per Passenger and Existing System

## TEP Comments

Chapter/ Figure	Page	Other Identifier	Commenter First Name	Commenter Last Name	Comment
		Sierra Club: <i>Student Transit Pass Program</i>	Sierra Club letters sent to North, Central and South City Mayors and City Councils		Student Transit Pass Program
		Dumbarton	Gerald	Cauthen, PE	<b>Dumbarton:</b> The Dumbarton rail crossing will eventually become absolutely crucial to the future economic and environmental viability of Alameda and San Francisco counties. It appears that some people remain unaware of both how easy it would be to avoid or mitigate the so-called environmental impacts of the crossing and how important the crossing is. If you want or need more information please contact me.
		BART/Livermore	Gerald	Cauthen, PE	<b>BART/Livermore:</b> With its anemic projected ridership the Livermore BART extension is of little discernable value to most of Alameda County. Since it benefits primarily the East District the Measure B allocation to the extension should come primarily from the East District's share of the Measure B pie.
		Street Maintenance Funding	Gerald	Cauthen, PE	<b>Street Maintenance Funding:</b> The streets in some parts of the County are much more heavily used than their counterparts elsewhere. Measure B funds should be allocated accordingly. Oakland for instance....which carries both heavy regional truck traffic and lots of through traffic....is habitually short-changed in the street maintenance department. This is one of the reasons why Oakland's streets feel like the streets of Bangladesh.
		BART to Livermore	Loma	Naugle	Yes on January 26th, on the two critical meetings to adopt the proposed Alameda County Transportation Expenditure Plan and an extension and augmentation of the countywide sales tax measure for transportation (Measure B). I support to keep \$400 million for BART to Livermore in the proposed expenditure plan.
		BART to Livermore	Robert	Hickman	We have 100,000 or more people east of Pleasanton BART with no public transit to the East Bay where we work. BART to Livermore will ease traffic congestion and improve air quality.
		BART to Livermore	Jim	Hadley	Bringing BART to Livermore, even if only stage 1, would be very helpful for me; I think Livermore is entitled to this after many years of contributing tax money.
		BART to Livermore	Chuck	Weir	I support BART to Livermore, but only if it stays in the 580 Median. If the plan is to take BART to downtown then I am adamantly opposed. The cost doubles going downtown.





## Memorandum

**DATE:** January 19, 2012

**TO:** Alameda County Transportation Commission Countywide Transportation Plan and Expenditure Plan Steering Committee

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

**SUBJECT:** Approval of 2012 Alameda County Transportation Expenditure Plan

### Recommendation:

Staff recommends that the Steering Committee review the Final Draft 2012 Transportation Expenditure Plan and make a recommendation for approval to the full Alameda County Transportation Commission for its consideration at its meeting on January 26, 2012.

### Discussion:

In 1986, voters approved Measure B, a 1/2 cent sales tax, to fund transportation improvements and programs throughout Alameda County. In November 2000, Alameda County voters approved an extension of the first sales tax through 2022 to fund a new set of project and program investments throughout the County. All of the major projects promised to and approved by the voters in the 2000 Measure are either underway or complete. Funds that go to cities and other local jurisdictions to maintain and improve local streets, provide critical transit service and services for seniors and persons with disabilities, as well as bicycle and pedestrian safety projects will continue until the current Measure B expenditure plan ends in 2022.

While the existing measure will remain intact through 2022, the new Alameda County Transportation Expenditure Plan (TEP) has been developed for three reasons:

- The capital projects in the existing measure have been largely completed, with many projects implemented almost 10 years ahead of schedule. Virtually all of the project funds in the existing measure are committed to these current projects. Without a new plan, the County will be unable to fund any new major projects to address pressing mobility needs, due to significant funding decreases in transportation from state and federal sources.
- Due to the economic recession, all sources of transportation funding have declined. The decline in revenues has had a particularly significant impact on transportation services that depend on annual sales tax revenue distributions for their ongoing operations. The greatest impacts have been to the programs that are highly important to Alameda County residents and businesses:
  - Reductions in local funding to transit operators, combined with state and federal reductions, have resulted in higher fares and reductions in service hours.



- Reductions in local funding to programs for seniors and persons with disabilities have resulted in cuts in these programs as the populations depending on them continue to increase.
- Local road maintenance programs have been cut, and road conditions have deteriorated for all types of users.
- Bicycle and pedestrian system improvements and maintenance of pathways have continued to deteriorate, making it more difficult to walk and bike as an alternative to driving.
- Since the recession began, bus services in Alameda County have been cut significantly, and the gap between road maintenance needs and available funding is at an all-time high.

### ***Background on Development of the 2012 Transportation Expenditure Plan***

The new transportation expenditure plan will provide significant investments in projects and program funding. The new TEP will double investments in transit services allowing operators in Alameda County to local close funding gaps created by declining state and federal revenue, keep needed services in place and restore service cuts for many providers. A key feature of the local transportation sales tax is that it cannot be used for any purpose other than local transportation needs. It cannot be taken by the State or by any other governmental agency under any circumstance, and over the life of this plan can only be used for the purposes described in the plan, or as amended.

The ballot measure supported by this plan 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 expenditure plan was developed in conjunction with the Alameda Countywide Transportation Plan (CWTP), the long range policy document that guides transportation investments, programs, policies and advocacy for Alameda County through 2040.

The TEP 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 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. In addition, opinion polls were conducted through telephone surveys of a sample of Alameda County likely voters, and results demonstrated that over 79% of those polled were supportive of augmenting and extending the existing transportation sales tax measure.

The TEP includes a set of strong taxpayer safeguards to ensure that the promises in the plan are met. These include ongoing monitoring and review by an Independent Watchdog Committee; an annual independent audit and report to the taxpayers; requirement for full public review and periodic voter approval for a comprehensive update to the expenditure plan every 20 years after 2042; and strict limits on administrative expenses charged to these funds.

## *Alameda CTC Actions*

The following activities occurred in December and January regarding the TEP and are listed in chronological order below:

- On December 1, 2012, the CWTP-TEP Steering Committee agreed to form an ad hoc committee to meet with advocacy groups to address issues raised regarding the draft TEP. The ad hoc members included Mayor Green, Supervisors Haggerty and Miley, Council members Henson, Kaplan and Worthington.
- On December 16, 2012, the Alameda County Transportation Commission held a Board retreat and received a presentation on the evaluation results for the draft CWTP and a draft of the TEP. The Commission directed staff to incorporate the following comments into the TEP:
  - Require that local streets and roads funds support at minimum 15% of investments for bicycle and pedestrian elements of projects
  - Consider allowing BART expanded flexibility in uses for the Station Modernization/Metro Mobility Project funds
  - Add Oak Street Interchange and the Broadway Streetcar as eligible project expenditures
  - Revisit funding formulas within a two-five year time frame
  - Support an increase in transit operating funds for AC Transit to the AC Transit Board requested amount with the funds to come from the Sustainable Transportation Linkages discretionary program
  - For large projects, ensure that when they are evaluated, they support the most efficient and effective technologies.
- On January 3, 2012, the ad hoc committee met with advocacy groups regarding the community vision platform and discussed the outcomes of the December 16<sup>th</sup> Commission retreat actions, as well as an alternative TEP proposal submitted to the ad hoc at the same meeting. There were no decisions made out of this meeting; however discussion occurred regarding the consideration of flexible uses for BART for the Station Modernization/Metro Mobility Project funds and it was clarified that BART was not supportive of it. A summary of this meeting is included in agenda item 5B.
- On January 6, 2012, Alameda CTC released a third draft of the TEP for consideration and comments by the Community and Technical Advisory committees, which incorporated the December 16 Commission direction, with the exception of the BART flexibility for the Station Modernization/Metro Mobility Project funds.
- On January 12, 2012, the CAWG and TAWG held a joint meeting and received a presentation on the evaluation results for the CWTP and a presentation on the Third Draft TEP.
- On January 13, 2012, the ad hoc committee met with advocacy groups and labor regarding the community vision platform TEP proposal released to the ad hoc committee on January 3<sup>rd</sup> as well as a new proposal for changes in guidelines and funding allocations released on

January 12, 2012, and to receive feedback from labor on the TEP. Labor was supportive of the TEP that was developed through the public outreach, CAWG, TAWG, Steering Committee process. Discussions concluded with the following which are also summarized in agenda item 5B:

- Increase AC Transit operations from 17.3 to 18.8 percent, and use 0.8 percent to create accountability measures. The 1.5 percent increase would come from the Sustainable Transportation Linkages Program because this program can be more easily backfilled with funds from state and federal sources in the One Bay Area Grant proposal being developed by MTC.
- Provide BART with 0.5 percent for maintenance. This increase would also come from the Sustainable Linkages Program.
- Change the language in the student youth pass program to state that successful models of youth student pass programs will have first priority to receive the innovative transit grant funds.
- Modify the BART to Livermore language as follows:

*BART Extension to Livermore Valley*

*This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction of any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental clearance process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies, and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.*

- On January 17, 2012, the ad hoc committee met with the Sierra Club and League of Women Voters to discuss the TEP. No decisions were made out of the meeting. A summary of this meeting is included in agenda item 5B.

***A New Mobility Plan for the 21<sup>st</sup> Century in Alameda County***

The TEP will serve as the New Mobility Plan for the 21<sup>st</sup> Century in Alameda County by providing essential transportation investments to address both current and projected transportation needs in the county. Further, the TEP provides funding for maintenance, operations and new infrastructure that expands mobility choices, supports reducing greenhouse gas emissions, and enhances overall transportation efficiencies throughout the County. The vision for the TEP is to fund a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system, promoting sustainability, access, transit operations, public health and economic opportunities. Table 1 includes a summary of TEP investments by mode, and is reflective of the incorporation of the items from the January 13 ad hoc committee meeting.

**Table 1          Summary of Investments by Mode**

Mode	Funds Allocated \$ in millions (M)*
Transit & Specialized Transit (48%)	\$3,731.66
Local Streets & Roads (30%)	\$2,348
Highway Efficiency & Freight (9%)	\$677
Bicycle and Pedestrian Infrastructure and Safety (8%)	\$651
Sustainable Land Use & Transportation (4%)	\$300
Technology, Innovation, and Development (1%)	\$77
<b>TOTAL NEW NET FUNDING (2013-42)</b>	<b>\$7,786</b>

\*escalated dollars

The key features of the TEP are:

- **Fix-it-First**- Realizing the dire need to maintain Alameda County’s existing infrastructure, approximately 70% of the TEP funding supports a “Fix-it-First” strategy to support maintaining and operating the existing transportation investments. It includes funding for transit and paratransit operations, bus enhancement and BART system maintenance and modernization, local streets and roads maintenance funds for every jurisdiction, non-capacity expanding projects on primary commute corridors, non-capacity expanding interchange improvements to improve safety and access, bicycle and pedestrian safety funds, and sustainable land use programs to support transportation efficiencies in relation to local land uses decisions.
- **Sustainable Communities** – Transportation and land use linkages are strengthened when development focuses on bringing together mobility choices, housing and jobs. Understanding how transportation efficiencies can be made by connecting transportation and land use development, the TEP supports infrastructure investments that would fund existing or proposed transportation services and facilities in and around transit hubs.
- **Climate Change** - California is a leader in addressing climate change issues through legislative mandates to reduce greenhouse gas emissions. The TEP supports reductions in greenhouse gas emissions by investing in a multi-modal transportation system that expands travel choices beyond the single occupant vehicle trip.
- **Geographic Equity** – The TEP has been developed as a geographically equitable plan, providing critical transportation investments in every city and all areas of the County.

### **Fiscal Impact**

Approval of the TEP will authorize the full Alameda CTC Board to take action on the TEP at its January 26, 2012, meeting. If approved by the full Board, staff will seek approvals from all the cities in Alameda County and the Board of Supervisors to place it on the ballot on November 6, 2012. If approved by over 2/3 of the voters of Alameda County, an estimated \$7.7 billion will flow into Alameda County for transportation investments over an initial 30 year period. Funds will begin to flow as early as April 2013.

Attachment A: Final Draft Transportation Expenditure Plan

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## Memorandum

**DATE:** January 11, 2012

**TO:** Alameda County Transportation Commission

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

**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](http://www.onebayarea.org).

### January 2012 Update:

This report focuses on the month of January 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 draft Project Performance and Targets Assessment results, draft Scenario Analysis results and the beginning of the discussion about tradeoffs and investment strategies. At the county level, highlights include the release of the draft Transportation Expenditure Plan for approval by the Alameda CTC Board at its January meeting and submittal of draft CWTP projects and programs to MTC for development of the Preferred SCS and transportation network.

### *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. ABAG continued work on the One Bay Area Alternative Land Use Scenarios. Comment letters are being prepared by Alameda CTC staff and will be distributed to the committees as they are available. MTC and ABAG will use the results of the project performance and targets assessment along with the results of the scenario analysis to begin framing the discussion about tradeoffs and investment strategies that will ultimately result in the selection of a preferred land use and transportation scenario. This scenario will be evaluated February 2012 and results released in March 2012.

### *2) CWTP-TEP*

At the December 16, 2011 Commission retreat, staff presented the Administrative Draft CWTP, revised project and program list, draft CWTP evaluation results and second draft Transportation Expenditure Plan. After receiving extensive public comment on the draft Transportation Expenditure Plan, the Commission directed staff to set up a meeting between an ad hoc committee made up of members of the CWTP-TEP Steering Committee and specific advocacy groups to discuss aspects of the expenditure plan. These meetings will be held by mid-January in order to prepare and distribute the Draft Transportation Expenditure Plan for Steering Committee review. At its January meeting, the Steering Committee is anticipated to recommend that the Commission approve the Transportation Expenditure at its meeting the same day. Once approved the Transportation Expenditure Plan will be taken to each city council and the Board of Supervisors for approval by May 2012. Both the Draft Transportation Expenditure Plan and the CWTP will be brought to the Commission in May/June 2012 for approval so that the Board of Supervisors can be requested at their July 2012 to place the Transportation Expenditure Plan on the ballot on November 6, 2012.

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

<b>Committee</b>	<b>Regular Meeting Date and Time</b>	<b>Next Meeting</b>
CWTP-TEP Steering Committee	Typically the 4 <sup>th</sup> Thursday of the month, noon Location: Alameda CTC offices	January 26, 2012 March 22, 2012 May 24, 2012
CWTP-TEP Technical Advisory Working Group	2 <sup>nd</sup> Thursday of the month, 1:30 p.m. Location: Alameda CTC	January 12, 2012 March 8, 2012 May 10, 2012
CWTP-TEP Community Advisory Working Group	Typically the 1 <sup>st</sup> Thursday of the month, 2:30 p.m. Location: Alameda CTC	January 12, 2012* March 1, 2012 May 3, 2012  *Note: The January CAWG meeting will be held jointly with the TAWG and will begin at 1:30.
SCS/RTP Regional Advisory Working Group	1 <sup>st</sup> Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	<del>January 3, 2012</del> * February 7, 2012 March 7, 2012  *Meeting cancelled



<b>Committee</b>	<b>Regular Meeting Date and Time</b>	<b>Next Meeting</b>
SCS/RTP Equity Working Group	2 <sup>nd</sup> Wednesday of the month, 11:15 a.m. Location: MetroCenter, Oakland	January 11, 2012 February 8, 2012 March 7, 2012
SCS Housing Methodology Committee	Typically the 4 <sup>th</sup> Thursday of the month, 10 a.m. Location: BCDC, 50 California St., 26 <sup>th</sup> Floor, San Francisco	February 23, 2012
One Bay Area Public Outreach One meeting per County	Time and Location 6:00 PM; City of Dublin Civic Center	January 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)

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

- Coordinating with ABAG and local jurisdictions to provide comments on the Alternative Land Use Scenarios for the Sustainable Communities Strategy (SCS);
- Preparing and submitting comments to MTC on the project performance and targets assessment and scenario evaluation results;
- Coordinating with the local jurisdictions and ABAG to develop a draft Alameda County Locally Preferred SCS to test with the financially constrained transportation network in Spring 2012;
- Responding to comments on the Administrative Draft and releasing the Draft CWTP;
- Refining the financially constrained list of projects and programs for the Draft CWTP;
- Refining the countywide 28-year revenue projections consistent and concurrent with MTC's 28-year revenue projections;
- Presenting the Draft CWTP and Draft TEP to the Steering Committee and Commission for approval; and
- Seek jurisdiction approvals of the Draft TEP.

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:

- Framing the tradeoff and investment strategy discussion and developing policy initiatives for consideration;
- Refining draft 28-year revenue projections;
- Finalizing maintenance needs and Regional Programs estimates; and
- Conducting public outreach.

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);
- Submitting local transportation network priorities through the CWTP-TEP process; and
- Assisting in public outreach.

### Key Dates and Opportunities for Input<sup>1</sup>

The key dates shown below are indications of where input and comment are desired. The major activities and dates are highlighted below by activity:

#### *Sustainable Communities Strategy:*

Presentation of SCS information to local jurisdictions: Completed

Initial Vision Scenario Released: March 11, 2011: Completed

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

Preferred SCS Scenario Released/Approved: March/May 2012

#### *RHNA*

RHNA Process Begins: January 2011

Draft RHNA Methodology 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

Transportation Policy Investment Dialogue: November 2011 – April 2012

Prepare SCS/RTP Plan: April 2012 – October 2012

Draft RTP/SCS for Released: November 2012

Prepare EIR: December 2012 – March 2013

Adopt SCS/RTP: April 2013

#### *CWTP-TEP*

Develop Alameda County Locally Preferred SCS Scenario: May 2011 – May 2012

Call for Projects: Completed

Administrative Draft CWTP: Completed

Preliminary TEP Program and Project list: Completed

Draft TEP Released: January 2012

Draft CWTP Released: March 2012

TEP Outreach: January 2011 – June 2012

Adopt Final CWTP and TEP: May/June 2012

TEP Submitted for Ballot: July 2012

Calendar Year 2010

Task	Meeting											
	2010						FY2010-2011					
	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												
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			Local Land Use Update P2009 begins & PDA Assessment begins						Green House Gas Target approved by CARB.	Start Vision Scenario Discussions		
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013												Adopt methodology for Jobs/Housing Forecast (Statutory Target)
												Projections 2011 Base Case
												Adopt Voluntary Performance Targets

Countywide Transportation Plan and Transportation Expenditure Plan  
Preliminary Development Implementation Schedule - Updated 1/4/2012

Calendar Year 2011

Task		2011					FY 2011-2012					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 process; approve polling questions, initial vision scenario discussion	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update (draft list approval), project and program packaging, county land use	Outreach update, project and program screening outcomes, call for projects final list to MTC, TEP strategic parameters, land use, financials, committed projects	No Meetings-	Project evaluation outcomes; outline of CVWTP- TEP Strategies for project and program selection	No Meetings	1st Draft CVWTP- TEP potential project and program packages, outreach and polling discussion	Meeting moved to December due to holiday conflict	Review 2nd draft CVWTP- 1st draft TEP				
	Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion of 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 CVWTP- TEP Strategies for project and program selection	No Meetings	1st Draft CVWTP- TEP potential project and program packages, outreach and polling discussion	Review 2nd draft CVWTP- 1st draft TEP, poll results update	No Meetings				
Technical Advisory Working Group	Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion of 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 CVWTP- TEP Strategies for project and program selection	No Meetings	1st Draft CVWTP- TEP potential project and program packages, outreach and polling discussion	Review 2nd draft CVWTP- 1st draft TEP, poll results update	No Meetings				
	Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion of 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 CVWTP- TEP Strategies for project and program selection	No Meetings	1st Draft CVWTP- TEP potential project and program packages, outreach and polling discussion	Review 2nd draft CVWTP- 1st draft TEP, poll results update	No Meetings				
Public Participation	Public Workshops in two areas of County: vision and needs; Central County Transportation Forum	Public Workshops in all areas of County: vision and needs	East County Transportation Forum				South County Transportation Forum	No Meetings	2nd round of public workshops in County; feedback on CVWTP, TEP; North County Transportation Forum		No Meetings				
Agency Public Education and Outreach		Ongoing Education and Outreach through November 2012													
Alameda CTC Technical Work															
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level		Feedback on Technical Work, Modified Vision, Preliminary projects lists		Work with feedback on CVWTP and financial scenarios											
Polling	Conduct baseline poll									Rolling on possible Expenditure Plan projects & programs	Rolling on possible Expenditure Plan projects & programs				
Sustainable Communities Strategy/Regional Transportation Plan															
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013			Release Initial Vision Scenario	Detailed SCS Scenario Development		Release Detailed SCS Scenarios	Technical Analysis of SCS Scenarios; Adoption of Regional Housing Needs Allocation Methodology	SCS Scenario Results/and funding discussions		Release Preferred SCS Scenario					
		Discuss Call for Projects	Call for Transportation Projects and Project Performance Assessment	Project Evaluation		Draft Regional Housing Needs Allocation Methodology									
		Develop Draft 25-year Transportation Financial Forecasts and Committed Transportation Funding Policy.													

Calendar Year 2012

Task		2012												FY2011-2012					
		January	February	March	April	May	June	July	August	Sept	Oct	November							
Alameda CTC Committee/Public Process																			
Steering Committee		Adopt TEP		Review polling questions, Update on TEP progress through councils, Review final draft CWTP		Adopt Final Plans	TEP to BOS to approve for placement on ballot	Expenditure Plan on Ballot					VOTE: November 6, 2012						
Technical Advisory Working Group		Full Draft TEP, Outcomes of outreach meetings		Review polling questions, Update on TEP progress through councils, Review final draft CWTP		Review Final Plans							VOTE: November 6, 2012						
Community Advisory Working Group		Full Draft TEP, Outcomes of outreach meetings		Review polling questions, Update on TEP progress through councils, Review final draft CWTP		Review Final Plans							VOTE: November 6, 2012						
Public Participation			Expenditure Plan City Council/BOS Adoption										VOTE: November 6, 2012						
Agency Public Education and Outreach		Ongoing Education and Outreach Through November 2012 on this process and final plans												Ongoing Education and Outreach Through November 2012 on this process and final plans					
Alameda CTC Technical Work																			
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level		Finalize Plans																	
Polling						Potential Go/No Go Poll for Expenditure Plan													
Sustainable Communities Strategy/Regional Transportation Plan																			
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013	Approval of Preferred SCS, Release of Regional Housing Needs Allocation Plan	Begin RTP Technical Analysis & Document Preparation		Prepare SCS/RTP Plan															Release Draft SCS/RTP for review



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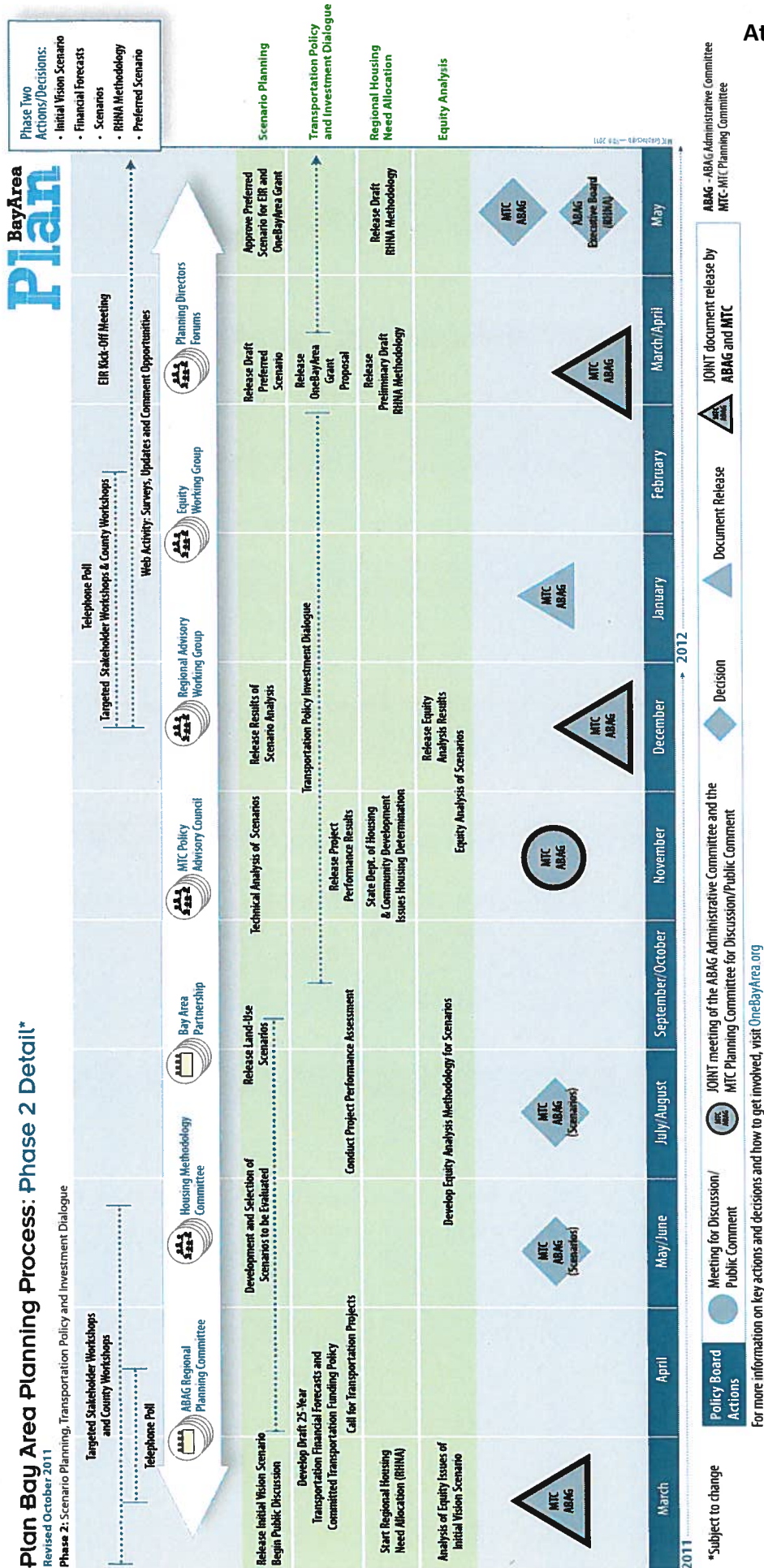
# BayArea Plan

Revised October 2011

## Phase 2: Scenario Planning, Transportation Policy and Investment Dialogue

## Local Government and Public Engagement

## Milestones

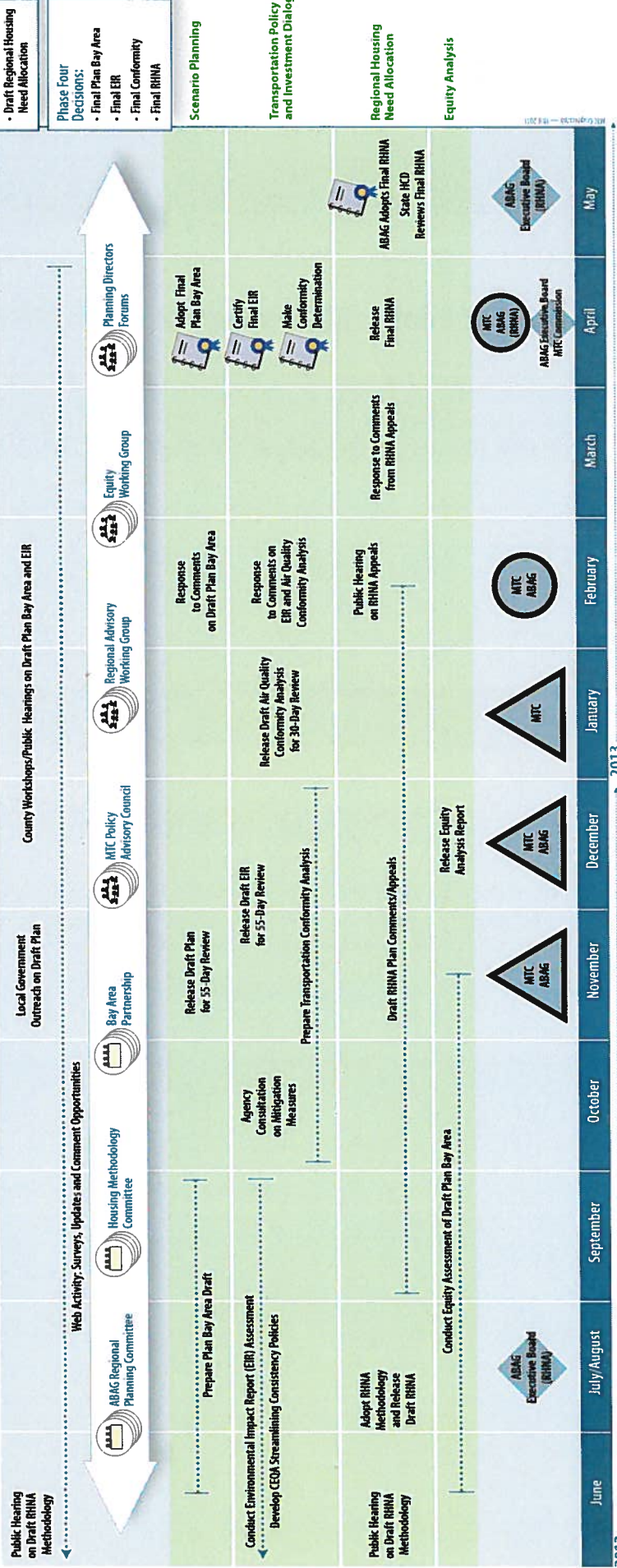
Policy Board  
Action

## Plan Bay Area Planning Process: Phases 3 & 4 Details for 2012-2013\*

Revised October 2011

Phase 3: Regional Housing Need Allocation (RHNA), Environmental/Technical Analyses and Draft Plans

Phase 4: Plan Adoption



**Phase Three Actions/Decisions:**

- Draft Plan Bay Area
- Draft EIR
- Draft Regional Housing Need Allocation

**Phase Four Decisions:**

- Final Plan Bay Area
- Final EIR
- Final Conformity
- Final RHNA

Scenario Planning

Transportation Policy and Investment Dialogue

Regional Housing Need Allocation

Equity Analysis

2012

\*Subject to change

Policy Board Actions

Meeting for Discussion/ Public Comment

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](http://OneBayArea.org)

## Upcoming Advisory and Steering Committee Meetings Schedule

ALL MEETINGS at Alameda CTC, 1333 Broadway, Suite 300, Oakland, CA

	Meeting Date/Function	Outcomes	Agenda Items
1	CAWG February 3, 2011 2:30 – 5 p.m.  TAWG February 10, 2011 1:30 – 4 p.m.  Steering Committee February 24, 2011 12 – 2 p.m.	<ul style="list-style-type: none"> <li>Receive an update on Regional and Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) activities and processes</li> <li>Receive overview and schedule of Initial Vision Scenario</li> <li>Review the Metropolitan Transportation Commission (MTC) draft policy on committed funding and projects and call for projects</li> <li>Receive an outreach status update and approve the polling questions</li> <li>Discuss performance measures</li> </ul>	<ul style="list-style-type: none"> <li>Update on CWTP-TEP Activities Since Last Meeting</li> <li>Update on Countywide and Regional Processes</li> <li>Discuss the initial vision scenario and approach for incorporating SCS in the CWTP</li> <li>Review and comment on MTC's Draft Policy on Committed Funding and Projects, Approve Alameda CTC Call for Projects process and approve prioritization policy</li> <li>Outreach status update and <i>Steering Committee approval of polling questions</i></li> <li>Continued discussion and refinement of Performance Measures</li> <li>Update: Steering Committee, CAWG, TAWG, and Other Items/Next Steps</li> </ul>
2	CAWG March 3, 2011 2:30 – 5 p.m.  TAWG March 10, 2011 1:30 – 4 p.m.  Special TAWG March 18, 2011 11:30 a.m. to 1:30 p.m.  Steering Committee March 24, 2011 11 a.m. – 1 p.m.	<ul style="list-style-type: none"> <li>Receive an update on outreach</li> <li>Adopt Final Performance Measures</li> <li>Initiate discussion of programs</li> <li>Receive update on MTC Call for Projects and Alameda County approach</li> <li>Comment on transportation issue papers subjects</li> <li>Provide input to land use and modeling and Initial Vision Scenario (TAWG)</li> <li>Update on Initial Vision Scenario and Priority Conservation Areas (TAWG)</li> <li>Receive update and finalize Briefing Book</li> <li>Discuss committed funding policy</li> </ul>	<ul style="list-style-type: none"> <li>Update on Outreach: Workshop, Polling Update, Web Survey</li> <li><i>Approve Final Performance Measures &amp; link to RTP</i></li> <li>Discussion of Programs</li> <li>Overview of MTC Call for Projects and Alameda County Process</li> <li>Discussion of Transportation Issue Papers &amp; Best Practices Presentation</li> <li>Discussion of Land use scenarios and modeling processes (TAWG)</li> <li>Update on regional processes: Initial Vision Scenario and Priority Conservation Areas (ABAG to present at TAWG)</li> <li>Finalize Briefing Book</li> <li>TAWG/CAWG/SC update</li> </ul>
3	CAWG April 7, 2011 2:30 – 5 p.m.	<ul style="list-style-type: none"> <li>Receive update on outreach activities</li> <li>Provide feedback on policy for projects and programs packaging</li> <li>Provide comments on Alameda County land use scenarios</li> </ul>	<ul style="list-style-type: none"> <li>Update on Workshop, Poll Results Presentation, Web Survey</li> <li>Discuss Packaging of Projects and Program for CWTP</li> <li>Discussion of Alameda County land use scenarios</li> </ul>



	Meeting Date/Function	Outcomes	Agenda Items
	<p>TAWG April 14, 2011 1:30 – 4 p.m.</p> <p>Steering Committee April 28, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> <li>• Receive update on Call for Projects outcomes</li> <li>• Comment on refined Transportation Issue Papers</li> <li>• Comment on committed projects and funding policy and Initial Vision Scenario</li> </ul>	<ul style="list-style-type: none"> <li>• Discuss Call for Projects results: <i>Draft project list to be approved by SC to send to MTC</i></li> <li>• Transportation Issue Papers &amp; Best Practices Presentation</li> <li>• Update on regional process: discussion of policy on committed projects, refinement of Initial Vision Scenario</li> <li>• TAWG/CAWG/SC update</li> </ul>
4	<p>CAWG May 5, 2011 2:30 – 5 p.m.</p> <p>TAWG May 12, 2011 1:30 – 4 p.m.</p> <p>Steering Committee May 26, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> <li>• Review outcomes of initial workshops and other outreach</li> <li>• Review outcomes of call for projects, initial screening and next steps</li> <li>• Discuss TEP Strategic Parameters &amp; alternative funding scenarios</li> <li>• Recommend land use scenario for CWTP and provide additional comments on Initial Vision Scenario</li> <li>• Receive information on Financial projections and opportunities</li> <li>• Title VI update and it's relation to final plans to CAWG &amp; TAWG meetings</li> </ul>	<ul style="list-style-type: none"> <li>• Summary of workshop results in relation to poll results</li> <li>• Outcomes of project call and project screening- Present screened list of projects and programs. <i>Steering Committee recommends final project and program list to full Alameda CTC commission to approve and submit to MTC after public hearing on same day.</i></li> <li>• Discussion of Financials for CWTP and TEP and TEP Strategic Parameters - duration, potential funding amounts, selection process</li> <li>• Update on regional processes: Focus on Financial Projections, Initial Vision Scenario: <i>Steering Committee recommendation to ABAG on land use (for both a refined IVS and other potential aggressive options)</i></li> <li>• Title VI update</li> <li>• TAWG/CAWG/SC update</li> </ul>
	<b>No June Meeting</b>		
5	<p>CAWG July 7, 2011 12:00 – 5 p.m.</p> <p>TAWG July 14, 2011 1:30 – 4 p.m.</p> <p>CAWG/TAWG Joint July 21, 2011 1 – 3:30 p.m.</p> <p>Steering Committee July 28, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> <li>• Project Evaluation 101 (CAWG only; 12 -1 p.m.)</li> <li>• Provide comments on outcomes of project evaluation</li> <li>• Comment on outline of Countywide Transportation Plan.</li> <li>• Continue discussion of TEP parameters and financials</li> <li>• Provide feedback on proposed outreach approach for fall 2011</li> </ul>	<ul style="list-style-type: none"> <li>• Results of Project and Program Packaging and Evaluation</li> <li>• Review CWTP Outline</li> <li>• Discussion of TEP strategic parameters and financials</li> <li>• Discussion of fall 2011 outreach approach</li> <li>• Update on regional processes</li> <li>• TAWG/CAWG/SC update</li> </ul>

	Meeting Date/Function	Outcomes	Agenda Items
6	<p>CAWG September 15, 2011 1 – 5 p.m.</p> <p>TAWG September 8, 2011 1:30 – 4:30 p.m.</p> <p>Steering Committee September 22, 2011 12 – 2 p.m.</p>	<ul style="list-style-type: none"> <li>• Comment on first draft of Countywide Transportation Plan</li> <li>• Comment on potential packages of projects and programs for TEP</li> <li>• Prepare for second round of public meetings and second poll</li> </ul>	<ul style="list-style-type: none"> <li>• Presentation/Discussion of Countywide Plan Draft</li> <li>• Presentation/Discussion of TEP candidate projects</li> <li>• Refine the process for further evaluation of TEP projects</li> <li>• Discussion of upcoming outreach and polling questions</li> <li>• Update on regional processes</li> <li>• TAWG/CAWG/SC update</li> </ul>
7	<p>CAWG October 6, 2011 2:30 – 5 p.m.</p> <p>Joint Steering Committee/CAWG October 7, 2011 Noon to 1:30 p.m.</p> <p>TAWG October 13, 2011 1:30 to 4 p.m.</p> <p>Steering Committee October 27, 2011 Noon to 3 p.m.</p>	<ul style="list-style-type: none"> <li>• Update on first draft of Countywide Transportation Plan, including project and program financially constrained list</li> <li>• Comment on preliminary Transportation Expenditure Plan candidate programs and TEP outline</li> <li>• Receive update on second round of public meetings and second poll</li> </ul>	<ul style="list-style-type: none"> <li>• Discussion of Transportation Expenditure Plan outline and preliminary programs and allocations</li> <li>• Update on public outreach and poll</li> <li>• Update on regional processes</li> <li>• TAWG/CAWG/SC Update</li> <li>• SC only – presentation on poll results</li> </ul>
8	<p>CAWG/TAWG Joint November 10, 2011 1:30 – 4 p.m.</p> <p>Steering Committee November 17, 2011 12 – 3 p.m.</p>	<ul style="list-style-type: none"> <li>• Comment on second draft of Countywide Transportation Plan</li> <li>• Review and provide input on first draft elements of Transportation Expenditure Plan Projects and Programs, Guidelines</li> <li>• Review results of second poll and outreach update</li> </ul>	<ul style="list-style-type: none"> <li>• Presentation/Discussion of Countywide Plan second draft</li> <li>• Presentation/Discussion of TEP Projects and Programs (first draft of the TEP)</li> <li>• Presentation on second poll results and outreach update</li> <li>• Update on regional processes</li> <li>• TAWG/CAWG/SC update</li> </ul>
9	Steering Committee December 1, 2011 12 – 2 p.m.	<ul style="list-style-type: none"> <li>• Review and comment on TEP</li> <li>• Recommend CWTP and TEP to full Commission</li> </ul>	<ul style="list-style-type: none"> <li>• Review and comment on TEP</li> <li>• Recommend CWTP and TEP to full Commission</li> </ul>
10	CAWG/TAWG Joint December 8, 2011 1:30 – 5 p.m.	<ul style="list-style-type: none"> <li>• Review 2<sup>nd</sup> draft CWTP and Evaluation Results</li> <li>• Review Final draft TEP</li> <li>• Outreach final report</li> </ul>	<ul style="list-style-type: none"> <li>• Review 2<sup>nd</sup> draft CWTP and Evaluation Results</li> <li>• Review Final draft TEP</li> <li>• Outreach final report</li> </ul>

	Meeting Date/Function	Outcomes	Agenda Items
11	CAWG/TAWG Joint January 12, 2012 1:30 – 5 p.m.  Steering Committee January 26, 2012 12 – 2 p.m.	<ul style="list-style-type: none"> <li>Review Final Draft TEP</li> <li>Discussion (as needed) on CWTP and TEP</li> <li>Receive update on revised second-round evaluation results for CWTP</li> </ul>	<ul style="list-style-type: none"> <li>Presentation/Discussion of updates on CWTP and TEP</li> <li>Adopt TEP (Steering Committee)</li> <li>Presentation on second-round CWTP evaluation results</li> <li>Update on regional processes</li> <li>TAWG/CAWG/SC update</li> </ul>
12	CAWG/TAWG Joint March 8, 2012 1:30 – 5 p.m.  Steering Committee March 22, 2012 12 – 2 p.m.	<ul style="list-style-type: none"> <li>Review polling questions (3<sup>rd</sup> poll)</li> <li>Receive update on TEP progress through the City Councils</li> <li>Review Final Draft CWTP</li> </ul>	<ul style="list-style-type: none"> <li>Discussion on polling questions</li> <li>Discussion on TEP progress through the cities</li> <li>Review Final Draft CWTP</li> <li>Update on regional processes</li> <li>TAWG/CAWG/SC update</li> </ul>
13	CAWG/TAWG Joint May 10, 2012 1:30 – 5 p.m.  Steering Committee May 24, 2012 12 – 2 p.m.	<ul style="list-style-type: none"> <li>Review Final TEP</li> <li>Review Final CWTP</li> </ul>	<ul style="list-style-type: none"> <li>Adopt Final TEP (Steering Committee)</li> <li>Adopt Final CWTP (Steering Committee)</li> <li>Update on regional processes</li> <li>TAWG/CAWG/SC update</li> </ul>

### Definitions

CWTP: Countywide Transportation Plan, TEP: Transportation Expenditure Plan





**Alameda CTC Community Advisory Working Group (CAWG)  
and Technical Advisory Working Group (TAWG) Meeting Minutes  
Thursday, November 10, 2011, 1:30 p.m., 1333 Broadway, Suite 300, Oakland**

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Attendance Key (A = Absent, P = Present)

Members:

<u>A</u> Alex Amoroso	<u>P</u> Paul Keener	<u>P</u> Mike Tassano
<u>A</u> Aleida Andrino-Chavez	<u>P</u> Obaid Khan	<u>A</u> Lee Taubeneck
<u>A</u> Marisol Benard	<u>P</u> Donna Lee	<u>A</u> Andrew Thomas
<u>A</u> Kate Black	<u>A</u> Wilson Lee	<u>A</u> Jim Townsend
<u>A</u> Jeff Bond	<u>A</u> Tom Liao	<u>P</u> Bob Vinn
<u>P</u> Jaimee Bourgeois	<u>A</u> Albert Lopez	<u>A</u> Marine Waffle
<u>A</u> Charlie Bryant	<u>A</u> Joan Malloy	<u>A</u> Bruce Williams
<u>A</u> Ann Chaney	<u>P</u> Gregg Marrama	<u>A</u> Stephen Yokoi
<u>P</u> Mintze Cheng	<u>P</u> Val Menotti	<u>P</u> Karl Zabel
<u>P</u> Keith Cooke,	<u>P</u> Neena Murgai	<u>A</u> Farooq Azim (Alternate)
<u>A</u> Brian Dolan	<u>P</u> Matt Nichols	<u>A</u> Carmela Campbell (Alternate)
<u>A</u> Soren Fajeau	<u>P</u> Erik Pearson	<u>A</u> George Fink (Alternate)
<u>P</u> Jeff Flynn	<u>A</u> James Pierson	<u>A</u> Gary Huisingh (Alternate)
<u>P</u> Don Frascinella	<u>A</u> Jeri Ram	<u>P</u> Nathan Landau (Alternate)
<u>A</u> Susan Frost	<u>A</u> David Rizk	<u>A</u> Cory LaVigne (Alternate)
<u>A</u> Jim Gannon	<u>A</u> Mark Roberts	<u>A</u> Larry Lepore (Alternate)
<u>A</u> Robin Giffin	<u>P</u> Brian Schmidt	<u>A</u> Kate Miller (Alternate)
<u>A</u> Mike Gougherty	<u>P</u> Peter Schultze-Allen	<u>P</u> Bob Rosevear (Alternate)
<u>P</u> Terrence Grindall	<u>A</u> Jeff Schwob	
<u>P</u> Cindy Horvath	<u>P</u> Tina Spencer	
<u>P</u> Diana Keena	<u>A</u> Iris Starr	

Staff:

<u>P</u> Arthur L. Dao, Alameda CTC Executive Director	<u>P</u> Laurel Poeton, Assistant Transportation Planner
<u>P</u> Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation	<u>P</u> Diane Stark, Senior Transportation Planner
<u>P</u> Beth Walukas, Deputy Director of Planning	<u>P</u> Saravana Suthanthira, Senior Transportation Planner
<u>P</u> Bonnie Nelson, Nelson\Nygaard	<u>P</u> Angie Ayers, Acumen Building Enterprise, Inc.

Guest(s): Please see the attached attendee list.

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**1. Welcome and Introductions**

Tess Lengyel and Beth Walukas called the meeting to order at 1:35 p.m. The meeting began with introductions.

**2. Public Comments**

*John Knox White, affiliated with Alameda Transit Advocates, raised an issue that came to his attention that affects the information the group received for agenda item 6. He stated that he sent a letter requesting the backup data that Alameda CTC used to create the summary recommendation for the TEP. He said it would be difficult for the committee and the public to speak about the projects and programs listed because Alameda CTC did not release the detailed information. Staff acknowledged receipt of the letter.*

**3. Review of October 6, 2011 and October 13, 2011 Minutes**

CAWG members reviewed the meeting minutes from October 6, 2011, and TAWG members reviewed the meeting minutes from October 13, 2011 and by consensus they approved them as written.

**4. Update on CWTP-TEP Activities Since Last Meeting**

Tess Lengyel gave an update on the Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan (TEP) activities since the last meeting. She informed the committee that the outreach on the CWTP and TEP was completed on November 3, 2011, and Alameda CTC has initiated the second-round evaluation of the CWTP. Three chapters of the draft TEP are in the agenda packet.

**5. Update on the Second Draft CWTP**

Beth Walukas gave an update on the second draft of the CWTP. She stated that the list of projects in handout 05A is a constrained list of \$6.8 billion as provided by MTC and is based on estimated state and federal funds for the next 28 years and assumes an extension, not augmentation, of the sales tax; therefore, the CWTP and TEP budgets do not agree at this point in the process. Alameda CTC will align the CWTP and the TEP at a later point. Compared to the CWTP evaluation performed in the summer, staff revised the approach and inputs to perform the second performance evaluation of projects and programs. Beth stated that the next steps are:

- December 2011/January 2012 – Revise Chapter 6 of the CWTP and release the draft CWTP
- December 2011 – Send the draft CWTP priorities to the Metropolitan Transportation Commission (MTC)
- Spring 2012 – Refine the model results based on the final land-use scenario
- May/June 2012 – Adopt the final CWTP
- Fall 2012 – Potentially revise the CWTP to include additional funding based on the TEP outcome

*Questions/feedback from the members:*

- With regard to the revised demographic data, Association of Bay Area Governments (ABAG) staff indicated that the Regional Housing Needs Assessment (RHNA) data shows less of a population growth than assumed for the last several years. What impact will this information have on Alameda County CWTP? Staff stated that when Alameda CTC models the final financial constrained set of projects, it will rely on the socio-economic data ABAG adopted. MTC will adopt the Preferred Scenario in May 2012. Alameda CTC is interested in the RHNA data, but it doesn't necessarily affect the CWTP. It will impact the jurisdictions.
- Is there some time between November 17 and December 1 for CAWG to discuss what members are learning along the way, considering that the Steering Committee will have had two meetings before CAWG and TAWG will meet again? Staff stated that the December 8 meeting was added to loop back with CAWG and TAWG on the

final documents. Given the timeline, Alameda CTC will be unable to schedule a meeting with CAWG/TAWG before December 8.

- Given the priority of transit improvements to the public and the limited amount of funds available, what are the operating shortfalls based on the level of service? Staff stated that AC Transit submitted a \$2.7 billion project to bring the level of service back to 2009 levels in Alameda County. Alameda CTC is waiting to see MTC's estimate for the operating shortfalls.

*Public comments:*

- *John Knox White, affiliated with Alameda Transit Advocates*, raised an issue regarding the CWTP project distribution. It's important to look at the full project cost. When he looked at the distribution of the projects in July, it appeared that 58 percent of all project funding would go to projects in South County. All the projects not in the TEP list will compete with the CWTP projects to get the money. When approving the CWTP, he recommends that Alameda CTC focus on future projects because it's difficult to remove projects from the list.
- *Lucy Gigli, affiliated with BikeAlameda*, stated that when she reviewed the TEP and the CWTP, she tried to understand the projects that will affect Alameda over the next 25 years. She doesn't see the details on the projects. She wants to know what this means for bicycle and pedestrian projects. As an advocate, it's difficult to decide if certain projects should receive bicycle and pedestrian funds.

## **6. Presentation and Discussion on Draft TEP Guidelines and Preliminary Lists of Projects and Programs**

Tess Lengyel presented the draft TEP guidelines and preliminary lists of projects and programs to CAWG and TAWG. Staff informed the group that Alameda CTC will capture and share CAWG's and TAWG's comments with the Steering Committee at its meeting on November 17, including any comments submitted in writing by noon on November 16. (Refer to Attachment A for the detailed questions/feedback from the CAWG/TAWG members that staff shared with the Steering Committee on November 17.)

*Public comments:*

- *John Knox White, affiliated with Alameda Transit Advocates*, pointed out that the polling showed that the public wants maintenance and stability for transit. The allocation proposed for transit and Local Streets and Roads (LSR) is not enough. He said that the BART to Livermore project is something he can't support. There is a huge need to bring the transit service back to a level prior to 2009.
- *Dave Campbell, Program Director with EBBC*, stated that the allocation percent for transit operations, LSR, and bicycle and pedestrian projects is not enough. He said the last time the process was done, bicycle and pedestrian safety received 7 percent, and now it's 5 percent. There are many projects that we can get money from to fund better transit, better street conditions, and bicycle pedestrian projects. The voters are saying to maintain the existing systems.
- *Matt Vander Sluis, Senior Field Representative with Greenbelt Alliance*, stated that we are facing a transit crisis that the TEP does not adequately address. A great

amount of data is necessary before we can make a decision on a draft plan. For those projects that performed poorly in the MTC project performance evaluation, he recommended Alameda CTC to compare the amount of funding those projects will receive through this allocation to how they performed at the MTC performance assessment. As we shift toward planning for growth in the right areas, such as Complete Streets and healthy transportation, we need to add more accountability as poll results suggested. He requested that Alameda CTC ensure that the jurisdictions have policies in place on how to spend the funds before distributing them.

- *Isaac Kos-Read, Director of Internal Affairs with the Port of Oakland*, stated that he is pleased to see freight as part of the plan. He will submit detailed comments in writing.
- *Lucy Gigli, affiliated with BikeAlameda*, stated that the public wants public transit and roads back. She wants to see higher allocations for maintenance, transit, and multi-modal projects.

Staff informed the public that any comments submitted in writing by noon on November 16, 2011 will be distributed to the Steering Committee at its meeting on November 17.

## **7. Presentation and Discussion on Public Outreach and Polling**

Alex Evans with EMC Research, Inc. gave a presentation on the polling results. The poll was conducted from September 28 to October 9, 2011. He reviewed highlights of the polling results along with the following key findings:

According to the survey results, extending and augmenting the half-cent transportation sales tax is a viable option for the November 2012 ballot that Alameda CTC should pursue, and it is preferable to a new half-cent-only measure. The survey says:

- Voters support five key elements of an augmentation:
  - Local street maintenance/improvements
  - Mass transit programs that get people out of their cars
  - Highway maintenance/improvements
  - Critical road/transportation improvements
  - Complete/safer bike/pedestrian routes
- Voters support accountability measures like citizens' oversight, audits, and regular voter review of the expenditure plan.
- While there is some regional variance in support for various programs and projects, the top two are:
  - Ensure that public transit remains affordable and accessible to those who need it.
  - Ensure that seniors and people with disabilities can get where they need to go on public transit.

*Questions/feedback from the members:*

- A member stated that East County shows the countywide population is 13 percent and the poll sampled at 19 percent. Alex stated that EMC looked at the voter

population distribution, which may be different than the U.S. Census data. EMC will check the data.

- Nathan Landau stated that Director Harper is looking for a cross tab of the poll showing the programs and projects favored by voters who support the TEP versus those favored by voters who did not support the TEP. Staff stated that Alameda CTC is working on this request.

Joan Chaplick with MIG provided an outreach update. She said overall, Alameda CTC had 1,600 participants through the online questionnaire, toolkits and workshop attendees.

**8. SCS/RTP: Update on Countywide and Regional Processes**

Staff omitted this agenda item due to time constraints and requested members read the information in the agenda packet.

**9. Update: Steering Committee, CAWG, TAWG, and Other Items/Next Steps**

Staff omitted this agenda item due to time constraints and stated there was nothing new to report.

**10. Member Reports/Other Business**

Staff stated that due to the amount of time needed for certain topics, they will extend the next meeting by one hour. The meeting will go from 1:30 to 5 p.m.

**11. Adjournment**

The meeting adjourned at 4:55 p.m. The next Joint CAWG/TAWG meeting is on Thursday, December 8, 2011.



**Alameda CTC Community Advisory Working Group (CAWG)  
and Technical Advisory Working Group (TAWG) Meeting Minutes  
Thursday, December 8, 2011, 1:30 p.m., 1333 Broadway, Suite 300, Oakland**

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Attendance Key (A = Absent, P = Present)

Members:

Please see the attached attendee list.

Staff:

P Arthur L. Dao, Alameda CTC Executive Director  
P Tess Lengyel, Deputy Director of Policy, Public  
Affairs and Legislation  
P Beth Walukas, Deputy Director of Planning  
P Bonnie Nelson, Nelson\Nygaard

P Laurel Poeton, Assistant Transportation Planner  
P Diane Stark, Senior Transportation Planner  
P Saravana Suthanthira, Senior Transportation Planner  
P Angie Ayers, Acumen Building Enterprise, Inc.

Guest(s): Please see the attached attendee list.

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**1. Welcome and Introductions**

Tess Lengyel and Beth Walukas called the meeting to order at 1:30 p.m. The meeting began with introductions.

**2. Public Comments**

There were no public comments.

**3. Review of November 10, 2011 Minutes**

A TAWG member requested the following correction to Attachment A of the minutes:

- On page 5, second bullet from the top, add "expansion" next to "maintenance."  
Regarding the comment on the \$5 billion BART to Livermore project, BART submitted the Phase 1 project application for \$1.2 billion with the intention of delivering it for much less than that. Operating costs for the Program Environmental Impact Report show BART is cost neutral.

*CAWG and TAWG members reviewed the meeting minutes from November 10, 2011 and by consensus approved them with the above correction.*

**4. Update on CWTP-TEP Activities Since Last Meeting**

Tess Lengyel gave an update on the Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan (TEP) activities since the last meeting. She acknowledged that the Steering Committee met on December 1 and agreed to postpone the final adoption of the TEP to January 26, 2012 and that Steering Committee members have formed an ad-hoc committee to discuss with and address the concerns of the advocacy groups that support the Community Vision Platform to keep the TEP in perspective with the needs of Alameda County. Staff will schedule an ad-hoc committee meeting in early January.

## 5. Presentation of CWTP Second Round Evaluation Results

Beth Walukas gave a presentation on the CWTP second round evaluation results. She stated that Alameda CTC will use the performance evaluation results to update Chapter 6, Projects and Programs of the draft CWTP. Beth reviewed the following next steps for the CWTP:

- Revise Chapter 6 of the CWTP and release the draft CWTP in December 2011/January 2012.
- Send draft CWTP priorities to the Metropolitan Transportation Commission (MTC) in December 2011.
- Refine the model results based on the final land use scenarios adopted by MTC and the Association of Bay Area Governments (ABAG) in the spring of 2012.
- Adopt the final CWTP in May/June 2012.
- If necessary, revise the CWTP to include additional funding based on the TEP outcome in the fall of 2012.

Beth acknowledged that George Mazur with Cambridge Systematics was present to assist in answering questions, as his organization helped with the evaluation.

### *Questions/feedback from the members:*

- Overall, the members were not satisfied with the greenhouse gas (GHG) reductions stated in the evaluation results. Many of the cities in Alameda County have adopted GHG goals. TAWG members expressed concerns that if the CWTP goals for GHG are adopted, TAWG members might be in a difficult position to justify to their organizations why the evaluation results show a low 0.3 percent reduction in Tier 1 and a 1.7 percent reduction for Tier 2/Vision Scenario and why they supported these reductions. Staff stated that the early work that MTC has done suggests that the real gain to improve GHG comes from land use changes and pricing strategies and that this evaluation was based on a tons per day measure compared to a per capita measure that MTC is using. Additional analysis will be done to provide a comparable measures to determine if Alameda County is contributing its share to the region's GHG emissions reductions.
- The members had the following questions/feedback regarding the GHG reduction levels.
  - Does the baseline include the new regional standards along with the California and federal carbon reduction requirements? Staff said yes. Alameda CTC measured the CO<sub>2</sub> reduction using tons per day versus per capita. MTC is measuring per capita and will announce its GHG evaluation results on December 9. Currently, Alameda CTC's percentage of reduction is not comparable to MTC's because of the different measuring methods.



- What can we do to increase the GHG reductions? George stated that the 0.3 and 1.7 percentages are the minimal reductions and do not reflect the vehicle miles travelled (VMT) for traffic that passes through Alameda County or reductions due to the strategy of other counties that may synergistically interact with Alameda County. Also, staff stated that the baseline includes carbon reduction, technology, and land use assumptions; therefore the reductions shown only represent the reductions due to the transportation improvements. George stated that the 0.3 percent reduction does not incorporate the effect of land use. A member suggested that Alameda CTC incorporate the incremental effect that the land use component has on the GHG reduction. Alameda CTC will report this in the final CWTP.
- A member suggested that it would be helpful to compare the GHG emissions to today's levels versus the baseline in Tier 1.
- The CAWG and TAWG members asked the following questions regarding BART capital improvements:
  - Did the scenarios take into account that a plan to fund BART operations does not exist? George stated that the number in the Vision Scenario includes a full rail plan to Livermore.
  - Did the scenarios take into account a recent report that states BART is experiencing an \$8 billion shortfall and is in disrepair? Staff said MTC is addressing BART's maintenance shortfall as a regional issue through the Transit Sustainability Project and through the update of the RTP and that the \$8 billion figure cited is a BART systemwide shortfall. The CWTP has a balanced approach for addressing BART expansion and preservation. Staff said that the CWTP proposes a funding level for Alameda County's local contribution to BART. In addition to this, MTC will also propose regional funds, but the funding levels that the region will provide are unknown at this time. So it is important to keep in mind that our Plan does not have to fully solve the funding issues of all operators and projects. There are other funding sources that must be considered to complete the funding picture.
  - Explain why Table A.5 shows a greater investment in BART and reduced ridership. George explained that the ridership shown is for the boardings only in Alameda County. The funding under the Tier 2 scenario shows the interactions between the different transit services and that a one-to-one comparison is not possible. A member commented that the text is confusing. Staff agreed to revise the text for clarity.
  - Does Table A.5 show boardings in Alameda County for one-way or two-way trips? Staff said for one-way trips. For example, a train trip from Hayward to Oakland counts as one trip, and the return trip counts as another.
  - Does the Tier 2 Vision include BART to San Jose? George said yes, and that it may have transferred the trip ends outside the county. Does it include the second phase of the San Jose extension? George said no, it only includes committed projects.

## 6. Presentation and Discussion of the Draft TEP

Tess Lengyel gave a presentation on the draft TEP. She reiterated that staff presented the draft TEP to the CWTP-TEP Steering Committee on December 1, 2011, and the Committee agreed to postpone the final adoption of the TEP to January 26, 2012. Tess stated that staff will include comments received on the draft TEP by Tuesday, December 13 with responses for the full Commission's Board Retreat on December 16. She informed the group that Alameda County has a one-time shot for the new measure because the state legislature rejected the multi-year authorization.

### *Questions/feedback from members:*

- The members overall stated that they support staff's efforts to make the TEP equitable. Staff reminded the members that while the TEP is a major funding source for transportation throughout Alameda County, it's not the only funding source. There will be approximately \$2 billion in funding coming from state and federal discretionary sources for Alameda County that is not inclusive of the local money. The members stated that it would be helpful to have a historical picture of what Alameda CTC has leveraged from other funding sources. Staff reiterated that the second draft of the TEP will include the feedback from the December 1 Steering Committee meeting and the second draft of the TEP will be posted on the Alameda CTC website on December 9.
- The members had the following questions regarding the transit allocation:
  - What would happen if a new transit agency was created, and how would that affect the distribution of funds? Staff said that Alameda CTC would need to amend the TEP to incorporate the new transit agency. This plan amendment would be a consideration and action by the Alameda CTC Board. The amendment process requires a two-thirds vote by the Alameda CTC Board and a 45-day public comment period.
  - Will the funds allocated with the new measure to transit restore the service levels lost over the years? Will the allocation restore BART to a state of good repair? Can the transit oriented development (TOD) funding be used to address some of the issues for street improvements, local streets and roads (LSR) and bicycle and pedestrian projects? Can limitations be placed on the TOD funding to maintain an equitable balance of people? Staff stated that Alameda CTC is aware of the financial crisis at the state and federal levels. There will be some funds from the state, federal and regional levels. It's important to look at these funds and consider them on top of the measure funds. In terms of BART, the TEP has allocated funding for BART/Bayfair improvements and station modernization. Staff stated that the TOD funding pot can be used for analysis, and staff can add equitable language to the TEP for TOD.
- The members had the following questions regarding the LSR allocation:
  - What is the LSR shortfall in terms of bringing the streets and roads back to a state of good repair for the entire county? Staff will provide the group with the cost for Alameda County to maintain a pavement condition index of 75.

The total LSR need is estimated to be \$7.8 billion, and a state of good repair will cost \$4.5 billion. Staff will confirm the numbers.

- The members had the following questions regarding the bicycle and pedestrian allocation:
  - What will it cost to complete the Alameda Countywide Bicycle and Pedestrian Plans? Staff stated that Alameda CTC is developing the estimate for the updated plans and projects, and the cost will be approximately \$4 to \$5 billion because it includes maintenance and construction of facilities. In the TEP, bicycle and pedestrian is exclusively allocated \$651 million and additional funding is allocated through LSR and TOD. State and federal funding will add approximately \$1 billion to bicycle and pedestrian projects.
  - Some of the TAWG members commented on the funding level for bicycle and pedestrian projects, and suggested that the allocation to bicycle and pedestrian programs/projects is too high at the detriment of the LSR funds. The bicycle and pedestrian infrastructure improvement is done when cities improve streets and complete LSR projects. If the jurisdictions set aside money specifically for bicycle and pedestrian projects, the cities will focus more on accounting rather than on good bicycle and pedestrian projects. If the bicycle and pedestrian maintenance portion decreases, those funds can move to LSR.
- What will the geographic equity statement be in the TEP? Staff stated as a countywide agency, Alameda CTC is looking at how the transportation systems operate at the county level and considering the linkages between jurisdictions. Major projects physically located in a specific area in the county also serve trips made to and from other geographic locales. Alameda CTC is moving away from characterizing the TEP as a geographic equity-type plan; however, Alameda CTC has looked at the subventions that go to the cities directly and determined that most of that type of funding is based on geographic equity. Alameda CTC will make sure geographic equity is achieved in the fund distribution through the allocation of funds using the CMP capital improvement program, which is updated every two years. Alameda CTC will need to develop the procedures for geographic equity and ensure through existing processes that geographic equity is done over time.
- A member requested further reduction of the administrative cap and the 1 percent staff increase in the TEP. Staff explained how the augmentation will work for the process. Staff said that additional funding is needed for administration because work will increase, basically doubling, with the new measure. If it passes, it will be a major effort to guide how recipients spend the funds and to manage projects and programs under the new measure. The 1 percent will also allow Alameda CTC to do planning studies on freight, transit, and travel demand management.
- Will some of the funding allocated for highway efficiency and freight investments go toward rail improvement for freight? Is there money for quiet zones? Staff said that quiet zones are eligible to apply for the grant funds under the discretionary pot of money.

- A subset of the CAWG members submitted the following proposed resolution to the Alameda CTC Board:

“As is currently proposed, we feel very strongly that the current TEP proposal is not something that we can support without some significant changes. The current TEP proposal does not address the County’s greatest transportation needs and State climate goals, does not reflect a majority of public input and CAWG input that you received, and also lacks transparency necessary to fully understand all of the investments. Therefore, we also believe it would not be able to achieve the 2/3 voter support at the ballot box.

“We recommend that the TEP proposal be improved by investing at least 75 % of the MB3 revenues into fixing and maintaining our existing transportation system and providing viable alternatives to SOV driving. Funding should restore recent cuts to transit service, shore up BART’s existing system (before investing in expansion projects), repave roads to make them safe for all users and put us on the path to complete the County bike and pedestrian plans by 2042. To accomplish this, we recommend funds be shifted out of highway expansion, major new roadway projects and other high cost/low benefit capital projects that increase liabilities of the transportation system or increase VMT/GHG.”

*Public comments for agenda items 5 and 6:*

- *Darren Nelson, affiliated with Carpenters Union Local 713*, stated that other countries, such as England, have complete subway systems and have more developed projects for transportation. He realizes that many of the Alameda CTC development projects cost a lot of money; however, this investment in the future will provide many people with jobs, especially people who are out of work. Even in these bad economic times, we need to put this money where it needs to go.
- *Chris Bass, student at Merritt College in the Environmental Planning Department and a member of Friends of San Leandro Creek*, inquired about the San Leandro Creek Greenway project and whether this segment is included in the CWTP. Staff said that the East Bay Greenway is included in both the CWTP and the TEP. As a link to the East Bay Greenway, the San Leandro Creek Greenway will be eligible to apply for funds, but a project sponsor such as a city or agency will need to submit an application with a defined project during a future call for projects and after it is adopted in a local plan. There is a process for including projects in plans and once this project completes the process at the local level, it will be eligible to apply for funding.
- *David Ralston, affiliated with the Hope Collaborative*, asked if the San Leandro Creek Project, which is a connector from the Bay Trail and MLK Shoreline Park to the San Leandro BART station, is in the CWTP. Staff explained the process of defining a project. Staff stated that this project is eligible for future measure and state and federal funds and is eligible for the CWTP. Staff told David that he needs to work with the local jurisdictions to be incorporated in a local plan and to define the project. The project is eligible to apply for funding in the overall plan but must go through the process.

- *Matt Vander Sluis with Greenbelt Alliance* asked how many additional road miles will be created through implementation of the TEP. Voters will continue to want to know the GHG implications are on a large scale for the full TEP. Staff stated that Senate Bill 375 requires GHG reductions at a regional level, and Alameda County needs to contribute to that overall reduction of GHG emissions. Staff stated that 60 percent of our funds support alternatives to driving alone. Alameda CTC received submissions for TOD projects and will prioritize those projects based on readiness and implementation policies for capital improvement projects (CIPs). Alameda CTC needs to develop a new methodology for allocating project and program funding through the CIP.

**7. SCS/RTP: Update on Countywide and Regional Processes**

Beth gave an update on the regional processes. She stated that MTC will release its scenario results on Friday, December 9, 2011 and that it is holding the Alameda County Outreach for SCS/RTP on January 11, 2012 in Dublin.

**8. Update: Steering Committee, CAWG, TAWG, and Other Items/Next Steps**

Staff informed the committees that the January 12 meeting is a Joint CAWG/TAWG Meeting.

**9. Member Reports/Other Business**

Jaimee Bourgeois stated that the City of Dublin reviewed the draft list of projects and programs in the City Council meeting and unanimously supports the current draft.

Matt Nichols stated that the City of Berkeley City Council was scheduled to review the draft TEP plan last Tuesday. The city council will have a preliminary discussion next week.

**10. Adjournment**

The meeting adjourned at 4:55 p.m. The next joint CAWG/TAWG meeting is on Thursday, January 12, 2012.