ALAMEDA County Transportation Commission
1333 Broadway, Suites 220 & 300 ▪ Oakland, CA 94612 ▪ PH: (510) 208-7400
www.AlamedaCTC.org

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

Thursday, February 24, 2010, 12 to 2 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 Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) activities since last meeting
- Receive an update on countywide and regional processes
- Discuss the initial vision scenario and approach for incorporating SCS in the CWTP
- Review the Metropolitan Transportation Commission (MTC) draft policy on committed funding and projects, the call for projects, and a project and program prioritization policy
- Receive an outreach status update and approve polling questions
- Discuss the performance measures

12:00 p.m. **1. Welcome and Call to Order**

12:00 – 12:05 **2. Public Comment**

12:05 – 12:10 **3. Approval of January 27, 2011 Minutes** A
03 Steering Committee Meeting Minutes 012711.pdf – **Page 1**
03A Final Vision and Approved 012711.pdf – **Page 9**

12:10 – 12:15 **4. Update on CWTP-TEP Activities Since Last Meeting** I

12:15 – 12:20 **5. Update on Countywide and Regional Processes** I
05 Memo Regional SCS-RTP CWTP-TEP Process.pdf – **Page 11**
05A Summary CW Regional Planning Activities.pdf – **Page 15**
05B CWTP-TEP-SCS Development Impl Schedule.pdf – **Page 17**
05C RTP-SCS Schedule Overview.pdf – **Page 21**

12:20 – 12:30	**6. Discussion of Initial Vision Scenario** *06 ABAG Memo on Initial Vision Scenario.pdf* – **Page 23** *06A Alameda County Planning Directors Memo.pdf* – **Page 25** *06B Memo on CWTP SCS Land Use Process.pdf.* – **Page 31** *06C Presentation CWTP SCS Land Use.pdf.* – **Page 37**	I
12:30 – 12:55	**7. Review of MTC's Draft Policy on Committed Funding and Projects, Call for Projects and Prioritization Process** *07 MTC Draft Policy on Committed Projects.pdf* – **Page 43** *07A MTC Guidance on Call for Projects.pdf* – **Page 61** *07B AlamedaCTC Call for Projects Process.pdf* – (handout at meeting) *07C Presentation on Prioritization Process (*will be made at the meeting) *07D AlamedaCTC Draft Cost Estimating Guidelines.pdf* – **Page 73** *07D1 TAWG Presentation On Cost Estimating Guide.pdf* – **Page 131**	I
12:55 – 1:10	**8. Outreach Status Update and Approval of Polling Questions** *08 Memo Outreach Update.pdf* – **Page 137** *08A Draft Polling Questions.pdf* – **Page 143**	A
1:10 – 1:25	**9. Discussion of Performance Measures** *09 Memo Draft Performance Measures.pdf* – **Page 153** *09A Presentation Draft Performance Measures.pdf* – **Page 167** *09B Summary of CAWG and TAWG Comments.pdf* – **Page 175**	I
1:25 – 1:40	**10. Update: Steering Committee, CAWG, TAWG, and Other Items/Next Steps** *10 CWTP-TEP Committee Meetings Schedule.pdf* – **Page 181** *10A CAWG and TAWG January Minutes.pdf* – **Page 185** *10B Memo Response to Comments.pdf* – **Page 203** *10B1 CWTP-TEP Comments and Responses.pdf* – **Page 205**	I
1:40 – 1:50	**11. Member Reports**	I
1:50 – 1:55	**12. Staff Reports**	I
1:55 – 2:00	**13. Other Business**	I
2:00 p.m.	**14. Adjournment/Next Meeting:** **March 24, 2011, 12 to 2 p.m. at Alameda CTC**	I

Key: A – Action Item; I – Information/Discussion Item; full packet available at www.alamedactc.org

Steering Committee Members:

Mark Green, Chair
Mayor, City of Union City

Kriss Worthington, Vice Chair
Councilmember, City of Berkeley

Ruth Atkin, Councilmember
City of Emeryville

Tom Blalock, Director
BART

Luis Freitas, Vice Mayor
Alternate, City of Newark

Scott Haggerty, Supervisor
County of Alameda

Greg Harper, Director
AC Transit

Olden Henson, Councilmember
City of Hayward

Jennifer Hosterman, Mayor
City of Pleasanton

Beverly Johnson, Councilmember
Alternate, City of Alameda

Marshall Kamena, Mayor
City of Livermore

Rebecca Kaplan, Councilmember-At-Large
City of Oakland

Nate Miley, Supervisor
County of Alameda

Larry Reid, Councilmember
City of Oakland

Tim Sbranti, Mayor
Alternate, City of Dublin

Joyce Starosciak, Councilmember
Alternate, City of San Leandro

Suzanne Chan, Vice Mayor
City of Fremont

Staff Liaisons:
Tess Lengyel, Alameda CTC, 510-208-7428, tlengyel@alamedactc.org
Beth Walukas, Alameda CTC, 510-208-7405, bwalukas@alamedactc.org

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

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

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

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ALAMEDA County Transportation Commission

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Countywide Transportation Plan Update and Transportation Expenditure Plan Development Steering Committee Meeting Minutes
Thursday, January 27, 2011, 12:00 p.m, 1333 Broadway, Suite 300, Oakland, CA

Attendance Key (A = Absent, P = Present)

Members:

__P__ Mayor Mark Green, Chair
__P__ Councilmember Kriss Worthington, Vice-Chair
__P__ Councilmember Ruth Atkin
__P__ Director Tom Blalock
__A__ Vice Mayor Suzanne Chan
__P__ Vice Mayor Luis Freitas
__P__ Supervisor Scott Haggerty
__P__ Director Greg Harper
__P__ Councilmember Olden Henson
__P__ Mayor Jennifer Hosterman
__P__ Mayor Marshall Kamena
__A__ Councilmember Rebecca Kaplan
__P__ Supervisor Nate Miley
__A__ Councilmember Larry Reid

Staff:

__P__ Art Dao, Alameda CTC Executive Director
__P__ Tess Lengyel, Programs and Public Affairs Manager
__P__ Beth Walukas, Manager of Planning
__P__ Gladys Parmelee, Clerk of the Commission
__P__ Krystle Pasco, Acumen Building Enterprise, Inc.
__P__ Geoffrey Gibbs, Legal Counsel

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

1. **Welcome and Call to Order**
   Vice Chair Kriss Worthington called to order the Countywide Transportation Plan Update and Transportation Expenditure Plan Development Steering Committee meeting at 12:09 p.m.

2. **Public Comment**
   As a member of the public, Patrisha Piras thanked the board for naming CAWG the "Community Advisory Working Group" as opposed to the "Citizens Advisory Working Group." She also suggested renaming the handout titled "Citizen's Guide" since the term "citizen" can be inappropriate and exclusionary.

3. **Approval of July 19, 2010 Minutes**
   Director Tom Blalock moved to approve the minutes as written. Councilmember Kriss Worthington seconded the motion. The motion carried 8-0.

4. **Update on CWTP-TEP Activities Since Last Meeting**
   Tess Lengyel gave a brief update on the CWTP-TEP activities that have taken place since the last meeting. She mentioned that Alameda CTC hired the Nelson\Nygaard consultant team led by Bonnie Nelson for CWTP-TEP development, and established the Community Advisory

Working Group (CAWG) and the Technical Advisory Working Group (TAWG). The Alameda CTC also integrated a Sustainable Community Strategy County Corridor Working Group, which includes the planning directors of the county, into TAWG. Tess mentioned other accomplishments of note: further work on the vision and goals, development of a briefing book, development of a public outreach approach, including a new section for Planning on the website, and recommendation for selection of a polling firm.

5. Review and Approve the Final Vision and Goals

Bonnie Nelson discussed the process for preparing the vision and goals and meeting with the CAWG and TAWG committees to get their input. She stated that the summary of both Working Groups feedback is on page 7 of the packet. She stated that staff seeks approval from the Steering Committee on the vision and goals.

Councilmember Kriss Worthington suggested the vision and goals statement include the phrase "transit operating funds." Members of the Steering Committee discussed this suggestion, and Councilmember Kriss Worthington amended the final draft to read "Alameda County would be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multi-modal transportation system promoting sustainability, access, transit operations, public health and economic opportunities."

Mayor Marshall Kamena moved to accept the final vision and goals as amended; Councilmember Worthington seconded the motion. The motion carried unanimously (10-0).

6. Presentation/Discussion: Introduction to the CWTP-TEP Briefing Book

Bonnie Nelson presented the CWTP-TEP Briefing Book, which is a comprehensive document that summarizes the existing conditions and the needs of Alameda County. Key topics include transport system management, system management tools, parking technology and cost effectiveness for existing and future transportation needs. She stated that revisions to this document are welcome and are due on January 28. If audience members want to access the book, it is available online.

Committee members discussed the presentation and the timeline for adoption of the Briefing Book. Supervisor Scott Haggerty stated that the phrase "geographically separated" can mean "financially ignored," which struck him negatively and should be changed. Bonnie clarified that "geographically separated" referred to the separation due to the hills in the county that make it difficult to access different parts of the county or corridor, and she said the phrase will be modified to clarify this. Councilmember Henson stated that the recommendations of the Truck Parking Feasibility Study, especially as they relate to managing truck parking, should be considered in the Countywide Transportation Plan. Councilmember Atkin recommended that references to the Bay Trail should also include its role in serving commute travel. Referring to the Bay Trail as a premier recreational trail does not adequately capture its function as a commute route. Mayor Hosterman requested that language be added to highlight I-580 as a goods movement corridor. Staff indicated that they would incorporate these comments.

7. Presentation/Discussion: Performance and the Prioritization Process

Ryan Greene-Roesel with Cambridge gave a presentation about the performance and prioritization process for the projects included in the Countywide Transportation Plan. She stated that this process was previously presented to CAWG and TAWG and is a project prioritization process that will result in selection of a set of projects for inclusion in the CWTP and ultimately the TEP. Ryan also mentioned that the prioritization process can position county projects and programs for regional funding; the overall process is very similar to the regional process for the Regional Transportation Plan (RTP) and development of the Sustainable Communities Strategy.

Ryan stated that the major steps in the process are to identify the vision and goals and to set performance measures that will help meet these goals and help screen the highest-performing projects to ultimately analyze, and select a land use and transportation scenario for the CWTP from which the TEP projects will be selected. She mentioned that they are currently in the process of defining performance measures and looking to use sources in the regional process for use in Alameda County. The committee members discussed the presentation and the timeline for the prioritization process.

8. Discussion and Input on Polling Questions

Tess Lengyel stated that page 51 of the agenda packet describes the process for hiring a team to do polling and presents the recommendation that staff will bring to the full Commission meeting for hiring a team. She stated that CAWG and TAWG have been asked for feedback on questions that they may be interested in asking. This feedback is included in the agenda packet.

Steering Committee members gave feedback on potential poll questions, and Supervisor Scott Haggerty suggested that it might be helpful to test differences between a project and a program. Councilmember Olden Henson asked what types of transportation are ranked as most important for voters. Mayor Mark Green mentioned that the Bay Area Council (BAC) takes a poll on that type of information. Beth Walukas stated that she will follow up on whether the data is available and when the last poll was taken. Councilmember Ruth Atkin mentioned that if voters knew funds were more readily available, they may want to fund something else after knowing how hard it is to get funding for other items of importance.

9. Discussion and Review of the Outreach Approach

Carolyn Verheyen gave a presentation on the outreach efforts to the public around the CWTP-TEP. She mentioned that the public participation plan developed last year included holding 12 workshops in the four planning areas of the county. After meeting with CAWG and TAWG, they suggested to do broader outreach in the community through the use of an Outreach Toolkit. Carolyn stated that CAWG and TAWG would be trained in such a way to be able to host these types of workshops, consistent with the format in the toolkit along with a facilitator's kit. These workshops would center on a questionnaire in either short or long form.

The committee members discussed the outreach approach and made suggestions to add languages such as Punjabi and Vietnamese for the questionnaire as well as to include faith-based groups to the list of outreach targets. Supervisor Nate Miley suggested making the questionnaire available online and using Survey Monkey or a web-based survey along with a subset of the polling questions for later in the process. He also suggested changing the Oakland location and time to a place more familiar like City Hall, libraries, or schools at times that accommodate working and community people. Supervisor Scott Haggerty suggested that the community workshop meetings be at night on the weekdays and that no workshops be held on weekends.

Mayor Mark Green made a suggestion to target all sectors of the religious community, such as large Protestant churches and Catholic parishes. Director Tom Blalock suggested the California School for the Deaf and School for the Blind. Councilmember Ruth Atkin suggested that these workshops be hosted by all of the elected officials and commissioners due to their experience with successful campaigns. Geoffrey Gibbs, from legal counsel, will look into the additional guidelines on Title VI.

10. SCS/RTP: Update on Countywide and Regional Processes

Beth Walukas shared the highlights of the countywide and regional processes. She stated that on March 11, the Association of Bay Area Governments (ABAG) will release the Initial Vision Scenario that will begin a dialogue about housing and employment locations in the region. She mentioned that the Alameda County Planning Directors sent a letter to ABAG and the MTC about their support for this process and asked that their elected officials authorize staff to participate in developing the land use alternatives, that resources be identified for the areas being asked to accommodate the housing and employment growth and, finally, that they use the environmental impact report as an opportunity to harmonize conflicting polices regarding the SCS.

Beth also stated that MTC has released information on the 25-year financial forecast assumptions as well as the committed funds and projects policies and a draft call for projects that will start March 1 and end April 29. Beth reported on the status of the presentations to the local jurisdictions. They are being completed and all Alameda County jurisdictions are making presentation in January and February.

Beth mentioned that in the coming months, staff will continue to report on the work happening on a regional level, such as the performance measures, the discussion of land use, and the packages of projects for inclusion in the CWTP and TEP.

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

Tess Lengyel stated that the information in the packets is from the previous CAWG and TAWG meetings. The next CAWG meeting will be next Thursday, February 3rd and the next TAWG meeting will be the following Thursday on February 10th.

12. Member Reports

There were no member reports.

13. Staff Reports

There were no staff reports.

14. Other Business

There was no other business.

15. Adjournment/Next Meeting

The meeting adjourned at 1:45 p.m. The next meeting is on February 24, 2011 at 12 p.m.

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ALAMEDA County Transportation Commission

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ALAMEDA CTC CWTP-TEP Meeting
January 27, 2011
1333 Broadway, Suite 300, Oakland, CA 94612

JURISDICTION	MEMBERS	SIGNATURE
City of Union City	Mark Green, Chair	
City of Berkeley	Kriss Worthington	
City of Emeryville	Ruth Atkin	
BART	Thomas Blalock	
AC Transit	Greg Harper	
Alameda County	Scott Haggerty	
	Nate Miley	
City of Hayward	Olden Henson	
City of Pleasanton	Jennifer Hosterman	
City of Livermore	Marshall Kamena	
City of Oakland	Larry Reid	
	Rebecca Kaplan	
City of Fremont	Suzanne Chan	
JURISDICTION	**ALTERNATES**	
City of Alameda	Beverly Johnson	
City of Dublin	Tim Sbranti	
City of Newark	Luis Freitas	
City of Albany	Farid Javandel	
City of San Leandro	Joyce Starosciak	
Legal Counsel	Geoffrey Gibbs - GLG	
	Zack Wasserman – WRBD	
Alameda CTC Staff		
Executive Director	Arthur L. Dao	
Programs & Public Affairs Manager	Tess Lengyel	
Manger of Planning	Beth Walukas	
Clerk of the Commission	Gladys V. Parmelee	
Program Management Team Staff	~~Angie Ayers~~ KRYSTLE PASCO	

STAFF	Initials	STAFF	Initials
Patricia Reavey – Director of Finance		Arun Goel – Associate Transportation Engineer	
Matt Todd - Manager of Programming		Anees Azad – Manager of Finance & Admin.	
Ray Akkawi – Manager of Project Delivery		Lei Lam – Senior Accountant	
Cyrus Minoofar - Manager of ITS		Linda Adams – Executive Assistant	
Yvonne Chan – Accounting Manager		Bijan Yarjani – Senior Transportation Engineer	
Christina Muller –Administrative Manager		Jacki Taylor – Programming Liaison	
Saravana Suthanthira, Senior Transportation. Planner		Laurel Poeton – Engineering Assistant	LP
Diane Stark, Senior Transportation Planner	DS	Victoria Winn – Administrative Assistant III	VW
Steve Haas – Senior Transportation Engineer		Claudia Leyva - Administrative Assistant III	
John Hemiup – Senior Transportation Engineer		Libby Hendrickson - Administrative Assistant II	
Vivek Bhat - Senior Transportation Engineer		Myrna Portillo - Administrative Assistant I	
Liz Brazil – Contracts Administrator		Frank R. Furger – Executive Director, I-680 JPA	
		James O'Brian	

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	Carolyn Verheyen	MIG, Inc.	510-845-7549	carolynv@migcom.com
2.	Bonnie Nelson	NN	415 284 1544	bnelson@nelsonnygaard.com
3.	Ryan Greene Roesel	CS	510 873 8700	rgreeneroesel@camsys.com
4.	Donna Lee	BART	510-464-6282	dlee@bart.gov
5.	Mike Tassano	City of Pleasanton	925 931-5670	MTASSANO@ci.Pleasanton.ca.us
6.	Natalie Londa	AC Transit	510-891-4792	nlonda@actransit.org
7.	Stephen Decker	CS	510 873-8700	SDECker@camsys.com
8.	Pat Pirias	Member of public	510-278-1631	patpirias@sonic.net
9.	BARRY FERRIER	ACTC-CAC	510-489-4769	BFERRIER2@CS.COM
10.	Jim Ogren	Jacobs	510 457-0053	james.ogren@jacobs.com
11.	Bob Vinn	Livermore	925 960 4516	bgvinn@ci.livermore.ca.us
12.				
13.				
14.				
15.				
16.				

Alameda County Transportation Commission

Countywide Transportation Plan and Transportation Expenditure Plan Development Process

REVISED VISION AND GOALS

Approved January 27, 2011, by the Alameda CTC CWTP-TEP Steering Committee

FINAL REVISED Vision Statement

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.

Goals:

Our vision recognizes the need to maintain and operate our 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**
- **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**

MTC's VISION STATEMENT (for reference):

MTC Vision -Transportation 2035

MTC's vision is based upon Three Es Principles of Sustainability: Economy, Environment, Equity

A prosperous and globally competitive **Economy**; a healthy and safe **Environment**; and **Equitable** opportunities for all Bay Area residents to share in well-maintained, efficient and connected regional transportation system.

Goals:

- Maintenance and Safety
- Reliability
- Efficient Freight Travel
- Security and Emergency Management
- Clean Air
- Climate Protection
- Equitable Access
- Livable Communities

ALAMEDA County Transportation Commission
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Memorandum

DATE: February 16, 2011

TO: CWTP-TEP Steering Committee

FROM: Beth Walukas, Manager of Planning
Tess Lengyel, Manager of Programs and Public Affairs

SUBJECT: Review Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/Transportation Expenditure Plan Information

Recommendations
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
Staff will be submitting monthly reports to ACTAC; the Planning, Policy and Legislation Committee (PPLC); the Alameda CTC Board; the Citizen's Watchdog Committee; the Paratransit Advisory and Planning Committee; the Citizen's Advisory Committee; and the Bicycle and Pedestrian Advisory Committee. The purpose of these reports 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.

<u>February 2011 Update:</u>
This report focuses on the month of February 2011. A summary of countywide and regional planning activities for the next upcoming months is found in Attachment 05A and the three year schedule is found in Attachment 05B. Highlights include MTC Call for Project Guidance, Update on SCS presentations to Councils, and Upcoming Meetings on Countywide and Regional Planning Efforts, as described below:

1) RTP/SCS Preliminary Proposals for Work Elements

MTC released preliminary proposals and guidance for the following work elements of the RTP/SCS: 25-year financial forecast assumptions, preliminary draft committed funds and projects policy (covered under agenda item 07), guidance for the call for projects (covered under agenda item 07A), draft projects performance assessment approach, and transit capital, local streets and roads maintenance needs, and transit operation needs approach. The supporting documentation can be found at http://apps.mtc.ca.gov/events/agendaView.akt?p=1603. This guidance will be incorporated into the CWTP-TEP planning process as shown in Attachment A. The Call for Projects is anticipated to occur March 1 through April 29, 2011. The CWTP-TEP projects definition will occur in two steps: one call for the CWTP (consistent with the RTP call) and a second more detailed screening for the TEP (all projects taken from the CWTP). Alameda CTC will coordinate the Call for Projects for the CWTP-TEP with the MTC's Call for Projects for the RTP/SCS and anticipates using the RTP project application for the first step of the CWTP process.

2) Update on SCS Presentations to City Councils and Boards of Directors on Initial Vision Scenario

Jurisdiction	Date to Council/Board	Type of item	Completed?
Alameda County	February 8		Yes
Alameda	February 1		Yes
Albany	January 18	Presentation	Yes
Berkeley	January 25 January 19	Information to Council Presentation to Planning Commission	 Yes
Dublin	January 25 January 29	Information to Council District 1 Workshop	Yes
Emeryville	January 18	Working Session	Yes
Fremont	January 29	District 1 Workshop	Yes
Hayward	January 18	Working Session	Yes
Livermore	February 28 January 29	Information to Council District 1 Workshop	 Yes
Newark	February 24		
Oakland	February 15 February 2	Presentation to Council Presentation to Planning Commission	Yes Yes
Piedmont	February 7		Yes
Pleasanton	February 1 (tentative) January 29	 District 1 Workshop	 Yes
San Leandro	February 22	Working Session	
Union City	January 25	Presentation	Yes
AC Transit	No presentation scheduled at this time		
BART	January 27		Yes

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

Committee	**Regular Meeting Date and Time**	**Next Meeting**
CWTP-TEP Steering Committee	4th Thursday of the month, noon Location: Alameda CTC	February 24, 2011 March 24, 2011
CWTP-TEP Technical Advisory Working Group	2nd Thursday of the month, 1:30 p.m. Location: Alameda CTC	March 10, 2011 April 14, 2011
CWTP-TEP Community Advisory Working Group	1st Thursday of the month, 2:30 p.m. Location: Alameda CTC	March 3, 2011 April 7, 2011
SCS/RTP Regional Advisory Working Group	1st Tuesday of the month, 9:30 a.m. Location: MetroCenter,Oakland	March 1, 2011 April 5, 2011
SCS/RTP Performance Target Ad Hoc Committee	Varies Location: MetroCenter, Oakland	No additional meetings scheduled
SCS/RTP Equity Ad Hoc Committee	Location: MetroCenter, Oakland	March 9, 2011 April 13, 2011
SCS/RTP Housing Methodology Committee	10 a.m. Location: BCDC, 50 California St., 26th Floor, San Francisco	February 24, 2011
CWTP-TEP Public Workshops	Tentative Schedule	February 24, 2011 (Oakland) February 28, 2011 (Fremont) March 9, 2011 (Hayward) March 16, 2011 (San Leandro) March 24, 2011 (Dublin)

Fiscal Impacts: None.

Attachments:
Attachment 05A: Summary of Next Quarter Countywide and Regional Planning Activities
Attachment 05B: CWTP-TEP-RTP-SCS Development Implementation Schedule

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Attachment A: Summary of Next Quarter Countywide and Regional Planning Activities (February through April)

Countywide Planning Efforts

The three year CWTP-TEP schedule showing countywide and regional planning milestone schedules is found in Attachment 05B. Major milestone dates are presented at the end of this memo. In the February to April time period, the CWTP-TEP Committees will be focusing on:

- Finalizing the Briefing Book, available on the Alameda CTC's website, that is intended to be an information and reference document and a point of departure for the discussion on transportation needs;
- Identifying performance measures and a methodology for prioritizing transportation improvements in the CWTP;
- Coordinating with ABAG and local jurisdictions on defining the Vision Scenarios for the Sustainable Communities Strategy and establishing how land use and the SCS will be addressed in the CWTP;
- Identifying transportation needs and issues including review of a series of white papers identifying best practices and strategies;
- Developing a Call for Projects and Committed Project Policy that is consistent and concurrent with MTC's call for projects and guidance and identifying supplemental information needed for Transportation Expenditure Plan projects and programs;
- Developing costing guidelines;
- Developing financial projections;
- Identifying transportation investment packages for evaluation;
- Conducting polling and reviewing polling results for an initial read on voter perceptions;
- Conducting public outreach

Regional Planning Efforts

Staff continues to coordinate the CWTP-TEP with planning efforts at the regional level including the Regional Transportation Plan (MTC), the Sustainable Communities Strategy (ABAG), Climate Change Bay Plan and amendments (San Francisco Bay Conservation and Development Commission (BCDC)) and CEQA Guidelines (Bay Area Air Quality Management District (BAAQMD)).

In the three month period for which this report covers, MTC and ABAG are focusing on developing an Initial SCS Vision Scenario (scheduled for release March 11, 2011), getting the word out to City Councils and Boards of Directors on what the SCS is (January and February), beginning the RHNA process, developing financial projections and a committed transportation funding policy, developing a call for projects, and completing the work on targets and indicators for assessing performance of the projects.

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

- Participating on the MTC/ABAG Regional Advisory Working Group (RAWG),
- Participating on regional Sub-committees: on-going performance targets and indicators and the equity sub-committee which is being formed by MTC;

These activities will feed into our discussion on revenue and financial projections and availability and the discussion of transportation investments both new and existing, that will begin around the early spring timeframe.

Key Dates and Opportunities for Input

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: January/February 2011 (see above)
Initial Vision Scenario Released: March 11, 2011
Detailed SCS Scenarios Released: July 2011
Preferred SCS Scenario Released/Approved: December 2011/January 2012

RHNA
RHNA Process Begins: January 2011
Draft RHNA Methodology Released: September 2011
Draft RHNA Plan released: February 2012
Final RHNA Plan released/Adopted: July 2012/October 2012

RTP
Develop Financial Forecasts and Committed Funding Policy: February/March 2011
Call for RTP Transportation Projects: March 1 through April 30, 2011
Conduct Performance Assessment: March 2011 - September 2011
Transportation Policy Investment Dialogue: October 2011 – February 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 Land Use Scenarios: May 2011
Call for Projects: Concurrent with MTC
Draft List of CWTP screened Projects and Programs: July 2011
First Draft CWTP: September 2011
TEP Program and Project Packages: September 2011
Draft CWTP and TEP Released: January 2012
Outreach: January 2012 – June 2012
Adopt CWTP and TEP: July 2012
TEP Submitted for Ballot: August 2012

Countywide Transportation Plan and Transportation Expenditure Plan
Preliminary Development Implementation Schedule - Updated 12/22/10

Calendar Year 2010

	2010						Meeting FY2010-2011	2010				
Task	**January**	**February**	**March**	**April**	**May**	**June**	**July**	**August**	**Sept**	**Oct**	**Nov**	**Dec**
Alameda CTC Committee/Public Process												
Steering Committee			Establish Steering Committee	Working meeting to establish roles/ responsibilities, community working group	RFP feedback, tech working group	Update on Transportation/ Finance Issues	Approval of Community working group and steering committee next steps	No Meetings		Feedback from Tech, comm working groups	No Meetings	Expand vision and goals for County ?
Technical Advisory Working Group								No Meetings		Roles, resp, schedule, vision discussion/ feedback	No Meetings	Education: Trans statistics, issues, financials overview
Community Advisory Working Group								No Meetings		Roles, resp, schedule, vision discussion/ feedback	No Meetings	Education: Transportation statistics, issues, financials overview
Public Participation								No Meetings			Stakeholder outreach	
Agency Public Education and Outreach	Information about upcoming CWTP Update and reauthorization											
Alameda CTC Technical Work												
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level						Board authorization for release of RFPs	Pre-Bid meetings	Proposals reviewed	ALF/ALC approves shortlist and interview; Board approves top ranked, auth. to negotiate or NTP	Technical Work		
Polling												
Sustainable Communities Strategy/Regional Transportation Plan												
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013			Local Land Use Update P2009 begins & PDA Assessment begins						Green House Gas Target approved by CARB.	Start Vision Scenario Discussions		
											Adopt methodology for Jobs/Housing Forecast (Statutory Target)	Projections 2011 Base Case
												Adopt Voluntary Performance Targets

Countywide Transportation Plan and Transportation Expenditure Plan
Preliminary Development Implementation Schedule - Updated 12/22/10

Calendar Year 2011

	2011						FY2011-2012	2011				
Task	**January**	**February**	**March**	**April**	**May**	**June**	**July**	**August**	**Sept**	**Oct**	**Nov**	**Dec**
Alameda CTC Committee/Public Process												
Steering Committee	Adopt vision and goals; begin discussion on performance measures, key needs	Performance measures, 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, financials, committed projects	Outreach update, project and program screening outcomes, call for projects final list to MTC, TEP strategic parameters, land use rcmmdn	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Meeting moved to December due to holiday conflict	Review 2nd draft CWTP; 1st draft TEP
Technical Advisory Working Group	Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs guidelines, call for projects, briefing book, outreach	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update, project and program packaging, county land use, financials, committed projects	Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Review 2nd draft CWTP, 1st draft TEP, poll results update	No Meetings
Community Advisory Working Group	Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs guidelines, call for projects, briefing book, outreach	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update, project and program packaging, county land use, financials, committed projects	Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Review 2nd draft CWTP, 1st draft TEP, poll results update	No Meetings
Public Participation	Public Workshops in two areas of County: vision and needs; Central County Transportation Forum	Public Workshops in all areas of County: vision and needs		East County Transportation Forum			South County Transportation Forum	No Meetings		2nd round of public workshops in County: feedback on CWTP,TEP; North County Transportation Forum		No Meetings
Agency Public Education and Outreach	Ongoing Education and Outreach through November 2012						Ongoing Education and Outreach through November 2012					
Alameda CTC Technical Work												
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level	Feedback on Technical Work, Modified Vision, Preliminary projects lists					Work with feedback on CWTP and financial scenarios	Technical work refinement and development of Expenditure plan, 2nd draft CWTP					
Polling		**Conduct baseline poll**								Polling on possible Expenditure Plan projects & programs		
Sustainable Communities Strategy/Regional Tra												
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 Methodoligy					
	Develop Draft 25-year Transportation Financial Forecasts and Committed Transportation Funding Policy											

Countywide Transportation Plan and Transportation Expenditure Plan
Preliminary Development Implementation Schedule - Updated 12/22/10

Calendar Year 2012

	2012						FY2011-2012				
Task	**January**	**February**	**March**	**April**	**May**	**June**	**July**	**August**	**Sept**	**Oct**	**November**
Alameda CTC Committee/Public Process											
Steering Committee	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed			Adopt Draft Plans	Adopt Final Plans	Expenditure Plan on Ballot			VOTE: November 6, 2012
Technical Advisory Working Group	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed								VOTE: November 6, 2012
Community Advisory Working Group	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed								VOTE: November 6, 2012
Public Participation			Expenditure Plan City Council/BOS Adoption								VOTE: November 6, 2012
Agency Public Education and Outreach	Ongoing Education and Outreach Through November 2012 on this process and final plans						Ongoing Education and Outreach through November 2012 on this process and final plans				
Alameda CTC Technical Work											
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level	Finalize Plans										
Polling					Potential Go/No Go Poll for Expenditure Plan						
Sustainable Communities Strategy/Regional Tra											
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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COMMISSION

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Memorandum

TO: Partnership Board DATE: February 16, 2011

FR: Ashley Nguyen W. I.

RE: **Regional Transportation Plan/Sustainable Communities: Overview**

MTC and ABAG, working in partnership with local jurisdictions, transportation agencies, and a broad range of community groups and stakeholders, are developing the Regional Transportation Plan/Sustainable Communities (RTP/SCS) as required by federal metropolitan transportation planning regulations and Senate Bill 375 (SB 375). The RTP/SCS is intended to accomplish two principal objectives:

1. Identify areas within the nine-county Bay Area sufficient to accommodate all of the region's population, including all income groups for the next 25 years; and
2. Forecast a land-use pattern, which when integrated with the transportation system, reduces greenhouse-gas emissions from automobiles and light trucks.

The RTP/SCS planning effort consists of four phases, as outlined below. Several activities are occurring in parallel which explain the overlap in dates between phases. Phase One is nearing completion, and key accomplishments completed under Phase One are noted below. Under Phase Two, MTC staff is rolling out key transportation elements that will inform the upcoming development of detailed land use-transportation scenarios. At your Partnership Board meeting, MTC staff will present and seek comments on the following transportation elements; (a) 25-year financial forecast assumptions, (b) draft committed funds and projects policy, and (c) draft project performance assessment methodology. All three items have previously been reviewed by the Partnership Technical Advisory Committee, SCS Regional Advisory Working Group, and MTC Policy Advisory Council.

- **Phase One: Performance Targets and Initial Vision Scenario** *March 2010 – March 2011*
  - **Greenhouse Gas Targets**: In September 2010, the California Air Resources Board established the Bay Area's targets of 7 percent per capita below 2005 levels by 2020 and 15 percent per capita below 2005 by 2035.
  - **Housing Target**: ABAG identified a formula for calculating the 25-year regional housing need. This is a specific calculation of the number of units needed to meet the target to house all the population of the region.
  - **Performance Targets**: In January 2011, MTC and ABAG approved a set of transportation and land-use performance targets that further define outcomes to be achieved through the RTP/SCS and will be used in the analysis of scenarios, projects and the plan itself.
  - **Initial Scenarios**: In January 2011, ABAG prepared an update to Projections 2009. This latest jobs, population and housing projections, along with the Transportation 2035 transportation network, shows how the Bay Area would develop through a continuation of present trends and policies reflected in current plans. Staff has labeled this scenario as

the "Current Regional Plans." In addition, ABAG and MTC prepared an "Initial Vision Scenario" that shows how the region could accommodate an additional 267,000 housing units by directing development more to Priority Development Areas (PDAs) and to other locally-identified areas. Both scenarios are being evaluated against the ten performance targets. The results of the Current Regional Plans scenario was presented at the MTC Planning Committee meeting on February 9, 2011, and the Initial Vision Scenario results will be presented at a joint meeting of the MTC Planning Committee and ABAG Administrative Committee on March 11, 2011. Both scenarios will tee-up the development of more detailed SCS scenarios to show various ways to achieve the targets.

- **Phase Two: Scenario Planning, Transportation Policy and Investment Dialogue, and Regional Housing Need Allocation (RHNA)** *January 2011 – February 2012*
    - **Transportation Finances & Policies:** MTC has begun to prepare the 25-year financial forecasts and policy on committed funds and projects. We will issue guidance on the call for projects, and request project submittals for the RTP/SCS by April 29, 2011. From May 2011 through early July 2011, MTC will assess project performance relative to RTP/SCS goals and targets attainment and cost-effectiveness. The performance results will help inform the transportation network to be tested in the various detailed SCS scenarios. The RTP/SCS investment strategy will be developed and discussed starting in fall 2011.
    - **Detailed SCS Scenarios**: Starting in mid-March 2011 through early July 2011, ABAG and MTC, with input from local governments and stakeholders, will identify one or more relatively constrained land-use/transportation alternatives to be tested against the greenhouse gas, housing and other performance targets. Trade-offs among the alternatives will be identified and debated upon the release of the results in fall 2011. The analysis and discussion will result in a preferred SCS scenario that will become the Draft SCS, which is to be identified by early 2012.
    - **Regional Housing Needs Allocation**: Over a 2-year period, ABAG will develop the Regional Housing Needs Determination and Allocation (RHND and RHNA, respectively) process as mandated by State law. The RHND is the projected regional need for housing (over an eight year planning period) expressed as the number of dwelling units (allocated among four income categories) required to meet that need. The RHNA is the allocation of the RHND among all jurisdictions in accordance with the adopted methodology. Per SB 375, the RHNA must allocate housing units within the region consistent with the SCS land-use pattern.

- **Phase Three: RHNA, Environmental/Technical Analysis and Plan Preparation** *March 2012 – October 2012*
    - **Regional Housing Needs Allocation**: ABAG will prepare RHNA plan for adoption.
    - **Environmental/Technical Assessments**: MTC and ABAG will prepare an Environmental Impact Report on the RTP/SCS per the California Environmental Quality Act. The EIR will address streamlined CEQA review for certain residential and transit priority projects per SB 375. Other technical analyses are also prepared.

- **Phase Four: Plan Adoption** *November 2012 – April 2013*
    - **RTP/SCS**: MTC and ABAG will prepare the RTP/SCS for adoption by both boards.

ASSOCIATION OF BAY AREA GOVERNMENTS

Representing City and County Governments of the San Francisco Bay Area

ABAG

MEMO

January 12, 2011

To: Executive Board

From: Ken Kirkey, Planning Director

Re: Initial Vision Scenario - Sustainable Communities Strategy

This Initial Vision Scenario will provide a preliminary overview of the Bay Area's future development; its land use pattern and distribution of housing and jobs. It will also provide a first assessment of the future region's performance on the reduction of greenhouse gas emissions as well as other adopted regional performance targets.

The Initial Vision Scenario will be developed as an unconstrained scenario by ABAG and MTC with input from local jurisdictions and county Congestion Management Agencies (CMA). The Initial Vision Scenario serves as a starting point for the development, analysis and discussion of detailed scenarios that will lead to a preferred SCS by early 2012.

UPDATE ON KEY ACTIVITIES

1. City Council Presentations

In December 2010, ABAG and MTC provided planning directors and CMAs a report and a visual material to present before their city councils to explain the SCS and the process for local government input into the strategy. Over the past month, a few cities have already scheduled their presentations or presented before their city councils. Other cities are working on this task; some are seeking collaboration from the CMA for the presentation. Some elected officials serving on ABAG and MTC boards have offered to make the presentation for their peers.

2. Input from local jurisdictions

To provide for local input to the Initial Vision Scenario, ABAG and MTC sent a request for information on unconstrained growth to all city and county planning directors. Local jurisdictions identified places that can accommodate the region's future population growth and employment and policies, strategies, and incentives to support this growth. More than 90 percent of all cities submitted a response by January 5, 2011.

3. Assessment of growth and future land use pattern

Based on local input, ABAG and MTC staff is currently defining the land use strategy to accommodate 3.6 million households and 4.4 million jobs by 2035. This land use strategy will focus on transit corridors, Priority Development Areas and new opportunity areas for sustainable development proposed by local jurisdictions. Regional staff will likely identify higher levels of growth than those proposed by cities in order to meet the housing target. The Initial Vision Scenario will identify key policies, strategies, and investments that will be required to support the proposed land use pattern. Land Use and Transportation models will be used to analyze the Initial Vision Scenario.

4. Release of the Initial Vision Scenario

The Initial Vision Scenario will be released at the meeting of the ABAG Administrative Committee, MTC Planning Committee, and Joint Policy Committee on March 11, 2011. This Scenario will then be presented in each of the nine Bay Area counties.

The Initial Vision Scenario will include

1. A report that describes the concept, policies, and strategies.
2. A set of maps that describes places that will accommodate sustainable development.
3. A presentation that describes the approach, benefits, and resources that would be needed to implement the Initial Vision Scenario.

Alameda County Planning and Community Development Directors

January 18, 2011

Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Ezra Rapport, Executive Director
Association of Bay Area Governments
101 Eighth Street
Oakland, CA 94607

RE: Sustainable Communities Strategy Process

Dear Mr. Rapport and Mr. Heminger:

The Alameda County Planning Directors met on December 17, 2010 to discuss the SB 375 process to date and respond to some of the questions and issues raised by that process. In this letter, we'd like to highlight some of the constraints we believe local governments face as we look forward to developing the Sustainable Communities Strategy (SCS), and then to implementing the underlying goals of the SCS related to encouraging more intensive development in transit-served locations. The following summarizes some of our discussion.

Before highlighting some of our concerns, we'd like to acknowledge the importance of this effort for the region. Preparation of the SCS begins the process of establishing a long-term guide for this region's growth in a manner that preserves the qualities of this region that make it great: a vibrant economy, a diverse population, a beautiful and productive environment. We appreciate ABAG/MTC's outreach to Planning Directors, and look forward both individually and as a group to working with ABAG/MTC in developing the SCS. Our comments and concerns below should be seen in the context of our underlying support for the effort.

Vision Scenario

SB 375 requires that we plan to accommodate all of the region's need for housing within the nine-county Bay Area. This is a change in past practice when we were able to assume in our projections for housing needs that we could export a significant proportion of expected housing need to counties outside the nine-county Bay Area. We know from past modeling efforts that if this region is to come close to achieving the expected reductions in GHG generation and accommodate all of its projected housing

need, that the vast majority of future growth must occur in transit-served locations and in locations near job centers. However, according to ABAG, the locations identified for transit-oriented growth (the Planned Development Areas or PDA's) can accommodate less than 50 percent of the projected growth.

A "vision scenario" is expected to be the beginning point for thinking about how the region can achieve the SB 375 targets. The Vision Scenario is supposed to be an "unconstrained" projection of how growth can best be accommodated in the most sustainable manner over the next 25 years. While an "unconstrained scenario" may be a useful way of examining a "what if" option for achieving maximum reduction in GHG, we do not believe the information is available for preparing such an "unconstrained scenario" at the local level. Few local government plans project land use for 25 years, and to the degree that we have identified development potential for Priority Development Areas, they are usually not "build-out" scenarios for a 25 year time frame.

While it is possible that PDA's could accommodate more growth than local governments have indicated to date in our PDA descriptions, we cannot say with any confidence what that additional increment may be. Moreover, we do not have direction from our local policy makers to identify such a capacity, or for us to consider unconstrained "what if" vision scenarios that might increase the capacity of our PDA's. We as Planning Directors work at the direction of our elected leaders through their appointed City Managers and Administrators. In order for us to more fully assist ABAG/MTC in developing the vision scenario, we request that ABAG/MTC ask our local elected bodies to give us direction to do so. Even with such direction, the resources may not be available to undertake the necessary analysis for every community and every PDA. However, working together it may be possible to identify locations in the region with the most potential for growth, and undertake some limited focused analysis of some PDA's that could yield case studies useful for regional modeling purposes.

Resources to Implement a Sustainable Communities Strategy

We appreciate that preparing the SCS is a highly challenging undertaking. The specific goals of SB 375 focus primarily on GHG reduction and how to harmonize existing State mandates for affordable housing with the GHG goal. We also know that a GHG reduction strategy means focusing development within existing urbanized areas of the region. To implement that strategy means addressing community concerns with growth and infill development. In the highly resource-constrained environment of the past many years, it is unclear whether the SCS and the RTP that will support it presents a new paradigm for regional development where significant resources will flow to those communities willing to accept growth. Although there has been some movement in that direction through grant programs, the level of resources available has been very limited and the funding unreliable.

To be successful, the SCS must demonstrate how those communities willing to accept growth will benefit from it, rather than suffer the perceived (and often real) negative impacts from it. In this environment, there is a concern that if a community shows it can

accommodate more growth, it will then be forced to accept it and its impacts without any assurance that the resources needed to serve that new development and improve the quality of life for nearby residents will be forthcoming. Since it often seems as if the vast majority of semi-discretionary resources in this region are transportation-based, if the SCS is going to be successful, we recommend that MTC/ABAG begin now to identify now how the next RTP will address this underlying resource allocation concern.

Harmonizing Regional Policies

Over the past few years, each of the regional agencies, following its own mandate, has established policies and regulations in regard to development that can have significant impacts on the costs of infill development. For example, most recently, the Bay Area Air Quality Management District has adopted preliminary CEQA Guidelines for GHG, PM 2.5 and toxic contaminants; the Regional Water Quality Control Board has previously adopted standards on impervious surfaces and non-point source pollutants; BCDC is considering new policies in regard to potential inundation due to global warming; and the RTP establishes, through its guidelines how and where funding will be available for transportation improvements. Taken in isolation, each agency promotes critical governmental objectives; but in totality, they contribute to increasing complexity and uncertainty for the development type we say we are interested in promoting: higher density infill. It is often easier and less expensive to address these regulations as part of designing a project on a greenfield site than to retrofit an infill site to meet new standards and address existing infrastructure or transportation deficiencies. These regional regulations can have the unintended consequence of further impeding infill development that already faces numerous hurtles not faced by a greenfield project: nearby unhappy neighbors, highly uncertain site conditions, and unique design requirements, to mention just a few.

SB 375 provides an opportunity for the region to harmonize and standardize its requirements and to identify regional strategies that in combination can encourage infill development. Revised standards that, for example, recognize that automobile congestion is not necessarily a significant environmental affect in itself in an urbanized region; Air Quality Guidelines that recognize that an infill project near transit – no matter how large or dense – has significant regional benefits that outweigh project-based GHG impacts; standardized mitigations for localized air quality impacts; standardized mitigations for water quality that allow projects to make use of existing CEQA exceptions. The SCS EIR, and the analysis leading up to it are an unprecedented opportunity to consider how regional policies and mitigations can be harmonized and restructured to help even the playing field for infill development. We urge that as the regional agencies gear up for the SCS EIR, that they commit sufficient resources to undertake the larger effort needed to work together to consider how they can make it easier – not harder – for infill development to occur.

Other Concerns

As the Alameda County Planning Directors discussed SB 375 and where the region must go to address it and other state requirements, a number of other issues were discussed that most planners recognize are impediments to the development patterns we wish to encourage, but that remain unaddressed year after year. Among them are:

- Fiscalization of land use. So long as there are significant fiscal benefits from commercial/retail development, and significant long-term costs associated with residential development (and especially rental housing buildings that generally sell and are reassessed less often than single family homes), the promotion of appropriate development patterns will continue to face an uphill fiscal battle.

- CEQA. While, as described above, regional agencies can begin to address some CEQA issues, and especially those related to regional policies and cumulative impacts, there are other fundamental issues with existing exemptions for infill development that make them ineffective. CEQA reform is needed to preserve the underlying goals of CEQA while encouraging infill development.

- Transit availability. The SCS and the PDA's that will be the foundation of the SCS necessarily must rely on transit "nodes" as the basis for meeting housing needs. In order for developers and communities to invest in those locations, there is a need for certainty that the transit will be there for the long term, and that the service will be adequate to address the demands placed on it. Meanwhile, over the past few years that certainty has been undermined by cutbacks on funding for transit. Investments in existing and future transit improvements need to get the very biggest land-use bang for the bucks spent on it. MTC's station area planning guidelines are a good step, but the assessments of all future transit improvements need to be considered in light of implementing the land uses of the Sustainable Communities Strategy and especially the very high intensity land uses that will ultimately be needed to address regional housing needs in a sustainable manner.

None of these are new issues, and there are many others that could have been added had we had more time for discussion. We set them out here not because we expect the SCS to address them (some of these can only be addressed by the legislature), but because we believe that the SCS must recognize these obstacles and begin to set forth strategies that can ultimately address them for a successful SCS.

In conclusion, we recommend:

- ABAG/MTC specifically request City and County elected leaders to authorize staff to participate in developing alternative plans for PDA's to be used in the Vision Scenario that may go beyond existing local policies and plans;
- ABAG/MTC begin now to identify the resources that may be available to implement the SCS and provide incentives to jurisdictions willing to accept higher levels of growth;

- ABAG/MTC use the SCS EIR as an opportunity to harmonize regional policies, guidelines and regulations so that infill development is easier to accomplish.

The current SCS is the first of what is intended to be many SCSs. We do not expect this first SCS to suddenly and completely reverse a set of policies, incentives and programs that contributed to (and continue to support) a sprawling land use pattern that developed over 50 years. However, if we are to reverse that pattern and establish a new development pattern, we must consciously recognize and remove the impediments to infill development, and then reverse the fiscal and other financial incentives for sprawl. We look forward to working with ABAG/MTC in the process of accomplishing this goal.

Sincerely,

Dan Marks, Director of Planning and Development, City of Berkeley*
on behalf of the following Alameda County Planning and Community Development Directors* who have endorsed this letter

Albert Lopez, Alameda County
Jennifer Ott, Alameda
Jeff Bond, Albany
Jeri Ram, Dublin
Charles Bryant, Emeryville
Jeff Schwob, Fremont
David Rizk, Hayward
Marc Roberts, Livermore
Terrence Grindall, Newark
Eric Angstadt, Oakland
Kate Black, Piedmont
Brian Dolan, Pleasanton
Luke Sims, San Leandro
Joan Malloy, Union City

*Each individual indicated above has endorsed the contents of this letter as a professional planner; titles and jurisdictions are for identification purposes only and do not imply that the City Council or Board of Supervisors has reviewed or endorsed this letter.

Cc: Beth Walukas, Manager of Planning, Alameda County Transportation Commission
1333 Broadway, Suite 220, Oakland, CA 94612

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ALAMEDA County Transportation Commission
1333 Broadway, Suites 220 & 300 ▪ Oakland, CA 94612 ▪ PH: (510) 208-7400
www.AlamedaCTC.org

Memorandum

DATE: February 16, 2011

TO: CWTP-TEP Steering Committee

FROM: Beth Walukas, Manager of Planning
Tess Lengyel, Manager of Programs and Public Affairs

SUBJECT: Overview of the Process for Addressing Sustainable Communities Strategy (SCS) in the Countywide Transportation Plan and the Transportation Expenditure Plan (CWTP-TEP)

Recommendations
This item is for information only.

Summary
Historically, the Alameda Countywide Transportation Plan (CWTP) has used the most recently adopted ABAG Projections as the population, housing and employment scenario for the evaluation of transportation projects and programs. With this first update to the CWTP since the adoption of SB 375, the land use and transportation scenarios developed for Alameda County need to be consistent between the CWTP, the SCS and the Regional Transportation Plan (RTP). Land use will now play a more prominent role in the CWTP in terms of achieving GHG emissions reductions and housing our share of the region's population across all income levels.

This item is the starting point for defining a process to develop the land use scenarios for the CWTP and to inform the SCS. This process will involve active discussions and feedback between local jurisdictions, Alameda CTC and ABAG. Time is being reserved for these discussions at the monthly TAWG meetings and a schedule with topics to be addressed will be presented at the March meeting. Input will be taken from the Community Advisory Working Group (CAWG) and approvals will be sought from the Steering Committee. Key questions to address are:

- What is assumed for Alameda County in the Initial Vision Scenario being released by ABAG in March 2011?
- What transportation infrastructure/policies are needed to support land use in priority development and other development areas that reduce GHG emissions through walking and bicycling?
- How can Alameda County's share of the region's population growth be accommodated?

Discussion:
Because land use authority is responsibility of the local jurisdictions, Alameda CTC and ABAG staff are engaging local jurisdictions' staff and elected officials in developing the SCS and the land use scenarios for the CWTP. Through March, Alameda County jurisdictions are in the process of presenting information about the SCS to their City Councils and Boards. All jurisdictions have scheduled or have made presentations. Once the Initial Vision Scenario is released by ABAG in March, additional presentations will be required to further the discussion about the SCS Initial Vision Scenario in order to develop the Detailed Scenarios by July 2011. The process for communicating this information to our elected officials is still under discussion, but will need to occur in March and April 2011.

The CWTP-TEP schedule has been coordinated with ABAG's schedule for developing the SCS scenarios so that Alameda County can be in a position to both benefit from the work that ABAG is doing and inform the development of the SCS scenarios. Through December 2011, ABAG will be in the process of refining the SCS scenarios in tandem with Alameda CTC developing the CWTP and MTC developing the RTP. The Preferred Scenario will be finalized in December 2011/January 2012 and will include the Regional Housing Needs Allocation (RHNA).

The process for local jurisdiction input for refining the SCS Scenarios at each phase has yet to be defined and will be presented to the TAWG at the March meeting. However, the key steps will be to:

- Review Initial Vision Scenario and assumptions used to allocate population, housing and employment
- Develop Countywide land use scenarios to inform development of Detailed Scenarios
- Develop transportation improvements package for supporting the Preferred Scenario (while addressing countywide transportation issues, and conforming to funding projections)

Transportation and land use activities will be occurring concurrently at the regional and countywide levels, but ultimately there will be one integrated RTP and SCS. The SCS will be incorporated into the final CWTP. As we are working on defining the land use, we can begin looking at packages of transportation investment to determine which types of investments support the goals and vision of the CWTP-TEP and identify what transportation infrastructure/policies/programs are needed to support the SCS.

In anticipation of providing feedback to ABAG on the Initial Vision Scenario being released on March 11, 2011, input is being sought from the Steering Committee on the approach for incorporating the SCS into the CWTP and providing feedback to ABAG. The Technical and Community Advisory Working Groups (TAWG and CAWG) discussed this at their February meetings and used the following questions to generate discussion:

- What is assumed for Alameda County in the Initial Vision Scenario being released by ABAG in March 2011?
- What transportation infrastructure/policies are needed to support land use in priority development and other development areas that reduce GHG emissions through walking and bicycling?

- How can Alameda County's share of the region's population growth be accommodated?

The CAWG discussion focused on recommending that practices be incorporated that result in livable communities that are connected, that use underused spaces more effectively and that provide a balanced and equitable distribution of transportation and land use, so that people are not displaced. CAWG "themes" are provided in Attachment A.

The TAWG discussion focused on making sure that adequate data is available in enough time to be able to develop meaningful responses (the TAWG requested that, if possible, information should be made available ahead of the March 11 distribution date), requesting clarification on what the process will be for adding projects once the land use is finalized and what the process would be for receiving technical information with which to evaluate the effects of the land use and transportation scenarios in terms of how well they achieve the goals of the Plan.

Attachments

Attachment A: CAWG Themes Summary on Land Use Process, February 3, 2011

Attachment A

CAWG Themes Summary on Land Use Process

February 3, 2011

The following summarizes common themes across three discussion groups held at the February 3rd, 2011 meeting of the Community Advisory Working Group for the Alameda Countywide Transportation Plan/Transportation Expenditure Plan (CWTP-TEP). The groups discussed the relationship of the CWTP to the SCS and ways to accommodate Alameda County's share of the population growth and what transportation infrastructure/policies are needed to support land use in priority development areas. The following common themes were identified.

1. **Connecting places within and across modes and in designing communities is key to meeting the goals in the Countywide Transportation Plan and developing livable communities.**
   a. Include non-motorized and intermodal connectivity.
   b. In developing connections, consider starting with providing shuttles and buses or preserving right of way and building toward dedicated lanes for buses and perhaps even light rail systems as needed to accommodate growth.
   c. Design communities with multiple travel path choices and multiple land uses (complete communities) to create more fine grained, human scale developments. Apply LEED and ND principles.
2. **Use underused space more effectively.**
   a. Convert shopping malls, business parks, and big box developments into multi-use communities.
   b. Develop parking lots and other underused land uses into transit hubs.
3. **Provide balanced and equitable land uses and transportation across the county without displacing people.**
   a. Transit investments can drive up land values and result in displacement.
   b. Active zoning and land use policies can keep out affordable housing.

Group A

- Use underused space more attractively (eg., malls, business parks, big box developments). Turn parking and other under-used land uses into housing & transit hubs
  (eg., Eastmont Mall → transit hub).

- Use transit options to connect isolated areas. Could add shuttle and transit options, such as bus lines, to connect high density development to commercial areas. Start with shuttles and buses and preserving right-of-way or providing signal coordination and build up to dedicated lanes and light rail.

- Watch for displacement – Provide more balanced and equitable land uses and transportation across the county. Our planning should recognize areas where:

  1. Transit investments can drive up land values and result in displacement
  2. Active zoning and land use policies can keep out affordable housing

- Work for a common vision. One size doesn't fit all.

- Encourage grids, not cul de sacs (eg., LEED – more points for greater connectivity)

- Include non- motorized and intermodal connectivity (eg., within and across modes)

- When designing communities, create multiple intersections of travel paths so you end up with a more fine grained and human scale development to create a true sense of community. Create a higher number of intersection per square mile.

Group B: Did not report on this item.

Group C

- PDAs need to focus on multi-uses. Don't isolate people in places where they can't meet their needs.

- PDAs should have regional transit lines for those who commute.

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Overview of Process for Addressing the Sustainable Communities Strategy in the CWTP: A Discussion of Land Use

Presentation to CWTP-TEP
Steering Committee
February 24, 2011

Development of Countywide Transportation Plan Pre SB 375

- Every two years ABAG adopts Projections
  - Identifies population, housing and jobs in five year increments for Bay Area
  - Alameda CTC required to use most recently adopted ABAG Projections
  - Incorporated into Countywide Transportation Model
  - Used to meet Congestion Management Program (CMP) requirements
  - Used in identifying and evaluating projects for Countywide Transportation Plan

2

Sustainable Communities Strategy (SCS)

- ABAG/MTC: Required to develop an SCS which will replace Projections
  - Adoption Spring 2013
  - SCS is tied to RHNA
  - Must integrate transportation and land use
  - Land use control is at local level
- Countywide: CWTP-TEP
  - Adoption Summer 2012
  - Role of SCS/RHNA and land use

3

What does this mean for the Countywide Plan?

- Work with ABAG and local jurisdictions to develop SCS
  - Initial Vision Scenario: March 2011
  - Detailed Scenarios: July 2011
  - Preferred SCS: December 2011
- Identify and work with local process to refine Initial Vision Scenario to Preferred SCS: March through December 2011
- Integrate Alameda County SCS with transportation improvements in the Countywide Plan: July through December 2011

4

What is the Initial Vision Scenario?

- Unconstrained Land Use Scenario that articulates the Bay Area's vision of future land uses and assesses its performance relative to statutory greenhouse gas and housing targets as well as other voluntary performance targets

5

Countywide Process for Integrating Land Use and Transportation Activities

- Concurrent land use and transportation activities at the regional level
  - Release of Initial Vision Scenario
  - Definition of Detailed Scenarios
  - Call for Projects/Performance Assessment
  - Ultimately one integrated Regional Transportation Plan and one SCS

6

Countywide Process for Integrating Land Use and Transportation Activities

- Means concurrent land use and transportation activities at the county level
  - Review of Initial Vision Scenario assumptions
  - Develop Countywide land use scenarios to inform development of detailed SCS scenarios
  - Develop transportation improvements for supporting preferred SCS and addressing countywide transportation issues

7

Upcoming Land Use Scenario Discussion

- Identify land use scenarios that build from the Initial Vision Scenario
- Develop ways to house Alameda County's share of the region's population growth
- Evaluate what transportation infrastructure/policies are needed to support land use

8

Countywide Process for Integrating Land Use and Transportation Activities

- TAWG: Develop scenarios and provide feedback on SCS scenario development
  - County Corridor Working Group
  - Planning and public works at the table
- Input from CAWG
- Approval by Steering Committee

9

Next Steps

- Presentation from ABAG on Initial Vision Scenario assumptions: February TAWG
- Discussion of land use/policy/funding scenarios: March/April Committees
- Call for Projects: March 1 – April 29

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Memorandum

TO: Partnership Board DATE: February 16, 2011

FR: Ashley Nguyen W. I.

RE: Preliminary Draft Committed Funds and Projects Policy for Regional Transportation Plan/Sustainable Communities Strategy

Purpose & Background
For the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), MTC staff is proposing to update the Policy on prior commitments approved by the MTC Planning Committee for the Transportation 2035 Plan.

The determination of which projects and funding sources are deemed "committed" affects the amount of transportation revenues that will be subject to discretionary action by the Commission.

The Policy to be developed for the RTP/SCS will:

1. Determine which projects proposed for inclusion in the RTP/SCS are not subject to discretionary action by the Commission because the project is fully funded and is too far along in the project development process to consider withdrawing support. While local funds for a project will remain with that project, a fully locally funded project that is not far along in the project development process may be subject to project performance assessment by the Commission.
2. Determine which fund sources are subject to discretionary action by the Commission for priority projects and programs.

Determining prior commitments for projects and fund sources is a necessary first step in the discussion of how to spend the revenues projected to be available to the region over the 25-year life of the RTP/SCS. This determination includes the following three steps: (1) prepare the 25-year revenue assumptions and forecasts, (2) determine what funds and what projects are committed and will be included in the RTP/SCS without further evaluation, and (3) determine the revenue balance that is subject to MTC discretion by subtracting those committed funds and committed projects from the projected revenues.

Preliminary Proposal
MTC staff has prepared a preliminary Draft Policy on prior commitments (see **Attachment A**) for discussion and input from the Bay Area Partnership, SCS Regional Advisory Working Group, MTC Policy Advisory Council, and stakeholders. The key issues addressed in the draft policy are outlined below.

Threshold Criteria for Determining Committed Funds or Projects

As summarized in Table 1, staff proposes a more limited set of criteria for what is considered committed and to define a smaller subset of funds and projects as committed than in past plans, thus "opening up" more funds for discretionary action.

Table 1: Comparison of Prior Commitment Criteria
Transportation 2035 Plan versus Proposed RTP/SCS

T2035 Criteria	Proposed Criteria for RTP/SCS
Committed Funding Sources	
Locally generated or locally subvened funds are committed.	No change
Transportation funds for operations and maintenance as programmed in the current Transportation Improvement Program, specified by law, or defined by MTC policy are committed.	See **Attachment A**, Table 3 for a list of committed and discretionary fund sources
Committed Projects *Committed projects are not subject to a project performance assessment.*	
Projects or project elements fully funded in the current TIP are committed, except Cycle 1 Regional Program funding commitments	Project is under construction, as indicated by utility relocation or subsequent construction activities, or vehicle award by May 1, 2011 Proposition 1B Corridor Mobility Improvement Account (CMIA) and Trade Corridor (TCIP) projects with full funding and approved baseline agreements as of February 2011.
Resolution 3434	Project is under construction, as indicated by utility relocation or subsequent construction activities, or vehicle award, by May 1, 2011
Ongoing regional operations programs are committed	A regional program has an existing executed contract through the contract period only

1. Definition of "Committed" vs. "Discretionary" Funding. Are there any proposed changes to these designations since Transportation 2035?

As proposed in this draft policy, a "committed fund" is a fund source that is directed to a specific entity or purpose as mandated by statute or by the administering agency. For committed funds, MTC has no discretion on where these funds go or how they are spent. For discretionary funds, the Commission has either complete discretion on how and where funds are spent, or can develop policies/conditions on the expenditure of funds.

The preliminary proposed designations for committed and discretionary funding are included in **Attachment A, Table 3**. Staff is proposing to define more funding sources as "discretionary" funds compared to Transportation 2035. For example, while some funds have historically been committed to certain purposes, the Commission may exercise its authority to condition these funds on adherence to regional policies to be developed in RTP/SCS process. In addition, as discussed in the Financial Forecast Assumption memo, there are new sources of discretionary funding that are proposed for the RTP/SCS.

Definition of "Committed Projects"

Staff proposes to require a project to be advanced in project development (e.g., as indicated by utility relocation or subsequent construction activities, or vehicle award) in order to be designated as committed. Staff proposes to make an exception for Proposition 1B CMIA and TCIF projects as these projects underwent a performance assessment at the regional and state level prior to selection. Further, the funding tied to these projects are primarily committed, roughly 90%, so no funding could be redirected to other regional priorities. These projects have to be constructed by December 31, 2012. **Attachment B** provides a list of committed projects from the Transportation 2035 Plan.

2. Projects Identified as Exempt By Senate Bill 375

SB 375 provides that projects programmed for funding on or before December 31, 2011, are not required to be subject to the provisions required in the SCS or Alternative Planning Strategy (APS) if they are:

- Contained in the 2007 or 2009 Federal Statewide Transportation Improvement Program, or
- Funded pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2, or
- Were specifically listed in a ballot measure prior to December 31, 2008, approving a sales tax increase for transportation projects.

MTC staff proposes that a project that meets these criteria may still be subject to performance assessment for inclusion in the RTP/SCS and be subject to Commission discretion based on financial constraint, policy or other considerations. This view is consistent with the California Transportation Commission's guidance in the approved *2010 Regional Transportation Plan Guidelines*.

Schedule

Staff presents Preliminary Draft Committed Funds and Projects Policy to various committees for input.	PTAC: January 31, 2011 RAWG: February 1, 2011 Policy Advisory Council: February 9, 2011 Partnership Board: February 16, 2011
Draft Committed Funds and Projects Policy is reviewed by MTC Planning and ABAG Administrative Committees	March 11, 2011
Proposed Final Committed Policy is reviewed and approved by MTC Planning and ABAG Administrative Committees	April 8, 2011

Attachment A
Draft Committed Policy for the
Regional Transportation Plan/Sustainable Communities Strategy

1. Prior Commitment Criteria – Project

The following criteria are proposed to determine Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prior commitments. Projects that do not meet these criteria will be subject to the project performance assessment. **Attachment B** provides a list of committed projects from the Transportation 2035 Plan.

- A transportation project/program that meets any <u>one</u> of the following criteria would be deemed "committed":
  1. Project is under construction, as indicated by utility relocation or subsequent construction activities, or vehicle award by May 1, 2011. Proposition 1B Corridor Mobility Improvement Account (CMIA) and Trade Corridor (TCIP) projects with full funding and approved baseline agreements as of February 2011.
  2. Resolution 3434 Program – Project is under construction, as indicated by utility relocation or subsequent construction activities, or vehicle award, by May 1, 2011.
  3. Regional Programs – Regional programs with executed contracts (see **Table 2a and 2b**) through contract period only

Table 1: Resolution 3434 Program

Committed	Not Committed
BART/Oakland Airport Connector	AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit
Eastern Contra Costa BART (eBART)	AC Transit Enhanced Bus: Grand MacArthur Corridor
BART to Warm Springs	Caltrain Electrification
BART to Berryessa Station	Caltrain Express Phase 2
Transbay Transit Center Phase 1	Capitol Corridor Phase 2 Enhancements
Capitol Corridor Expansion (parts)	ACE Service Expansion
Expanded ferry service to South San Francisco	Sonoma-Marin Rail Corridor
Muni Third Street Light-Rail: New Central Subway	Dumbarton Rail
Sonoma Marin Rail Initial Operating Segment	Downtown to East Valley: Light Rail and Bus Rapid Transit Phases 1 and 2
	Expanded ferry service to Berkeley, Alameda/Oakland/Harbor Bay, Hercules, Richmond, and other improvements
	Transbay Transit Center Phase 2 – Caltrain DTX
	BART: Berryessa to San Jose/Santa Clara
	SFCTA and SFMTA: Van Ness Avenue Bus Rapid Transit
	Tri-Valley Transit Access Improvements to/from BART

Table 2a: Ongoing Regional Operations Program

Committed Project	Uncommitted Project
Clipper contract executed to FY 2018-19	Clipper FY 2019-20 and beyond
511 contract executed to FY 2018-19	511 FY 2019-20 and beyond
Freeway Service Patrol/Call Boxes funded with SAFE funds	FSP Funded with STP funding
Transit Connectivity (up to $10 million)	Any remaining program needs beyond $10 million commitment

Table 2b: Regional Programs

Committed Programs – 1st and 2nd Cycle of New Act Funding through FY 2015
Local Road Maintenance
Regional Bicycle Program
Lifeline Program
Climate Initiatives Program
Transit Rehabilitation (currently funded in TIP)
Transportation for Livable Communities (TLC)
CMA/Regional Agency Planning Funds
Freeway Performance Initiative (FPI)

2. Prior Commitment – Funding Sources

Funding for the RTP/SCS comes from a number of sources. Each funding source has specific purposes and restrictions. The federal, state, regional and local funds included in the draft RTP/SCS revenue forecasts as either committed or discretionary funds are defined below and listed in Table 3.

- Committed funding is directed to a specific entity or for a specific purpose as mandated by statute or by the administering agency.
- Discretionary funding is defined as:
  - Subject to MTC programming decisions.
  - Subject to compliance with Commission allocation conditions.

The following criteria are proposed to determine RTP/SCS prior commitments:

- A transportation fund that meets any <u>one</u> of the following criteria would be deemed "committed":
  1. Locally generated and locally subvened funds stipulated by statute
  2. Fund source that is directed to a specific entity or purpose as mandated by statute or by the administering agency

Table 3: Committed versus Discretionary Funds

Committed Funds	Discretionary Funds
Federal	
FTA New Starts Program	FTA Section 5307, Urbanized Area Formula (Capital)
FHWA Bridge/Safety Program, Highway Bridge Rehabilitation (HBR)	FTA Section 5309 Fixed Guideway Program
FTA Bus & Bike Facilities Program	FHWA Surface Transportation Program (STP)
FTA Section 5310 Elderly & Disabled	FHWA Congestion Mitigation and Air Quality Improvement (CMAQ) Program
FTA Small Starts	FTA Section 5316 Job Access and Reverse Commute (JARC)
FTA Ferry Boat Discretionary	FTA Section 5317 New Freedom
American Recovery and Reinvestment Act (ARRA) High-Speed Rail Program	FTA Section 5311 Non-Urbanized Area Formula
State	
State Highway Operations and Protection Program (SHOPP)	State Transportation Improvement Program (STIP): Regional Transportation Improvement Program (RTIP) County Shares
Traffic Congestion Relief Program (TCRP)	STIP: Interregional Road/Intercity Rail (ITIP)
State Transit Assistance (STA) Revenue Based	STIP: Transportation Enhancements (TE)
Gas Tax Subvention	STA Population Based – PUC 99313
Proposition 1B	
Proposition 1A (High-Speed Rail)	
Regional	
AB 1107 ½ cent sales tax in three BART counties (75% BART Share)	AB 1107 ½ cent sales tax in three BART counties (only includes 25% share that MTC administers as discretionary)
BATA Base Toll Revenues and Seismic Retrofit Funds	AB 664
Regional Measure 2 (RM2)	2% Toll Revenues
Service Authority for Freeway and Expressways (SAFE)	5% State General Funds
	RM1 Rail Extension Reserve
	AB 1171
	Regional Express Lane Network Revenues
	Bridge Toll Increase
Local	
Existing locally adopted transportation sales tax	Transportation Development Act (TDA)
Local Funding for Streets and Roads	Regional funds identified as match to sales tax-funded local projects
Transit Fare Revenues	
San Francisco Municipal Transportation Agency (SFMTA) General Fund/Parking Revenue	
Golden Gate Bridge Toll	
BART Seismic Bond Revenues	
Property Tax/Parcel Taxes	
Vehicle Registration Fees per Senate Bill 83 (Hancock)	
Public Private Partnerships	
Anticipated Funds	
	Anticipated Funds

3. Projects Exempt from Senate Bill 375

SB 375 provides that projects programmed for funding on or before December 31, 2011, are not required to be subject to the provisions required in the SCS or Alternative Planning Strategy (APS) if they are:

- Contained in the 2007 or 2009 Federal Statewide Transportation Improvement Program, or
- Funded pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2, or
- Were specifically listed in a ballot measure prior to December 31, 2008, approving a sales tax increase for transportation projects.

A project's status as exempt under these SB 375 provisions does not preclude MTC from evaluating it for inclusion in the RTP/SCS per the project performance assessment process and at Commission discretion based on financial constraint, policy or other considerations.

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Attachment B
Transportation 2035 Committed Projects

In Year of Expenditure Dollars

RTP ID	County	Project/Program	Total Project Cost	Committed Funds	Discretionary Funds	Notes
21002	Bay Area Region/Multi-County	Implement Freeway Service Patrol, Call Box, and Incident Management Programs (includes incident detection equipment and incident management systems)	$ 219.9	$ -	$ 219.9	
21005	Bay Area Region/Multi-County	Fund and implement TransLink®	$ 408.0	$ -	$ 408.0	
21006	Bay Area Region/Multi-County	Fund and implement Regional Transportation Marketing program	$ 27.5	$ -	$ 27.5	
21008	Bay Area Region/Multi-County	Fund and implement 511 Traveler Information	$ 453.7	$ -	$ 453.7	
21013	Bay Area Region/Multi-County	Rehabilitate state-owned toll bridges in the Bay Area	$ 309.5	$ 309.5	$ -	
21015	Bay Area Region/Multi-County	Fund Toll Bridge Seismic Retrofit Program	$ 8,685.0	$ 8,685.0	$ -	
21320	Bay Area Region/Multi-County	Construct Golden Gate Bridge moveable median barrier	$ 26.9	$ 26.9	$ -	
21342	Bay Area Region/Multi-County	Extend Caltrain to Transbay Terminal and replace Transbay Terminal, including the construction of the new Transbay Transit Center Building and rail foundation (Phase 1)	$ 1,589.0	$ 1,589.0	$ -	Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Toll Bridge Program; for Phases 2a and 2b, see Bay Area Region/Multi-County projects #22008 and #230290
21618	Bay Area Region/Multi-County	Implement commuter rail service on the Dumbarton Bridge (environmental, design and right-of-way phases)	$ 301.0	$ 301.0	$ -	Resolution 3434 Regional Transit Expansion Program; shortfall remains for construction phase
21619	Bay Area Region/Multi-County	Expand Caltrain Express service: design and implement safety elements related to signal communication and positive train control (Phase 2a)	$ 69.0	$ 69.0	$ -	Resolution 3434 Regional Transit Expansion Program; Phase 1 completed in 2004; shortfall remains for Phase 2b implement system-wide level boarding program and terminal improvements
21627	Bay Area Region/Multi-County	Electrify Caltrain from Tamien to San Francisco (includes installation of power substations and other infrastructure)	$ 626.0	$ 464.0	$ 162.0	Resolution 3434 Regional Transit Expansion Program
22001	Bay Area Region/Multi-County	Implement Sonoma Marin Area Rail Transit District (SMART) commuter rail project (includes environmental, engineering, right-of-way, construction, vehicle procurement and operations)	$ 1,058.0	$ 1,058.0	$ -	Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Toll Bridge Program
22003	Bay Area Region/Multi-County	Capitol Corridor: Phase 2 enhancements (includes grade separations at High Street, Davis Street and Hesperian Street)	$ 88.7	$ 88.7	$ -	Resolution 3434 Regional Transit Expansion Program
22006	Bay Area Region/Multi-County	Improve ferry facilities/equipment including the Downtown Ferry Terminal and procuring additional spare ferry vessels	$ 192.8	$ 192.8	$ -	Resolution 3434 Regional Transit Expansion Program, Regional Measure 2 Toll Bridge Program, and Proposition 1B project
22008	Bay Area Region/Multi-County	Extend Caltrain to Transbay Terminal and replace Transbay Terminal, including preliminary engineering; environmental; planning, specifications, and estimate (PS&E); and right-of-way phases of downtown extension (Phase 2a)	$ 292.3	$ 292.3	$ -	Resolution 3434 Regional Transit Expansion Program, Regional Measure 2 Toll Bridge Program and 2003 Proposition K sales tax project; for Phases 1 and 2b, see Bay Area Region/Multi-County projects #21342 and #230290
22009	Bay Area Region/Multi-County	Implement Capitol Corridor intercity rail service (includes increased track capacity, rolling stock and frequency improvements)	$ 108.0	$ 108.0	$ -	Resolution 3434 Regional Transit Expansion Program
22240	Bay Area Region/Multi-County	Fund Regional Measure 2 Express Bus South improvements (includes park-and-ride lots, HOV access improvements and rolling stock)	$ 22.0	$ 22.0	$ -	Regional Measure 2 Toll Bridge Program
22241	Bay Area Region/Multi-County	Fund Regional Measure 2 studies (Water Emergency Transportation Authority environmental studies, I-680/Pleasant Hill BART Connector Study)	$ 6.7	$ 6.7	$ -	Regional Measure 2 Toll Bridge Program
22243	Bay Area Region/Multi-County	Fund Regional Measure 2 Express Bus North improvements (includes park-and-ride lots and rolling stock)	$ 31.1	$ 31.1	$ -	Regional Measure 2 Toll Bridge Program
22244	Bay Area Region/Multi-County	Fund City CarShare	$ 4.6	$ 4.6	$ -	Regional Measure 2 Toll Bridge Program
22245	Bay Area Region/Multi-County	Fund Safe Routes to Transit	$ 22.5	$ 22.5	$ -	Regional Measure 2 Toll Bridge Program
22520	Bay Area Region/Multi-County	Implement BART earthquake safety program	$ 714.4	$ 714.4	$ -	Excludes Phase 1 of transbay tube earthquake safety project which is a separate project, Bay Area Region/Multi-County project #22636
22636	Bay Area Region/Multi-County	Implement BART transbay tube earthquake safety improvements (Phase 1)	$ 592.6	$ 592.6	$ -	Regional Measure 2 Toll Bridge Program

Attachment B
Transportation 2035 Committed Projects

In Year of Expenditure Dollars

RTP ID	County	Project/Program	Total Project Cost	Committed Funds	Discretionary Funds	Notes
22991	Bay Area Region/Multi-County	Widen I-680 southbound in Santa Clara and Alameda counties from Route 237 to Route 84 including an express lane, ramp metering, auxiliary lanes and pavement rehabilitations	$ 230.9	$ 230.9	$ -	2000 Traffic Congestion Relief Program (TCRP) and 2000 Measure B sales tax project
94152	Bay Area Region/Multi-County	Widen Route 12 (Jamieson Canyon) from 2 lanes to 4 lanes from I-80 in Solano County to Route 29 in Napa County (Phase 1)	$ 145.7	$ 145.7	$ -	For Phase 2, see Napa project #230599
94527	Bay Area Region/Multi-County	Livermore Amador Valley Transit Authority (LAVTA) – transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	$ 783.4	$ 712.2	$ -	
94541	Bay Area Region/Multi-County	Reconstruct existing Benicia-Martinez Bridge for southbound traffic	$ 1,272.5	$ 1,272.5	$ -	Regional Measure 1 & 2 Toll Bridge Program
94558	Bay Area Region/Multi-County	Central Contra Costa Transit Authority (CCCTA) – transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	$ 1,396.8	$ 1,396.8	$ -	
94683	Bay Area Region/Multi-County	Vallejo Transit – transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	$ 1,560.0	$ 1,207.6	$ -	Shortfall remains
98102	Bay Area Region/Multi-County	Reconstruct the South Access to the Golden Gate Bridge: Doyle Drive (environmental study)	$ 25.6	$ 25.6	$ -	2003 Proposition K sales tax project; for design and construction phases, see Bay Area Region/Multi-County project #94089
230221	Bay Area Region/Multi-County	Implement I-80 Integrated Corridor Mobility (ICM) project operations and management	$ 187.8	$ 187.8	$ -	
230222	Bay Area Region/Multi-County	Implement San Pablo Avenue SMART Corridors operations and management	$ 37.6	$ 37.6	$ -	
230290	Bay Area Region/Multi-County	Extend Caltrain to Transbay Terminal and replace Transbay Terminal, including construction phase (Phase 2b)	$ 2,047.0	$ 656.7	$ -	Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Toll Bridge Program; for phases 1 and 2a, see Bay Area Region/Multi-County projects #21342 and #22008; shortfall remains
230336	Bay Area Region/Multi-County	Implement recommendations from MTC's Transit Connectivity Plan	$ 32.8	$ -	$ 32.8	
230649	Bay Area Region/Multi-County	High-Speed Rail: fund supporting infrastructure for ACE, BART, Caltrain, MUNI and VTA	$ 408.0	$ 408.0	$ -	
230710	Bay Area Region/Multi-County	Funding reserve to implement High-Speed Rail and related corridor improvements	$ 1,730.0	$ 1,730.0	$ -	
230712	Bay Area Region/Multi-County	Install suicide barrier on Golden Gate Bridge	$ 50.0	$ 50.0	$ -	Shortfall remains
21093	Alameda	Upgrade Route 92/Clawiter Road interchange, add ramps and overcrossing for Whitesell Street extension, and signalize ramp intersections	$ 58.3	$ 58.3	$ -	2000 Measure B sales tax project; coordinates with Alameda County project #22106
21101	Alameda	Reconstruct Stargell Avenue from Webster Street to 5th Avenue	$ 19.0	$ 19.0	$ -	
21105	Alameda	Construct interchange at the extension of Isabel Avenue (Route 84) to I-580	$ 155.9	$ 155.9	$ -	Funding includes 2000 Measure B sales tax and Proposition 1B Corridor Mobility Improvement Account
21114	Alameda	Construct grade separations on Washington Boulevard/Paseo Padre Parkway at the Union Pacific railroad tracks and proposed BART extension	$ 108.6	$ 108.6	$ -	Regional Measure 2 Toll Bridge Program
21116	Alameda	Widen I-580 from Foothill Road to Greenville Road in both directions for HOV lanes (includes auxiliary lanes)	$ 299.3	$ 299.3	$ -	Regional Measure 2 Toll Bridge Program; coordinates with Bay Area Region/Multi-County project #22765
21125	Alameda	Extend HOV lane westbound on Route 84 between Newark Avenue undercrossing and west of the I-880 interchange	$ 11.4	$ 11.4	$ -	Regional Measure 2 Toll Bridge Program
21126	Alameda	Construct westbound Route 84 HOV on-ramp at Newark Boulevard	$ 12.5	$ 12.5	$ -	Regional Measure 2 Toll Bridge Program
21131	Alameda	Build a BART Oakland Airport Connector between Coliseum BART station and Oakland International Airport	$ 459.0	$ 459.0	$ -	Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Toll Bridge Program

Attachment B
Transportation 2035 Committed Projects

In Year of Expenditure Dollars

RTP ID	County	Project/Program	Total Project Cost	Committed Funds	Discretionary Funds	Notes
21132	Alameda	Extend BART from Fremont to Warm Springs	$ 890.0	$ 746.0	$ 144.0	Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Bridge Program
21133	Alameda	Construct new West Dublin/Pleasanton BART station along the I-580 median	$ 80.0	$ 80.0	$ -	
21151	Alameda	Construct a new satellite operations and maintenance facility for operations, dispatch, maintenance, fueling, bus wash and parking for LAVTA fixed route services	$ 7.8	$ 7.8	$ -	Funding for subsequent project phases is being pursued
21455	Alameda	Widen I-238 to 6 lanes between I-580 and I-880, including auxiliary lanes on I-880 between I-238 and A Street	$ 122.6	$ 122.6	$ -	2000 Measure B sales tax project
21456	Alameda	Construct auxiliary lanes on I-580 between Santa Rita Road/Tassajara Road and Airway Boulevard	$ 5.5	$ 5.5	$ -	2000 Measure B sales tax project
21460	Alameda	Construct bicycle/pedestrian roadway in existing Alameda County and Southern Pacific right-of-way between the Dublin/Pleasanton BART station and Dougherty Road; construct bus lane on Dougherty Road	$ 11.4	$ 11.4	$ -	2000 Measure B sales tax project
21464	Alameda	Provide paratransit service for AC Transit, BART and non-mandated city programs to coordinate and close paratransit service gaps	$ 154.6	$ 154.6	$ -	2000 Measure B sales tax project
21465	Alameda	Enhance transit throughout the county using transit center development funds	$ 4.8	$ 4.8	$ -	2000 Measure B sales tax project
21466	Alameda	Improve Washington Avenue/Beatrice Street interchange at I-880 through reconstruction and widening of on/off ramps	$ 2.5	$ 2.5	$ -	2000 Measure B sales tax project
21472	Alameda	Improve I-680/Bernal Avenue interchange	$ 17.0	$ 17.0	$ -	
21473	Alameda	Construct a 4-lane arterial connecting Dublin Boulevard and North Canyons Parkway in Livermore	$ 11.1	$ 11.1	$ -	
21482	Alameda	Extend Fremont Boulevard to connect with Dixon Landing Road in Milpitas	$ 8.9	$ 8.9	$ -	
21484	Alameda	Widen Kato Road from Warren Avenue to Milmont Drive and include bicycle lanes	$ 5.4	$ 5.4	$ -	
21489	Alameda	Improve I-580/San Ramon Road/Foothill Road interchange	$ 2.1	$ 2.1	$ -	
22002	Alameda	Extend I-880 northbound HOV lane from Maritime Street to the Bay Bridge toll plaza	$ 19.0	$ 19.0	$ -	Regional Measure 2 Toll Bridge Program
22007	Alameda	Implement bicycle and pedestrian projects/programs in Alameda County	$ 305.5	$ 305.5	$ -	Partially funded by 2000 Measure B sales tax
22013	Alameda	Construct I-580 eastbound truck climbing lane at the Altamont Summit	$ 64.2	$ 64.2	$ -	Proposition 1B Trade Corridor Improvement Fund (TCIF) and State Highway Operations and Protection Program (SHOPP) project
22056	Alameda	Improve Ashby BART station to support Ed Roberts Campus and future transit-oriented development	$ 43.5	$ 43.5	$ -	
22062	Alameda	Construct infrastructure to support future Irvington BART station	$ 2.6	$ 2.6	$ -	
22063	Alameda	Improve Route 238 corridor near Foothill Boulevard/I-580 by removing parking during peak periods and spot widening	$ 116.0	$ 116.0	$ -	
22082	Alameda	Correct grade separation at 7th Street/Union Pacific Railroad entry at Port of Oakland intermodal yards and improve connecting roadways through former Oakland Army Base	$ 427.0	$ 427.0	$ -	Proposition 1B Trade Corridors Improvement Fund (TCIF) project
22087	Alameda	Reconstruct I-880/Oak Street on-ramp	$ 26.7	$ 26.7	$ -	
22089	Alameda	Improve Martinez Subdivision for freight and passenger rail	$ 100.0	$ 100.0	$ -	Proposition 1B Trade Corridor Improvement Fund (TCIF) project
22100	Alameda	Replace overcrossing structure at I-880/Davis Street interchange and add additional travel lanes on Davis Street (includes ramp, intersection and signal improvements)	$ 24.4	$ 24.4	$ -	Coordinates with Alameda County project #22670
22106	Alameda	Construct street extensions in Hayward near Clawiter and Whitesell streets	$ 26.9	$ 26.9	$ -	2000 Measure B sales tax project; coordinates with Alameda County project #21093

Attachment B
Transportation 2035 Committed Projects

In Year of Expenditure Dollars

RTP ID	County	Project/Program	Total Project Cost	Committed Funds	Discretionary Funds	Notes
22455	Alameda	Implement Bus Rapid Transit service on the Telegraph Avenue/International Boulevard/E. 14th Street corridor	$ 250.0	$ 176.0	$ 74.0	Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Toll Bridge Program
22509	Alameda	Provide ferry service between Alameda/Oakland and San Francisco and between Harbor Bay and San Francisco	$ 21.5	$ 12.0	$ 9.5	Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Toll Bridge Program
22511	Alameda	Provide ferry service between Berkeley/Albany and San Francisco	$ 56.6	$ 56.6	$ -	Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Toll Bridge Program
22670	Alameda	Construct HOV lane for southbound I-880 from Hegenberger Road to Marina Boulevard (includes reconstructing bridges at Davis Street and Marina Boulevard)	$ 119.4	$ 119.4	$ -	Partially funded with Proposition 1B Corridor Mobility Improvement Account funds; coordinates with Alameda County project #22100
22760	Alameda	Relocate the Outer Harbor Intermodal Terminal (OHIT) to the former Oakland Army Base (includes rail yard, storage tracks, lead tracks, truck gates and administrative/operations and maintenance buildings)	$ 220.0	$ 220.0	$ -	Proposition 1B Trade Corridors Improvement Fund (TCIF) project
22770	Alameda	Install traffic signal on Grand Avenue at Rose Avenue/Arroyo Avenue in Piedmont	$ 0.3	$ 0.3	$ -	
22777	Alameda	Reconstruct on/off-ramps on I-580 in Castro Valley	$ 34.9	$ 34.9	$ -	2000 Measure B sales tax project
22779	Alameda	Reconstruct Route 262/I-880 interchange and widen I-880, including grade separation at Warren Avenue and the Union Pacific Railroad (Phase 2)	$ 56.0	$ 56.0	$ -	For Phase 1, see Alameda County project #94030
22780	Alameda	Implement Bus Rapid Transit on the Grand-MacArthur corridor	$ 41.0	$ 11.0	$ 30.0	Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Toll Bridge Program
94012	Alameda	Implement the Union City BART station transit-oriented development project, including construction of pedestrian grade separations under the BART and Union Pacific Railroad tracks and reconfiguring existing station to provide multimodal loop road (Phase 1)	$ 40.0	$ 40.0	$ -	
94030	Alameda	Reconstruct I-880/Route 262 interchange and widen I-880 from 8 lanes to 10 lanes (8 mixed-flow and 2 HOV lanes) from Route 262 (Mission Boulevard) to the Santa Clara County line (Phase 1)	$ 186.8	$ 186.8	$ -	For Phase 2, see Alameda County project #22779
94514	Alameda	Reconstruct I-880/Route 92 interchange with direct connectors	$ 245.0	$ 245.0	$ -	Regional Measure 1 Toll Bridge Program
98139	Alameda	Acquire right-of-way for ACE rail service between Stockton and Niles Junction, complete track improvements between San Joaquin County and Alameda County, and expand Alameda County station platforms	$ 150.0	$ 75.0	$ 75.0	Resolution 3434 Regional Transit Expansion Program
230052	Alameda	Construct auxiliary lanes on I-880 near Winton in Hayward	$ 36.5	$ 36.5	$ -	
230054	Alameda	Construct auxiliary lanes on I-880 at Industrial Parkway	$ 21.9	$ 21.9	$ -	
230057	Alameda	Reconstruct I-880/Industrial Parkway interchange, including construction of new northbound I-880 on-ramp and modifications to southbound on-ramp to include an HOV lane (Phase 2)	$ 29.2	$ 29.2	$ -	For Phase 1, see Alameda County project #230053
230066	Alameda	Improve I-880/Marina Boulevard interchange (includes on- and off-ramp improvements, overcrossing modification, and street improvements)	$ 36.1	$ 36.1	$ -	
230083	Alameda	Tri-Valley Transit Access: acquire right-of-way along I-580 from Hacienda Drive to the Greenville Road interchange to accommodate rail transit	$ 123.5	$ 123.5	$ -	Resolution 3434 Regional Transit Expansion Program
230088	Alameda	Extend existing northbound I-880 HOV lane from north of Hacienda Avenue to Hegenberger Road	$ 167.5	$ 167.5	$ -	
230091	Alameda	Install traffic monitoring systems, signal priority and coordination, ramp metering, and HOV bypass lanes in the I-880, I-238 and I-580 corridors	$ 33.5	$ 33.5	$ -	
230094	Alameda	Construct soundwalls in central Alameda County	$ 10.3	$ 10.3	$ -	
230156	Alameda	Extend West Jack London Boulevard from west of Isabel/Route 84 to El Charro Road	$ 18.7	$ 18.7	$ -	

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RTP ID	County	Project/Program	Total Project Cost	Committed Funds	Discretionary Funds	Notes
230157	Alameda	Construct a two-lane gap closure on Las Positas Road from Arroyo Vista to west of Vasco Road	$ 7.3	$ 7.3	$ -	
230160	Alameda	Tri-Valley Transit Access: implement enhanced rapid bus service in Livermore, Dublin and Pleasanton (includes higher frequencies, new stops and improved stop amenities)	$ 14.1	$ 14.1	$ -	Resolution 3434 Regional Transit Expansion Program
230630	Alameda	Tri-Valley Transit Access: construct westbound off-ramp to connect I-580 to Dublin/Pleasanton BART station, or make other transit access improvements at the BART station	$ 30.0	$ 30.0	$ -	Resolution 3434 Regional Transit Expansion Program
21206	Contra Costa	Construct a fourth bore at the Caldecott Tunnel complex north of the three existing bores	$ 445.9	$ 445.9	$ -	Partially funded with Proposition 1B Corridor Mobility Improvement Account funds; 2004 Measure J sales tax project
21207	Contra Costa	Construct Martinez Intermodal Station, including site acquisition, demolition and construction of 200 interim parking spaces (Phase 3 initial segment)	$ 12.0	$ 12.0	$ -	2004 Measure J sales tax project; for additional elements of Phase 3, see Contra Costa County project #22614
21208	Contra Costa	Construct Richmond Parkway Transit Center, including signal timing and reconfiguration, parking facility and security improvements	$ 30.5	$ 30.5	$ -	Regional Measure 2 Toll Bridge Program
21209	Contra Costa	Relocate and expand Hercules Transit Center, including relocation of park-and-ride facility and construction of express bus facilities	$ 13.0	$ 13.0	$ -	1988 Measure C sales tax project
21210	Contra Costa	Construct Capitol Corridor train station in Hercules	$ 39.8	$ 39.8	$ -	2000 Traffic Congestion Relief Program (TCRP) and 2004 Measure J sales tax project
21211	Contra Costa	Extend BART/East Contra Costa Rail (eBART) eastward from the Pittsburg/Bay Point BART station into eastern Contra Costa County	$ 525.0	$ 525.0	$ -	Resolution 3434 Regional Transit Expansion Program, Regional Measure 2 Toll Bridge Program, and 2004 Measure J sales tax project
21214	Contra Costa	Widen Wilbur Avenue over Burlington Northern Santa Fe Railroad from 2 lanes to 4 lanes	$ 15.7	$ 15.7	$ -	
21225	Contra Costa	Improve regional and local pedestrian and bicycle system, including construction overcrossings, and expanding sidewalks and facilities	$ 50.0	$ 50.0	$ -	
22122	Contra Costa	Implement ferry service from Richmond to San Francisco	$ 62.6	$ 16.4	$ 46.2	Resolution 3434 Regional Transit Expansion Program, Regional Measure 2 Toll Bridge Program, and 2004 Measure J sales tax project
22353	Contra Costa	Construct HOV lane on I-680 southbound between North Main Street and Livorna Road	$ 105.0	$ 105.0	$ -	Regional Measure 2 Toll Bridge Program and 2004 Measure J sales tax project
22365	Contra Costa	Improve Martinez Ferry landside facilities	$ 5.3	$ 5.3	$ -	2004 Measure J sales tax project
22402	Contra Costa	Implement the San Ramon School Bus Program, and continue the Lamorinda School Bus Program	$ 168.2	$ 168.2	$ -	2004 Measure J sales tax project
22600	Contra Costa	Widen Somersville Road Bridge in Antioch from 2 lanes to 4 lanes	$ 2.2	$ 2.2	$ -	
22603	Contra Costa	Construct 6-level, roughly 785-space parking garage at Richmond Intermodal Transfer Station	$ 34.3	$ 34.3	$ -	1988 Measure C sales tax project
22607	Contra Costa	Widen and extend major streets, and improve interchanges in east Contra Costa County	$ 90.0	$ 90.0	$ -	2004 Measure J sales tax project
22609	Contra Costa	Widen and extend major streets, and improve interchanges in central Contra Costa County	$ 30.0	$ 30.0	$ -	2004 Measure J sales tax project
22610	Contra Costa	Widen and extend major streets, and improve interchanges in west Contra Costa County	$ 30.0	$ 30.0	$ -	
22611	Contra Costa	Implement a low-income student bus pass program in West Contra Costa County	$ 36.9	$ 36.9	$ -	2004 Measure J sales tax project
22613	Contra Costa	Widen and extend major streets, and improve interchanges in southwest Contra Costa County (includes widening Camino Tassajara to 4 lanes between Danville and Windemere Parkway, and to 6 lanes from Windemere Parkway to Alameda County line)	$ 30.0	$ 30.0	$ -	2004 Measure J sales tax project
22637	Contra Costa	Construct BART crossover at Pleasant Hill BART station	$ 25.0	$ 25.0	$ -	Regional Measure 2 Toll Bridge Program

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RTP ID	County	Project/Program	Total Project Cost	Committed Funds	Discretionary Funds	Notes
94045	Contra Costa	Purchase new express buses for I-80 express service to be provided by AC Transit, Vallejo Transit and WestCAT (capital costs)	$ 17.5	$ 17.5	$ -	
94046	Contra Costa	Improve interchanges and parallel arterials to Route 4	$ 21.5	$ 21.5	$ -	
94048	Contra Costa	Improve interchanges and parallel arterials to I-80	$ 21.5	$ 21.5	$ -	
94532	Contra Costa	Implement the Gateway Lamorinda Traffic Program (includes carpool lot in Lafayette, structural and safety improvements on Moraga Road, intersection realignments, turn lanes, pedestrian accommodation and signal coordination)	$ 15.9	$ 15.9	$ -	1988 Measure C sales tax project
94538	Contra Costa	Implement the Route 4 transportation management system	$ 1.1	$ 1.1	$ -	
98115	Contra Costa	Widen Ygnacio Valley/Kirker Pass roads from 4 lanes to 6 lanes from Michigan Boulevard to Cowell Road	$ 8.2	$ 8.2	$ -	
98126	Contra Costa	Improve interchanges and arterials parallel to I-680 and Route 24	$ 21.5	$ 21.5	$ -	
98132	Contra Costa	Widen and extend Bollinger Canyon Road to 6 lanes from Alcosta Boulevard to Dougherty Road	$ 4.7	$ 4.7	$ -	
98134	Contra Costa	Widen Dougherty Road to 6 lanes from Red Willow to Contra Costa County line	$ 47.8	$ 47.8	$ -	
98142	Contra Costa	Widen Route 4 from 4 lanes to 8 lanes, with HOV lanes, from Loveridge Road to Somersville Road	$ 170.0	$ 170.0	$ -	1988 Measure C sales tax, Regional Measure 2 Toll Bridge Program, and Traffic Congestion Relief Program (TCRP) project
98157	Contra Costa	Enhance AC Transit bus service in San Pablo corridor	$ 12.9	$ 12.9	$ -	
98193	Contra Costa	Extend Panoramic Drive from North Concord BART station to Willow Pass Road	$ 12.9	$ 12.9	$ -	
98194	Contra Costa	Extend Commerce Avenue to Waterworld Parkway, including construction of vehicular bridge over Pine Creek, installation of trails and a pedestrian bridge and connecting Willow Pass Road to Concord Avenue/Route 242 interchange	$ 7.7	$ 7.7	$ -	1988 Measure C sales tax project
98196	Contra Costa	Construct auxiliary lanes on Route 24 from Gateway Boulevard to Brookwood Road/Moraga Way	$ 7.3	$ 7.3	$ -	
98211	Contra Costa	Extend I-80 eastbound HOV lanes from Route 4 to the Crockett interchange	$ 55.5	$ 55.5	$ -	Regional Measure 2 Toll Bridge Program
98999	Contra Costa	Widen Route 4 from Somersville Road to Route 160 and improve interchanges	$ 530.0	$ 530.0	$ -	Proposition 1B Corridor Mobility Improvement Account, Regional Measure 2 Toll Bridge Program, 1988 Measure C sales tax, and 2004 Measure J sales tax project
230127	Contra Costa	Construct new satellite WestCAT maintenance facility (includes land purchase)	$ 8.2	$ 8.2	$ -	
230129	Contra Costa	Expand WestCAT service, including purchase of vehicles	$ 8.8	$ 8.8	$ -	
230188	Contra Costa	Purchase land in Oakley for use as a park-and-ride lot	$ 1.2	$ 1.2	$ -	
230193	Contra Costa	Enhance AC Transit Zero Emission Bus (ZEB) program, including fueling stations and new maintenance bays	$ 8.1	$ 8.1	$ -	
230194	Contra Costa	Implement AC Transit Environmental Sustainability Program	$ 6.6	$ 6.6	$ -	
230195	Contra Costa	Improve safety and security on AC Transit vehicles and in facilities, including installing surveillance systems and emergency operations improvements	$ 4.5	$ 4.5	$ -	
230196	Contra Costa	Implement AC Transit San Pablo Dam Road Transit Priority Measures (TPM), including passenger safety improvements and road improvements	$ 12.2	$ 12.2	$ -	
230202	Contra Costa	Widen Route 4 Bypass to 4 lanes from Laurel Road to Sand Creek Road	$ 42.4	$ 42.4	$ -	2004 Measure J sales tax project
230203	Contra Costa	Construct Route 4 Bypass interchange at Sand Creek Road	$ 40.4	$ 40.4	$ -	2004 Measure J sales tax project
230205	Contra Costa	Widen Route 4 Bypass to 4 lanes from Sand Creek Road to Balfour Road	$ 23.6	$ 23.6	$ -	

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RTP ID	County	Project/Program	Total Project Cost	Committed Funds	Discretionary Funds	Notes
230206	Contra Costa	Construct Route 4 Bypass interchange at Balfour Road (Phase 1)	$ 46.1	$ 46.1	$ -	2004 Measure J sales tax project
230212	Contra Costa	Improve Clayton Road/Treat Boulevard intersection and increase capacity (includes upgrading traffic signal and geometric improvements)	$ 2.1	$ 2.1	$ -	2004 Measure J sales tax project
230225	Contra Costa	Improve and expand arterial streets in central Hercules for express bus and rail transit facilities to support transit-oriented development at I-80/Route 4 intersection	$ 7.7	$ 7.7	$ -	
230227	Contra Costa	Conduct engineering, environmental and financial feasibility assessment of rail mass transit to western Contra Costa County (includes future station site acquisition)	$ 2.9	$ 2.9	$ -	
230233	Contra Costa	Extend James Donlon Boulevard to Kirker Pass Road by constructing a new 2-lane expressway	$ 35.0	$ 35.0	$ -	
230236	Contra Costa	Widen Pittsburg-Antioch Highway from 2 lanes to 4 lanes	$ 19.9	$ 19.9	$ -	
230238	Contra Costa	Widen California Avenue from 2 lanes to 4 lanes with 2 left-turn lanes	$ 16.0	$ 16.0	$ -	
230239	Contra Costa	Widen and improve Buskirk Avenue between Monument Boulevard and Hookston Road to provide 2 through lanes in each direction (includes road realignment, new traffic signals and bicycle/pedestrian streetscape improvements)	$ 10.6	$ 10.6	$ -	
230249	Contra Costa	Construct a 6-lane grade separation undercrossing along the Union Pacific Railroad line at Lone Tree Way	$ 26.6	$ 26.6	$ -	
230250	Contra Costa	Widen Brentwood Boulevard from 2 lanes to 4 lanes between Marsh Creek and Delta Road	$ 23.5	$ 23.5	$ -	
230253	Contra Costa	Replace the old 2-lane Fitzuren Road with a new, 4-lane divided arterial (includes shoulders, bicycle lanes, a park-and-ride lot and sidewalks)	$ 10.0	$ 10.0	$ -	
230274	Contra Costa	Widen Main Street to 6 lanes from Route 160 to Big Break Road	$ 12.6	$ 12.6	$ -	
230288	Contra Costa	Widen Empire Avenue from 2 to 4 lanes between Lone Tree Way and Union Pacific Railroad right-of-way/Antioch city limits	$ 2.1	$ 2.1	$ -	
230293	Contra Costa	Add transit stops, sidewalks, and bicycle and pedestrian amenities on San Pablo Dam Road in El Sobrante	$ 7.3	$ 7.3	$ -	
230320	Contra Costa	Extend the I-680 southbound HOV lane northward from Livorna Road to north of Rudgear Road	$ 3.1	$ 3.1	$ -	2004 Measure J sales tax project
230397	Contra Costa	Construct and develop infrastructure enhancements to improve operations of transit service within the WestCAT service area, including park-and-ride lots, signal prioritization, bus-only lanes and freeway drop ramps	$ 12.4	$ 12.4	$ -	
230401	Contra Costa	Construct bicycle- and pedestrian-friendly improvements along San Pablo Avenue from El Cerrito to Crockett to support transit-oriented development	$ 6.8	$ 6.8	$ -	
230402	Contra Costa	Install new or upgraded corridor management and traveler information elements along the I-80 corridor from the Carquinez Bridge to the San Francisco-Oakland Bay Bridge Toll Plaza (Phase 1)	$ 67.0	$ 67.0	$ -	2004 Measure J sales tax project; for Phase 2, see Contra Costa County project #230597
230505	Contra Costa	Provide transportation improvements on the east side of the Richmond BART station to accommodate redevelopment for a transit village	$ 16.1	$ 16.1	$ -	
230535	Contra Costa	Realign curves along Marsh Creek Road to improve safety and operations	$ 4.6	$ 4.6	$ -	
230538	Contra Costa	Widen Bailey Road lanes and shoulders	$ 5.7	$ 5.7	$ -	
230542	Contra Costa	Close a bicycle/pedestrian gap at San Pablo Avenue bridge in Pinole by upgrading the existing bridge or constructing a new dedicated bicycle/pedestrian bridge	$ 0.9	$ 0.9	$ -	

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RTP ID	County	Project/Program	Total Project Cost	Committed Funds	Discretionary Funds	Notes
230596	Contra Costa	Construct Pacheco Boulevard Transit Hub on Blum Road at the I-680/Route 4 interchange (includes 6 bus bays and a 110-space park-and-ride lot)	$ 2.7	$ 2.7	$ -	1988 Measure C sales tax project
230597	Contra Costa	Install new or upgraded corridor management and real-time traveler information improvements in I-80 corridor between the Carquinez Bridge and the San Francisco-Oakland Bay Bridge Toll Plaza (Phase 2)	$ 26.5	$ 26.5	$ -	2004 Measure J sales tax project; for Phase 1, see Contra Costa County project #230402
230613	Contra Costa	Implement ferry service between Hercules and San Francisco	$ 59.3	$ 16.0	$ 43.3	Resolution 3434 Regional Transit Expansion Program
230631	Contra Costa	Double the existing rail track between Oakley and Port Chicago	$ 28.1	$ 28.1	$ -	
21302	Marin	Implement Marin County's bicycle and pedestrian program	$ 19.9	$ 19.9	$ -	
94563	Marin	Widen U.S. 101 for HOV lanes (one in each direction) from Lucky Drive in Corte Madera to North San Pedro Road in San Rafael	$ 189.8	$ 189.8	$ -	2002 Traffic Congestion Relief Program (TCRP) project
230095	Marin	Widen Route 1 at Pacific Way to provide a Muir Beach bus stop	$ 0.2	$ 0.2	$ -	
230400	Marin	Improve access to Southern Marin parklands	$ 22.5	$ 22.5	$ -	
230406	Marin	Implement initial set of transportation improvements identified in the Canal Neighborhood Community-Based Transportation Plan	$ 1.2	$ 1.2	$ -	Additional funding is being pursued to fully fund project
230502	Marin	Construct westbound I-580 to northbound U.S. 101 connector	$ 20.8	$ 20.8	$ -	
230516	Marin	Implement Marin County's Safe Routes to Schools program	$ 43.0	$ 43.0	$ -	
230709	Marin	Implement routine maintenance of bicycle and pedestrian Class I facilities	$ 1.0	$ 1.0	$ -	2004 Measure A sales tax project
230711	Marin	Implement parking improvements at Larkspur ferry terminal	$ 0.5	$ 0.5	$ -	
94073	Napa	Construct a flyover connecting southbound Route 221 to southbond routes 12 and 29 (environmental and design phases)	$ 6.3	$ 6.3	$ -	Funding for subsequent project phases is being pursued
94075	Napa	Construct grade separation improvements at Route 12/Route 29 intersection (environmental phase)	$ 1.5	$ 1.5	$ -	Funding for subsequent project phases is being pursued
21510	San Francisco	Extend the Third Street Light Rail line from north of King Street to Clay Street in Chinatown via a new Central Subway, including the purchase of light-rail vehicles	$ 1,570.0	$ 1,570.0	$ -	Resolution 3434 Regional Transit Expansion Program and 2003 Proposition K sales tax project
94632	San Francisco	Extend Third Street Light Rail from Fourth and King streets to Bayshore Caltrain Station	$ 649.0	$ 649.0	$ -	2003 Proposition K sales tax and Regional Measure 2 Toll Bridge Program project
230161	San Francisco	Implement a Bus Rapid Transit (BRT) project on Van Ness Avenue (includes dedicated transit lanes, signal priority and pedestrian and urban design upgrades)	$ 87.6	$ 87.6	$ -	Resolution 3434 Regional Transit Expansion Program
230364	San Francisco	Improve water access to San Francisco parks	$ 4.0	$ 4.0	$ -	
230555	San Francisco	Reconstruct ramps on the east side of the San Francisco-Oakland Bay Bridge's Yerba Buena Island tunnel	$ 183.0	$ 183.0	$ -	
21606	San Mateo	Reconstruct U.S. 101/Willow Road interchange	$ 53.8	$ 53.8	$ -	
21608	San Mateo	Construct auxiliary lanes (one in each direction) on U.S. 101 from Marsh Road to Embarcadero Road	$ 119.9	$ 119.9	$ -	Partially funded with Proposition 1B Corridor Mobility Improvement Account funds
21609	San Mateo	Improve local access from Sneath Lane and San Bruno Avenue to I-280/I-380 interchange (study phase only)	$ 2.0	$ 2.0	$ -	
22120	San Mateo	Construct ferry terminal at Redwood City	$ 15.0	$ 15.0	$ -	
22232	San Mateo	Construct streetscape improvements on Mission Street (Route 82) from John Daly Boulevard to San Pedro Road	$ 3.4	$ 3.4	$ -	
22615	San Mateo	Improve station facilities and other rail improvements in Redwood City, Menlo Park and East Palo Alto in conjunction with the Dumbarton Rail Corridor	$ 39.3	$ 39.3	$ -	2004 Measure A sales tax project
22726	San Mateo	Implement ferry service between South San Francisco and Alameda/Oakland	$ 51.2	$ 51.2	$ -	Resolution 3434 Regional Transit Expansion Program
94643	San Mateo	Widen Route 92 from Half Moon Bay city limits to Route 1 (includes adding left-turn lanes, signal modifications, shoulders and bicycle lanes)	$ 29.9	$ 29.9	$ -	

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RTP ID	County	Project/Program	Total Project Cost	Committed Funds	Discretionary Funds	Notes
94656	San Mateo	Construct Devil's Slide Bypass between Montara and Pacifica	$ 362.6	$ 362.6	$ -	
94667	San Mateo	Provide SamTrans Americans with Disabilities Act (ADA) paratransit services (includes operating support and purchase of new paratransit vehicles)	$ 491.8	$ 491.8	$ -	1998 and 2004 Measure A sales tax project
98176	San Mateo	Construct auxiliary lanes on U.S. 101 from 3rd Avenue to Millbrae and reconstruct U.S. 101/Peninsula interchange	$ 188.2	$ 188.2	$ -	
230192	San Mateo	Improve SamTrans bus services (includes enhanced service levels, transit priority measures, signal timing and dedicated bus lanes)	$ 2.5	$ 2.5	$ -	
230349	San Mateo	Improve local access to National Park Service (NPS) lands in San Mateo	$ 151.1	$ 151.1	$ -	
230417	San Mateo	Modify U.S. 101/Holly Street interchange (includes widening eastbound to northbound loop to 2 lanes and eliminating northbound to westbound loop)	$ 3.2	$ 3.2	$ -	
230424	San Mateo	Modify Route 92/El Camino Real interchange	$ 3.0	$ 3.0	$ -	
230428	San Mateo	Extend Blomquist Street over Redwood Creek to East Bayshore and Bair Island Road	$ 5.2	$ 5.2	$ -	
230430	San Mateo	Implement San Mateo's bicycle and pedestrian program	$ 45.0	$ 45.0	$ -	2004 Measure A sales tax project
230434	San Mateo	Implement local circulation improvements and the local streets traffic management program	$ 20.0	$ 20.0	$ -	
230592	San Mateo	Improve streetscape and traffic calming along Bay Road, and construct new northern access connection between Demeter Street and University Avenue	$ 14.8	$ 14.8	$ -	
230704	San Mateo	Make Route 92 operational improvements to Chess Drive on-ramps	$ 2.5	$ 2.5	$ -	
21760	Santa Clara	Double-track segments of the Caltrain line between San Jose and Gilroy	$ 86.0	$ 86.0	$ -	2000 Measure A sales tax project and 2000 Traffic Congestion Relief Program (TCRP) project
21787	Santa Clara	Expand the Palo Alto Caltrain Station and Bus Transit Center	$ 230.0	$ 230.0	$ -	
21790	Santa Clara	Provide VTA´s share of funds for additional train sets, passenger facilities, and service upgrades for the ACE service from San Joaquin and Alameda counties	$ 26.9	$ 26.9	$ -	
21797	Santa Clara	Implement Route 17 bus service improvements between downtown San Jose and downtown Santa Cruz	$ 3.0	$ 3.0	$ -	2000 Measure A sales tax project
21921	Santa Clara	Extend BART from Fremont (Warm Springs) to San Jose/Santa Clara (includes environmental, preliminary engineering, property acquisition and construction phases)	$ 7,587.0	$ 7,587.0	$ -	Resolution 3434 Regional Transit Expansion Program and 2000 Measure A sales tax project
21922	Santa Clara	Implement the Mineta San Jose International Airport automated people-mover service	$ 508.0	$ 508.0	$ -	2000 Measure A sales tax project
21923	Santa Clara	Implement Bus Rapid Transit (BRT) in the Alameda and El Camino Real corridors	$ 233.4	$ 233.4	$ -	2000 Measure A sales tax project
22014	Santa Clara	Implement Bus Rapid Transit (BRT) in the Santa Clara-Alum Rock Corridor with the potential to convert to light-rail in the future (Santa Clara-Alum Rock Phase 1)	$ 132.0	$ 132.0	$ -	Resolution 3434 Regional Transit Expansion Program and 2000 Measure A sales tax project; for Phase 2, see Santa Clara project #22019
22019	Santa Clara	Convert Bus Rapid Transit (BRT) to light-rail transit in the Santa Clara-Alum Rock corridor (Santa Clara-Alum Rock Phase 2)	$ 326.7	$ 326.7	$ -	2000 Measure A sales tax project; for Phase 1, see Santa Clara project #22014
22134	Santa Clara	Construct a lane on southbound U.S. 101 using the existing median from south of Story Road to Yerba Buena Road; modify the U.S. 101/Tully road interchange to a partial cloverleaf	$ 69.8	$ 69.8	$ -	Partially funded with Proposition 1B Corridor Mobility Improvement Account funds
22246	Santa Clara	Implement bicycle and pedestrian improvements on Blossom Hill Road	$ 13.0	$ 13.0	$ -	
22808	Santa Clara	Implement Caltrain grade separation program in Santa Clara County	$ 0.6	$ 0.6	$ -	
22839	Santa Clara	Convert the HOV lane on Central Expressway between San Tomas and De La Cruz to a general purpose lane	$ 0.1	$ 0.1	$ -	
22909	Santa Clara	Fund the operating and capital needs of Measure A transit services	$ 1,954.0	$ 1,954.0	$ -	

Attachment B
Transportation 2035 Committed Projects

In Year of Expenditure Dollars

RTP ID	County	Project/Program	Total Project Cost	Committed Funds	Discretionary Funds	Notes
22944	Santa Clara	Widen I-880 for HOV lanes in both directions from Route 237 in Milpitas to U.S. 101 in San Jose	$ 105.0	$ 105.0	$ -	Partially funded with Proposition 1B Corridor Mobility Improvement Account funds
22956	Santa Clara	Extend the Capitol Avenue light-rail line from the Alum Rock Transit Center to a rebuilt Eastridge Transit Center	$ 334.0	$ 334.0	$ -	Resolution 3434 Regional Transit Expansion Program
22978	Santa Clara	Extend the Capitol Expressway light-rail transit (LRT) from Eastridge Transit Center to Nieman Boulevard	$ 137.0	$ 137.0	$ -	2000 Measure A sales tax project
22979	Santa Clara	Construct local roadway improvements over-crossing U.S. 101 (includes local circulation improvements to Zanker Road, Old Bayshore Highway, N. 4th Street and Skyport Drive)	$ 120.0	$ 120.0	$ -	
98119	Santa Clara	Extend light-rail transit from Winchester Station to Route 85 (Vasona Junction)	$ 146.0	$ 146.0	$ -	1996 Measure B sales tax project
230267	Santa Clara	Widen Montague Expressway to 8 lanes for HOV lanes between Lick Mill and Trade Zone boulevards and on Guadalupe River Bridge and Penitencia Creek Bridge	$ 13.5	$ 13.5	$ -	
230269	Santa Clara	Construct a new interchange at Trimble Road and Montague Expressway	$ 36.1	$ 36.1	$ -	
230294	Santa Clara	Conduct environmental and design studies to widen and create new alignment for Route 152 (from Route 156 to U.S. 101)	$ 80.0	$ 80.0	$ -	
230304	Santa Clara	Widen Dixon Landing Road from 4 to 6 lanes between North Milpitas Boulevard and I-880	$ 80.0	$ 80.0	$ -	
230339	Santa Clara	Convert HOV queue-jump lanes along Central Expressway at Bowers Avenue to general purpose lanes	$ 0.1	$ 0.1	$ -	
230356	Santa Clara	Construct interchange at Lawrence Expressway and Arques Avenue	$ 49.2	$ 49.2	$ -	
230363	Santa Clara	Construct interchange at I-880 and Montague Expressway (includes improvements to Montague Expressway)	$ 13.0	$ 13.0	$ -	
230456	Santa Clara	Widen Zanker Road from 4 to 6 lanes	$ 57.0	$ 57.0	$ -	
230469	Santa Clara	Make local circulation improvements on Santa Teresa Boulevard (includes medians, landscaping, sidewalks and bicycle lanes)	$ 13.2	$ 13.2	$ -	
230471	Santa Clara	Widen intersections and improve sidewalks throughout the city of Sunnyvale	$ 17.8	$ 17.8	$ -	
230492	Santa Clara	Implement local roadway improvements to Old Oakland Road over U.S. 101	$ 28.0	$ 28.0	$ -	
230531	Santa Clara	Construct auxiliary lanes on U.S. 101 in Mountain View and Palo Alto, from Route 85 to Embarcadero Road	$ 113.0	$ 113.0	$ -	
230532	Santa Clara	Improve interchange at Route 237/North 1st Street	$ 2.1	$ 2.1	$ -	
230534	Santa Clara	Electrify Caltrain line from Tamien Station to Gilroy	$ 140.3	$ 140.3	$ -	
230547	Santa Clara	Implement Bus Rapid Transit (BRT) on Monterey Highway	$ 96.6	$ 96.6	$ -	
230551	Santa Clara	Implement the Zero Emissions Bus (ZEB) program	$ 23.7	$ 23.7	$ -	
230552	Santa Clara	Install and modify VTA facilities to support the Zero Emissions Bus (ZEB) program	$ 95.0	$ 95.0	$ -	
230554	Santa Clara	Implement Bus Rapid Transit (BRT) between Sunnyvale and Cupertino	$ 84.6	$ 84.6	$ -	
230574	Santa Clara	Improve the Route 85/Cottle Road interchange	$ 5.3	$ 5.3	$ -	
230595	Santa Clara	Implement Bus Rapid Transit (BRT) on Stevens Creek Boulevard from Diridon Station to DeAnza College	$ 143.2	$ 143.2	$ -	
230641	Santa Clara	Implement bicycle and pedestrian improvements in North San Jose	$ 38.2	$ 38.2	$ -	
230644	Santa Clara	Implement miscellaneous intersection improvements in North San Jose	$ 33.5	$ 33.5	$ -	
230645	Santa Clara	Implement improvements to the North First Street Core Area grid	$ 70.6	$ 70.6	$ -	
230705	Santa Clara	Improve local interchanges and auxiliary lanes	$ 573.0	$ 573.0	$ -	

Attachment B
Transportation 2035 Committed Projects

In Year of Expenditure Dollars

RTP ID	County	Project/Program	Total Project Cost	Committed Funds	Discretionary Funds	Notes
230706	Santa Clara	Make local streets and roads improvements (includes street channelization, overcrossings, bicycle and pedestrian access, and safety improvements)	$ 334.0	$ 334.0	$ -	
22630	Solano	Improve Parkway Boulevard overcrossing over Union Pacific Railroad tracks	$ 12.4	$ 12.4	$ -	
22631	Solano	Construct Route 12 westbound truck climbing lane at Red Top Road	$ 13.2	$ 13.2	$ -	State Highway Operation and Protection Program (SHOPP) project
22632	Solano	Widen American Canyon Road overpass at I-80	$ 10.7	$ 10.7	$ -	
22633	Solano	Widen Azuar Drive/Cedar Avenue from 2 to 4 lanes between P Street and Residential Parkway (includes bicycle lanes, railroad signals and rehabilitation improvements)	$ 11.7	$ 11.7	$ -	
22634	Solano	Construct an adjacent 200-space, at-grade parking lot at the Vacaville Intermodal Station (Phase 1)	$ 12.9	$ 12.9	$ -	Partially funded with Regional Measure 2 Toll Bridge Program funds; for Phase 2, see Solano project #230635
230311	Solano	Widen and improve Peterson Road with the addition of a truck-stacking lane (includes drainage improvements)	$ 2.6	$ 2.6	$ -	
230322	Solano	Rebuild and relocate eastbound Cordelia Truck Scales Facility (includes a new 4-lane bridge across Suisun Creek and new ramps at eastbound Route 12 and eastbound I-80)	$ 100.9	$ 100.9	$ -	Proposition 1B Trade Corridors Improvement Fund (TCIF) project
230650	Solano	Widen I-80 from Red Top Road to Air Base Parkway to add HOV lanes in both directions (includes pavement rehabilitation and ramp metering)	$ 94.9	$ 94.9	$ -	
230708	Solano	Improve local interchanges and auxiliary lanes and make local streets and roads improvements (includes street channelization, overcrossings, bicycle and pedestrian access, and safety improvements)	$ 15.0	$ 15.0	$ -	
21070	Sonoma	Realign and widen Route 116 (Stage Gulch Road) along Champlin Creek to improve safety, adding shoulders to accommodate pedestrians and bicyclists	$ 39.1	$ 39.1	$ -	
21884	Sonoma	Construct Petaluma crosstown connector/interchange	$ 61.7	$ 61.7	$ -	
21902	Sonoma	Widen U.S. 101 for HOV lanes from Pepper Road to Rohnert Park Expressway (Central Phase A)	$ 118.3	$ 118.3	$ -	Partially funded with Proposition 1B Corridor Mobility Improvement Account funds
21908	Sonoma	Study the environmental impacts of a future Port Sonoma ferry service and facility	$ 20.0	$ 20.0	$ -	
22652	Sonoma	Rehabilitate pavement on U.S. 101 from Steele Lane to Grant Avenue overhead in Healdsburg	$ 18.9	$ 18.9	$ -	State Highway Operation and Protection Program (SHOPP) project
22655	Sonoma	Widen U.S. 101 for HOV lanes (one in each direction) from Rohnert Park Expressway to Santa Rosa Avenue (includes interchange improvements and ramp metering)	$ 96.0	$ 96.0	$ -	Partially funded with Proposition 1B Corridor Mobility Improvement Account funds
98183	Sonoma	Widen U.S. 101 for HOV lanes between Steele Lane and Windsor River Road (Phase A)	$ 123.9	$ 123.9	$ -	Partially funded with Proposition 1B Corridor Mobility Improvement Account funds

METROPOLITAN
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February 14, 2011

RE: Regional Transportation Plan/Sustainable Communities Strategy – Call for Projects

To: Caltrans, Congestion Management Agencies, and Multi-County Transit Operators

The Metropolitan Transportation Commission (MTC) is issuing an open "call for projects" for consideration in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). MTC requests the assistance of each of the nine Congestion Management Agencies (CMAs) to coordinate project submittals for their county. Caltrans and multi-county transit operators may submit directly to MTC, but coordination with the CMAs are encouraged. Attached is the Call for Projects Guidance that lays out required elements to be carried out in the local call for projects.

Project submittals are due to MTC on April 29, 2011. Projects/programs will undergo a project-level performance evaluation, which MTC will initiate starting in May 2011. MTC requests all partner agencies to adhere to this deadline. The results of the project performance assessment will inform the upcoming detailed alternatives analysis and investment trade-off discussions, ultimately leading to a preferred RTP/SCS early next year with adoption occurring a year later. As such, there will be ongoing opportunities for these discussions to occur.

The SCS legislation requires closer integration between land use and transportation planning. With this in mind, MTC and ABAG have adopted goals that direct local agencies to consider how their projects support SCS principals as promulgated by SB 375.

MTC is developing a web-based application form for sponsors to fill out and submit their projects. Sponsors will be able to (a) remove projects in the current plan (Transportation 2035) that are either now complete and open for service or no longer being pursued, (b) update projects in the current plan that should be carried forward in the RTP/SCS, and (c) add new projects. The web-based project application will be available

on March 1, 2011. At that time, MTC will provide instructions to CMAs on how to access and use the web-based form. Upon request, MTC staff will also provide a brief tutorial to the CMAs and its technical advisory committee.

MTC looks forward to receiving your project submittals. If you have any questions about the submittal process, please contact Grace Cho of my staff at (510) 817-5826 or gcho@mtc.ca.gov.

Sincerely,

Ann Flemer
Deputy Executive Director, Policy

AF: GC
J:\PROJECT\2013 RTP_SCS\Call for Projects\Final Version\Call for Projects Letters\Call for Projects Letter.doc

Attachments:

- Attachment A: Call for Projects Guidance
- Attachment A.1: Goals and Performance Targets
- Attachment A.2: Programmatic Categories
- Attachment A.3: MTC's Draft Transportation Project Performance Assessment Methodology
- Attachment A.4: MTC Policy Advisory Council Members

Attachment A
Call for Projects Guidance

The Metropolitan Transportation Commission (MTC) requests the assistance of the nine Bay Area Congestion Management Agencies (CMAs) to help with the Call for Projects within their counties. CMAs are best suited for this role because of their existing relationships with local jurisdictions, elected officials, transit agencies, community organizations and stakeholders, and members of the public within their counties. MTC expects the CMAs to plan and execute an effective public outreach and local engagement process to solicit candidate projects to be submitted to MTC for consideration in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Project sponsors with projects vying for future state or federal funding must have their project identified in the financially constrained RTP/SCS. CMAs will be the main point of contact for local sponsoring agencies and members of the public submitting projects for consideration for inclusion in the 2013 SCS/RTP. Sponsors of multi-county projects (i.e. Caltrans, BART, Caltrain, etc.) may submit directly to MTC, but communication and coordination with CMAs is encouraged. Members of the public are eligible to submit projects, but must secure a public agency sponsor and coordinate the project submittal with their CMA.

CMAs will assist MTC with the Call for Projects by carrying out the following activities:

1. **Public Involvement and Outreach**
   - ***Conduct countywide outreach to stakeholders and the public to solicit project ideas.*** CMAs, as well as multi-county transit operators and Caltrans, will be expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 3821), which can be found at http://www.onebayarea.org/get_involved.htm. CMAs are expected, at a minimum, to:
     - Execute effective and meaningful local engagement efforts during the Call for Projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, and the public through the project solicitation process. In addition to the CMAs' citizen advisors, MTC's Policy Advisory Council members are a good resource to the CMAs to help plan community outreach events, engage members of the public, and identify candidate projects. Please see **Attachment A.4** for a list of MTC's Policy Advisory Council members.
     - Explain the local Call for Projects process, informing stakeholders and the public about the opportunities for public comments on project ideas and when decisions are to made on the list of projects to be submitted to MTC;
     - Hold public meetings and/or workshops at times which are conducive to public participation to solicit public input on project ideas to submit;
     - Hold at least one public hearing providing opportunity for public comment on the list of potential projects prior to submittal to MTC;
     - Post notices of public meetings and hearing(s) on their agency website; include information on how to request language translation for individuals with limited English proficiency. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations.
     - CMA staff will be expected to provide MTC with a link so the information can also be viewed on the website OneBayArea.org;
     - Hold public meetings in central locations that are accessible for people with people with disabilities and by public transit;

- Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting.

- ***Document the outreach effort undertaken for the local call for projects.*** CMAs, as well as multi-county transit operators and Caltrans, are to provide MTC with:
  - A description of how the public was involved in the process for nominating and/or commenting on projects for inclusion in the RTP/SCS. Specify whether public input was gathered at forums held specifically for the RTP/SCS or as part of an outreach effort associated with, for example, an update to a countywide plan;
  - A description of how the public engagement process met the outreach requirements of MTC's Public Participation Plan, including how the CMA ensured full and fair participation by all potentially affected communities in the project submittal process.
  - A summary of comments received from the public and a description of how public comments informed the recommended list of projects submitted by the CMA. Conversely, rationale must be provided if comments or projects from the public were not able to be accommodated in the list of candidate projects and a description of how the CMA, in future project nomination processes, plans to address the comments or projects suggested by the public.

2. Agency Coordination

- ***Work closely with local jurisdictions, transit agencies, MTC, Caltrans, and stakeholders to identify projects for consideration in the* RTP/SCS.** CMAs will assist with agency coordination by:
  - Communicating this Call for Projects guidance to local jurisdictions, transit agencies, Caltrans, and stakeholders and coordinate with them on the online project application form by assigning passwords, fielding questions about the project application form, reviewing and verifying project information, and submitting projects as ready for review by MTC
  - Working with members of the public interested in advancing a project idea to find a public agency project sponsor, and assisting them with submitting the project to MTC;
  - Developing freeway operations and capacity enhancement projects in coordination with MTC and Caltrans staff.
  - Developing transit improvements in coordination with MTC and transit agency staff.

3. Title VI Responsibilities

- ***Ensure the public involvement process provides underserved communities access to the project submittal process as in compliance with Title VI of the Civil Rights Act of 1964.***
  - Assist community-based organizations, communities of concern, and any other underserved community interested in submitting projects;
  - Remove barriers for persons with limited English proficiency to have access to the project submittal process;
  - For additional Title IV outreach strategies, please refer to MTC's Public Participation Plan found at: http://www.onebayarea.org/get_involved.htm

4. County Target Budgets

- ***Ensure that the County project list fits within the target budget defined by MTC for the county.***
    - To establish the county target budgets, MTC used the discretionary funding amount ($32 billion) from the Transportation 2035 Plan and assigned counties a target budget based on a population share formula with an additional 75% mark up. County target budgets can be seen below. This formula approach is consistent with the formula used in Transportation 2035 Plan.
    - County target budgets are intended as a starting point to guide each CMA in recommending a project list to MTC by providing an upper financial limit.
    - County target budgets are not intended as the financially constrained RTP/SCS budget. CMAs and MTC will continue to discuss further and select projects later in the process that fit the RTP/SCS financially constrained envelope.

County Target Budgets (in billions)

Alameda: $11.76
Contra Costa: $7.84
Marin: $2.24
Napa: $1.12
San Francisco: $6.16
San Mateo: $5.60
Santa Clara: $14.0
Solano: $3.36
Sonoma: $3.92

5. Cost Estimation Review

- ***Establish guidelines for estimating project costs.*** CMAs are to establish cost estimation guidelines for use by project sponsors. The guidelines may be developed by the CMAs or CMAs can elect to use other accepted guidelines produced by local, state or federal agencies. MTC has identified the following cost estimation guidelines available for use:
    - Federal: National Cooperative Highway Research Program's Guidance for Cost Estimation and Management for Highway Projects During Planning, Programming, and Preconstruction (http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_w98.pdf)
    - State: Caltrans' Project Development Procedures Manual Chapter 20, Project Development Cost Estimates (http://www.dot.ca.gov/hq/oppd/pdpm/chap_pdf/chapt20.pdf)
    - Local: Contra Costa Transportation Authority (CCTA) Cost Estimation Guide (http://ccta.net/assets/documents/Cost_Est_Guide_Documentation.pdf)
- ***Review and verify with MTC that each project has developed an appropriate cost estimate prior to submittal.***

6. General Project Criteria

- ***Identify whether projects meet basic project parameters as outlined by MTC***. CMAs will encourage project sponsors to submit projects which meet one or more of the general criteria listed below, keeping in consideration that projects should support SCS principals promulgated by SB 375:
    - Supports the goals and performance targets of the RTP/SCS (see **Attachment A.1**).
    - Serves as a regionally significant component of the regional transportation network. A regionally significant transportation project serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region,

major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves).
- Supports focused growth by serving existing housing and employment centers FOCUS Priority Development Areas.
- Derives from an adopted plan, corridor study, or project study report (e.g., community-based transportation plans, countywide transportation plan, regional bicycle plan, climate action plans, etc.).

- ***Assess how well the project meets basic criteria***
  Project sponsors are welcome to use MTC's qualitative/quantitative approach or some hybrid thereof to develop and evaluate project priorities (See **Attachment A.3**). Sponsors may include qualitative discussion and/or quantitative data to demonstrate how proposed projects meet the RTP/SCS goals and targets, the magnitude of project impacts and cost effectiveness. MTC will provide a function in the on-line application for this information and may use it to inform the Goals Assessment portion of MTC's evaluation.

7. Programmatic Categories

- CMAs should group similar projects, which are exempt from regional air quality conformity that do not add capacity or expand the transportation network, into broader programmatic categories rather than submitting them as individual projects for consideration in the RTP/SCS. These individual projects may address a concern of the community (e.g., improved pedestrian ways to transit, curb bulb-outs to calm traffic, etc.), but do not have to be individually specified for the purposes of air quality conformity. See **Attachment A.2** for guidance on the programmatic categories.

Timeline

Task	Date
Issue Call for Projects Letter to CMAs, Caltrans, and Multi-County Transit Operators	February 10, 2011
Open Online Project Application Form for Use by CMAs/ Project Sponsors	March 1, 2011
Close of Project Submittal Period	April 29, 2011
MTC Conducts Project-Level Performance Assessment and Selection Process for Projects for Detailed SCS Scenarios	May – July 2011

Attachment A.1
RTP/SCS Goals and Performance Targets

Goal	Performance Target (from 2005 levels unless noted)
Climate Protection Dealing effectively with the challenge of climate change involves communities far beyond the shores of San Francisco Bay. Indeed, Senate Bill 375 requires metropolitan areas throughout California to reduce greenhouse gas emissions from cars and trucks. Furthermore, our region must safeguard the shoreline due to sea-level rise through adaption strategies. By combining aggressive policies with innovative technologies, the Bay Area can act as a model for other regions around the state and nationwide.	Reduce per-capita CO_2 emissions from cars and light-duty trucks by 15%
Adequate Housing A diverse and sufficient housing supply is essential to maximize livability for all Bay Area residents. The region aspires not only to ensure affordability and supply of housing for peoples of all income levels and in all nine counties, but also to reduce the concentration of poverty in low-income communities of concern.	House 100% of the region's projected 25-year growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income resident
Healthy & Safe Communities Promoting healthy and safe communities includes improving air quality, reducing collisions and encouraging more bicycle and pedestrian travel. While policy choices by regional agencies can help influence land-use decisions and the operation and design of transportation infrastructure, local governments have the biggest role to play. Cities' and counties' land-use authority directly shapes the development patterns that guide individuals' travel choices.	o Reduce premature deaths from exposure to particular emissions: • Reduce premature deaths from exposure to fine particulates (PM2.5) by 10% • Reduce coarse particulate emissions (PM10) by 30% • Achieve greater reductions in highly impacted areas Associated Indicators • Incidence of asthma attributable to particulate emissions • Diesel particulate emissions o Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian) o Increase the average time walking or biking per person per day for transportation by 60% (for an average of 15 minutes per person per day)
Open Space & Agricultural Preservation Limiting urban sprawl will help preserve productive agricultural lands and prime natural habitat, in addition to maintaining public access to shorelines, mountains, lakes and rivers. As open space and farmlands are essential to the Bay Area's quality of life, the region	Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries) • Scenarios will be compared to 2010 urban footprint

Goal	Performance Target (from 2005 levels unless noted)
should focus growth in existing urban areas rather than pursue additional development in outlying areas.	for analytical purposes only
Equitable Access A high quality of life is not a privilege reserved only for the wealthy. Regional agencies must work to ensure that high-quality housing is available for people of all incomes; that essential destinations may be reached at a minimal cost of time or money; that mobility options are available not only to those who can transport themselves but also to our growing populations of senior and disabled residents; that the benefits and burdens alike of transportation investment are evenly distributed; and that air pollution, water pollution or noise pollution are not disproportionately concentrated in low-income neighborhoods.	Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing
Economic Vitality A strong economy is imperative to ensure continued quality of life for all Bay Area residents. This includes a healthy climate for business and growth, and plentiful employment opportunities for individuals of all skill levels and industries. Savvy transportation and land-use policies in pursuit of this goal will not only reduce travel times but also expand choices, cut total costs, improve accessibility, and boost reliability.	Increase gross regional product (GRP) by 87% – an average of 2.1% per year (in current dollars)
Transportation System Effectiveness Maximizing the efficiency of the transportation system requires preserving existing assets in a state of good repair as well as leveraging assets that are not fully utilized and making targeted, cost-effective improvements. Continued maintenance is necessary to protect safety, minimize vehicle damage, support infill development in existing urban areas and promote economic growth regionwide.	o Decrease average per-trip travel time by 10% for non-auto modes o Decrease automobile vehicle miles traveled per capita by 10% o Maintain the transportation system in a state of good repair: • Increase local road pavement condition index (PCI) to 75 or better • Decrease distressed lane-miles of state highways to less than 10% of total lane-miles • Reduce average transit asset age to 50% of useful life
Infrastructure Security The potential for damage from natural or manmade disasters is a threat to the security of Bay Area infrastructure. To preserve the region's economic vitality and quality of life, Bay Area government officials — in cooperation with federal and state agencies — must work to prevent damage to infrastructure systems and to minimize the potential impacts of any future disasters. Funding priorities must reflect the need to ensure infrastructure security and to avoid any preventable loss of life.	

Attachment A.2
Programmatic Categories

Programmatic categories are groups of similar projects, programs, and strategies that are included under a single group for ease of listing in the RTP/SCS. Projects within programmatic categories must be exempt from regional transportation conformity. Many projects which address the concerns of communities, such as pedestrian bulbouts, bicycle lanes, transit passenger shelters, ridesharing, etc. are often taken into account in a programmatic category. Therefore individual projects of this nature do not need to be specified. Projects grouped in a programmatic category are viewed as a program of multiple projects. Projects that add capacity or expand the network are not included in a programmatic category. Projects that do not fit within the identified programmatic categories are listed separately in the RTP/SCS. Programmatic categories to be used include, but are not limited to the following:

1. **Bicycle/Pedestrian Expansion** (new facilities, expansion of existing bike/pedestrian network)
2. **Bicycle/Pedestrian Enhancements** (enhancements, streetscapes, TODs, ADA compliance, mobility and access improvements)
3. **Bicycle/Pedestrian Facilities Rehabilitation**
4. **Lifeline Transportation** (Community Based Transportation Plans projects such as information/outreach projects, dial-a-ride, guaranteed ride home, paratransit, non-operational transit capital enhancements (i.e. bus shelters). Does not include fixed route transit projects.)
5. **Transit Enhancements** (ADA compliance, mobility and access improvements, passenger shelters, informational kiosks)
6. **Transit Management Systems** (TransLink®, Transit GPS tracking systems (i.e. Next Bus))
7. **Transit Safety and Security Improvements** (Installation of security cameras)
8. **Transit Guideway Rehabilitation**
9. **Transit Station Rehabilitation**
10. **Transit Vehicle Rehabilitation/Replacement/Retrofit**
11. **Transit O&M** (Ongoing non-capital costs, preventive maintenance)
12. **Transit Operations Support** (purchase of operating equipment such as fareboxes, lifts, radios, office and shop equipment, support vehicles)
13. **Local Road Safety** (shoulder widening, realignment, non-coordinated signals)
14. **Highway Safety** (implementation of Highway Safety Improvement Program, Strategic Highway Safety Program, shoulder improvements, guardrails, medians, barriers, crash cushions, lighting improvements, fencing, increasing sight distance, emergency truck pullovers)
15. **Non-Capacity Increasing Local Road Intersection Modifications and Channelization**
16. **Non-Capacity Increasing State Highway Enhancements** (noise attenuation, landscaping, roadside rest areas, sign removal, directional and informational signs)
17. **Freeway/Expressway Incident Management** (freeway service patrol, call boxes)
18. **Non-Capacity Increasing Freeway/Expressway Interchange Modifications** (signal coordination, signal retiming, synchronization)
19. **Freeway/Expressway Performance Management** (Non-ITS Elements, performance monitoring, corridor studies)
20. **Non-Capacity Increasing Local Road Rehabilitation** (Pavement resurfacing, skid treatments)
21. **Non-Capacity Increasing Local Bridge Rehabilitation/Replacement/Retrofit**
22. **State Highway Preservation** (Caltrans SHOPP, excluding system management)
23. **Toll Bridge Rehabilitation/Replacement/Retrofit**
24. **Local Streets and Roads O&M** (Ongoing non-capital costs, routine maintenance)
25. **State Highway O&M** (Caltrans non-SHOPP maintenance, minor 'A' and 'B' programs)
26. **Regional Air Quality and Climate Protection Strategies** (outreach programs and non-capacity projects specifically targeting regional air quality and climate protection strategies)
27. **Local Air Quality and Climate Protection Strategies** (outreach programs and non-capacity projects specifically targeting local air quality and climate protection strategies)
28. **Regional Planning and Outreach** (regionwide planning, marketing, and outreach)
29. **Transportation Demand Management** (continuation of ridesharing, shuttle, or vanpooling at current levels)
30. **Parking Management** (Parking cash out, variable pricing, etc.)

Attachment A.3 – MTC's Draft Transportation Project Performance Assessment Methodology

	Transportation 2035	SCS/RTP Approach – Initial Thoughts

Goals Assessment (largely qualitative)	• All projects (700+) assessed, grouped into 13 project type
	• How well projects address each goal/number of goals addressed
	• Conducted by panel of MTC staff and stakeholders
		• Same as for Transportation 2035 – but reflecting new goals/targets and with added emphasis on:
		  • support for focused growth
		  • statutory goals to reduce carbon dioxide and accommodate future housing demand
		• For larger projects, use quantitative information where available, such as projected CO2 and particulate emissions reduction

Benefit-Cost Assessment (quantitative)	• 60 large-scale uncommitted projects as well as uncommitted regional programs
	• MTC model analysis
	
	1. B/C ratio in 2035 including
	  o Delay
	  o CO2
	  o PM10 and PM2.5
	  o Injuries & fatalities
	  o Direct user costs (vehicle operating/ownership)
	  o Cost savings for on-time maintenance
	2. Cost per reduction on CO2
	3. Cost per reduction in VMT
	4. Cost per low-income household served by new transit
	
	Goals not reflected in B/C are captured through the qualitative assessment
		• Same types of projects but potentially more (perhaps 100) - subject to final policy on committed projects
		• MTC model analysis
		
		1. B/C ratio - over 25 yrs instead of horizon year (if time allows)
		  o Travel time (see notes below)
		  o CO2
		  o PM10 and PM2.5
		  o Health costs associated with changes in active transportation levels
		  o Injuries & fatalities
		  o Direct user costs (vehicle operating/ownership)
		  o Cost savings for on-time maintenance
		
		Goals not reflected in B/C are captured through the goals assessment in a qualitative fashion

Synthesis & Use of Information	• Bubble chart mapping B/C and number of goals addressed • Sponsors "justify" projects with low-B/C before inclusion in the draft plan	• Bubble chart mapping B/C and number of goals addressed • Sponsors must "justify" projects with (a) low B/C or meeting few goals (b) increase in CO2 emissions (c) that do not support draft land use

Considerations	• Four quantitative measures was information overload for the decision makers; prefer to have a single quantitative result	• Consider approaches to address to concern that current B/C model is dominated by travel time
		  o Sensitivity tests of impact of travel time on relative ratings of projects
		  o Review emerging practices for travel time valuation (e.g., discounting small time savings, different values of time based on trip purpose, value of reliability)
		  o Assess significance of B/C results for each project

Attachment A.4
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ALAMEDA COUNTY TRANSPORTATION COMMISSION

Cost Estimating Guide

February 2011

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CONTENTS

EXECUTIVE SUMMARY

INTRODUCTION

This Cost Estimating Guide (Guide) is provided by the Alameda County Transportation Commission (Alameda CTC) for sponsors preparing project or program cost estimates for consideration in the Countywide Transportation Plan (CWTP) and/or the Transportation Expenditure Plan (TEP). Sponsors should note that the Metropolitan Transportation Commission (MTC) has issued guidance in the regional Call for Projects that requires the Alameda CTC to provide cost estimating guidance to the local jurisdictions. It is the intent of the Alameda CTC to use this Guide as the cost estimating guide for the current Sustainable Communities Strategy/Regional Transportation Plan (SCS/RTP) call for projects as well as for the CWTP-TEP.

Who should use this Guide?

This Guide is intended for use by people qualified to prepare a cost estimate. The preparer of the cost estimate should be able to provide the basis for their decisions and to defend the specific elements of the cost estimate, if asked.

This Guide may also be used as a primer for stakeholders and other interested parties, to introduce them to the principles and elements of cost estimating for projects and programs. However, this Guide is not intended to provide instruction to an individual inexperienced in estimating costs.

The Purpose of this Guide

The importance to a funding agency of accuracy in cost estimating for projects and programs cannot be overstated. The consequences of inaccurate estimates are many; most obviously it can be difficult or impossible to deliver projects that have been programmed and committed to, if early estimates prove to be significantly low. In the current economic climate of greater-than-ever strains on public funds, the pressure to accurately estimate the ultimate cost of a project is increasing.

Historically, it has been difficult to generate cost estimates for transportation projects that remain accurate through the development of the project, particularly when comparing early or concept-level estimates to the actual cost of the completed project. There are many reasons for this and a variety of

solutions have been attempted over the years to improve the accuracy of cost estimates for infrastructure. Much research has been conducted on the matter, and there is broad consensus now that accurate estimates tend to take into account the various risks that a project may face during its development and construction. With that in mind, this Guide seeks to incorporate a simplified approach to considering risks during the preparation of cost estimates that will result in more robust and accurate estimates.

The Guide also establishes a standardized approach to preparing estimates for both projects and programs, thereby providing the opportunity for fair comparisons between projects and programs competing for inclusion in the CWTP and/or the TEP. It lays out "rule-of-thumb" assumptions to use for a variety of the standard cost elements of a project, and helps remind sponsors of the elements that should be considered in order to accurately estimate the costs of any project or program. The intention is to provide a somewhat standardized approach to cost estimating within Alameda County, and to provide tools to make those estimates as accurate as possible.

How the Guide accomplishes this:

This Guide sets out a consistent framework for estimating capital project and program costs at the conceptual and detailed levels. Typical project phases, estimate types, and standard general contingencies are discussed. In addition, the Guide provides a Risk-Based Allowances Approach to help project sponsors evaluate risks that may not be fully developed or quantified. The end result of the approach is a cost estimate that includes allowances for risks that may not have been identified had a more traditional approach been applied.

A variety of sources (i.e. FHWA, Caltrans, WSDOT, links included in the Resources section of the Guide) provide thorough and well detailed documents that describe how to assess and manage risks. However, in the best interest of the Alameda CTC, this Guide provides a streamlined approach that helps identify risks at a conceptual level.

Sponsors are required to conduct a field review to their proposed project site in order to identify possible risks using the Preliminary Risk Assessment Questionnaire. Once identified, the risks are assigned an allowance (percentage) based upon their probability of occurrence. Each risk allowance is multiplied by the appropriate cost estimate line items and eventually added to the total cost.

As a result of incorporating informed Risk-Based Allowances, in some cases the standard design contingencies may be slightly reduced. This is justified in that traditional contingencies were expected to cover everything that was not otherwise specifically accounted for in the estimate, otherwise known as the "unknowns". However, with the use of the Preliminary Risk Assessment Questionnaire (Appendix A), some of those "unknowns" can be identified and more specifically accounted for. Thus, the design contingency should only be expected to cover a smaller pool of truly "unknown unknowns".

Together with the standard line items and general contingency, the development of Risk-Based Allowances makes a more reliable cost estimate.

Cost Estimating for Programs

This Guide also presents guidelines for estimating the costs of programs by presenting the basic elements that comprise typical program costs. Since program types and details may differ broadly, sponsors are encouraged to submit questions to the Alameda CTC. It is most important that programs submitted for inclusion in the CWTP or TEP be well thought out and well documented.

Acknowledgements

Segments of this Guide are used with permission from the Contra Costa Transportation Authority (CCTA). The Alameda CTC would like to thank CCTA for their cooperation and collaboration in this effort.

COST ESTIMATING GUIDE

1.0 INTRODUCTION

This Cost Estimating Guide (Guide) sets out a consistent framework for estimating capital project and program costs at the conceptual and detailed levels. Project and program sponsors are encouraged to use this Guide when preparing cost estimates for Alameda County Transportation Commission (Alameda CTC) funded projects and programs and to be considered for inclusion in the Alameda CTC Countywide Transportation Plan (CWTP) and/or Transportation Expenditure Plan (TEP). Sponsors should note that the Metropolitan Transportation Commission (MTC) has issued guidance in the regional Call for Projects that requires the Alameda CTC to provide cost estimating guidance to the local jurisdictions. It is the intent of the Alameda CTC to use this Guide as the cost estimating guide for the current Sustainable Communities Strategy/Regional Transportation Plan (SCS/RTP) call for projects as well as for the CWTP-TEP.

Sound financial programming requires consistent and reasonable cost estimates. Accurate cost estimates allow project and program sponsors to establish reliable funding plans for their projects and programs and enable the Alameda CTC to program sufficient funding to support sponsors' projects and programs.

1.1 Who Should Use this Guide?

This Guide is intended for use by project and program sponsors. Specifically, it is intended for use by people qualified to prepare a cost estimate for a proposed project or program. In the case of a cost estimate for a capital project, it is assumed that the estimate is being prepared by a qualified individual, probably an engineer or other person qualified by training or experience. In the case of a cost estimate for a program, the estimate should be prepared by someone qualified to do so, likely a planner, manager, or someone intimately familiar with the actual costs of the program being proposed. Regardless of the nature of the proposed project or program, the preparer of the estimate should be able to defend the specific elements included in the cost.

This Guide may also be used as a primer for stakeholders and other interested parties, to introduce them to the principles and elements of cost estimating for projects and programs. This Guide is not intended to provide instruction to an individual inexperienced in estimating costs.

1.2 Qualities of a Good Cost Estimate

In general, a cost estimate should answer a series of questions as shown below:

- **Scope:** What is included?
  What is excluded?
  Does the scope of the estimate match the scope of defining documents?
  Any variations must be identified and the reason for the deviation explained.

- **Quantities:** Are the quantities reasonable?
  Is the method clear and easy to follow?
  Has the math been checked?
  Do the totals come forward to the summaries?
  A good technique is to use parametric checks from other experience, i.e. 1000 pounds of reinforcing steel per cubic yard of concrete would be extraordinary.

- **Pricing:** Are the unit prices reasonable?
  Are the explanations reasonable?
  Does the pricing cover the type and quality of materials contemplated?
  Are incidentals like sales tax and freight covered?
  Have unusual working conditions been factored into the pricing?

- **Major items:** The major items of work should be investigated with care. A faulty assumption on a major work item will have a large effect on project cost.

- **Support and Other Soft Costs:** Did you consider work by others?
  Are environmental studies considered?
  Are preliminary engineering and final design included?
  Are the construction staking and construction management covered?

- **Presentation:** Is the estimate presentation clear?
  Is it easy to follow?
  Is the basis of the estimate documented in a concise fashion so that it will be readily understood by an unfamiliar party?

2.0 ESTIMATING METHODOLOGY

This Guide provides a description of two methods to be used in estimate preparation for Alameda CTC projects and programs – Conceptual and Detailed Cost Estimates. These are briefly introduced in the following paragraphs and are explained in greater detail in Section 3.2.

Conceptual Cost Estimates	Detailed Cost Estimates
Prepared during the early planning development phases when detailed information about the project or program is unknown.	Prepared for a program or during the design phases of project development when more detailed engineering is being/has been performed.

2.1 Conceptual Cost Estimate

A Conceptual Cost Estimate includes the scope of the project or program, general cost categories, basis for quantities, basis for pricing, assumptions, inclusions, and exclusions. In addition, a conceptual cost estimate should consider any possible risks (e.g. Economic Justice, Water Quality Control Act, etc.) and associated costs. Further discussion on risk assessment is described in Section 2.8. Sponsors should take care to document their basis and pricing as accurately and thoroughly as possible. As with any estimate, it should be comprehensively reviewed before being finalized.

2.2 Detailed Cost Estimate

A Detailed Cost Estimate essentially expands a conceptual cost estimate to more accurately reflect the cost needs of a refined and developed project or program. This method adds more defined costs and cost basis within the individual cost categories. Risks associated with the project should be better understood at this point and may be more focused.

2.3 Estimate Format

Cost estimates will vary in format and content depending on whether they are for a program or a capital project. Cost estimates should be easy to read and have a logical form. The Alameda CTC assumes that the sponsor's experience in cost estimating is such that they may have previous cost estimates with which to work from and should able to identify resources to create an effective cost estimate. Estimates for projects or programs being considered for the CWTP or TEP should be submitted using the summary templates included in this Guide (Appendix B – Projects, Appendix C – Programs).

2.4 Scope of the Estimate

The project or program should be developed in sufficient detail to support the type of cost estimate prepared. In some cases it may be necessary to do additional work to adequately define the project or program scope. For example, it may be necessary to obtain a preliminary geotechnical report, information on the potential for contaminated soil, or as-built drawings of existing facilities to refine cost estimates. Any estimate should include a summary narrative describing the scope of work upon which the estimate is based.

2.5 Quantity Takeoffs

Quantity takeoffs used in cost estimate categories should be based on available conceptual or detailed engineering. Quantity takeoffs may be calculated on any standard takeoff sheet or Sponsors may wish to use their own spreadsheet. Assumptions should be clearly described in the back-up documentation.

2.6 Pricing

This guide contains guidance for standard units of measure for typical project bid items in Appendix D. It does not, however, provide specific unit prices for specific items. There are several reasons for this. First, there is great variation (potentially over 100%) in the unit price for most items, depending on the quantity required. Second, it is the Alameda CTC's hope that this guide will prove valuable well beyond the timeframe in which it was prepared. Given the fluctuation of construction prices over time, it is important that a cost estimate always be prepared with the most current and accurate cost data available at the time. While no specific unit costs are given here, it is expected that project sponsors use good professional judgment in selecting the prices and that they are prepared to defend those decisions.

Unit pricing should be carefully considered. Prices may vary greatly for the same material in different geographical areas or quantity, and may also shift with economic markets. Compare your unit prices to those within the corridor. There are several sources of cost data that can be used to determine appropriate unit prices, some of which are described in Section 6.0, Resources.

The basis for the pricing of all items included in the cost estimate should be well documented and as accurate as possible. Providing thorough descriptions and references are encouraged to help facilitate the understanding of the cost estimate. Estimators may be asked to support the derivation of a unit price or a lump sum item.

2.7 Escalation

As with most things, costs associated with projects and programs tend to increase over time. If an estimate is being prepared for a project or program that will be constructed or implemented at least a year into the future, it is important to include an appropriate escalation factor. This escalation rate should be based on reasonable assumptions regarding market conditions economic outlook, geographical location, and historic data. The Alameda CTC may make a specific recommendation for an escalation rate to use at a specific time or for a specific application. If no particular escalation rate is established by the Alameda CTC, then the preparer of the estimate should be able to defend the rate used.

2.8 Risk Assessment

Risks have the potential to impose impacts on project scope, cost, schedule, and quality. Identifying and understanding the risks associated with a proposed project provides a more accurate and thorough cost estimate, which is especially useful to the Alameda CTC when evaluating conceptual cost estimates.

Sponsors for Alameda CTC funded projects and programs are required to include a cost estimate category titled Risk-Based Allowances, which consists of identified risk line-items. Each risk line-item has an appropriate percentage allowance, calculated using the Guide's proposed risk assessment methodology, described in Section 3.4, Development of Capital Project Risks. A worksheet (Preliminary Risk Assessment Questionnaire) is in this Guide (Appendix A). It should be used to

develop the project-specific risk allowances that will be carried over to the Project Cost Estimate Summary Template (Appendix B).

3.0 CAPITAL PROJECT COST ESTIMATES

3.1 Capital Project Phases

There are typically six basic phases of project development from development of a concept through construction. For each phase leading up to completion of the final design, there may be one or more estimate type associated with it. Figure 1 below illustrates this relationship along a project timeline – phases are shown above the line, milestones at which estimates are prepared are shown below the line.

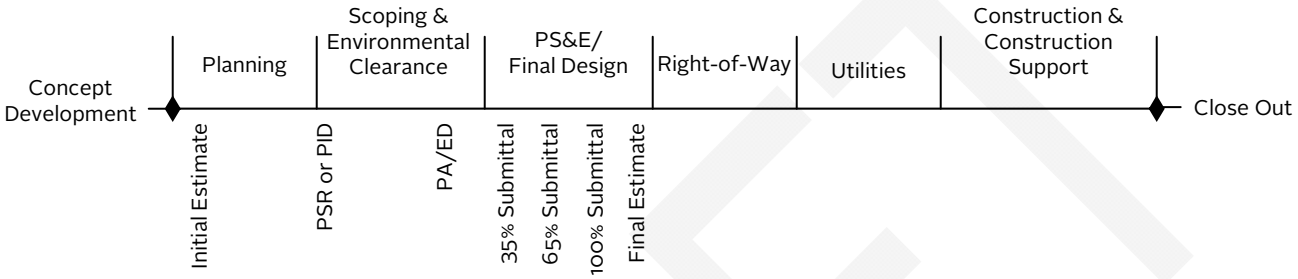


Figure 1 - Typical capital project timeline, showing phases and estimates

- Concept Development
  This is not specifically a funded phase, but is the initiation of the project timeline. The need for a project may be determined as the result of a corridor study, major investment study, feasibility study, or by some other means (e.g. the need may have been identified during the development of another project).

- Planning
  This phase covers the project from its identification through preparation of a programming document. In the case of a Caltrans project, this is referred to as a Project Initiation Document (PID) and usually takes the form of a Project Study Report (PSR). An initial estimate is prepared in order to begin programming funds for the project.

- Scoping, Environmental Document & Preliminary Engineering
  During this phase of the project the scope of work is fleshed out, alternatives are considered, and engineering is commenced and usually taken to the level of 10-15% design. Depending on the type of project, it receives CEQA and/or NEPA clearance and usually some type of formal approval to move into the final design phase (in the case of a Caltrans project, this project approval document is called a Project Report). The estimates prepared at this phase should be more accurate than initial estimates because is the project is well defined with more knowledge of impacts and mitigations.

- Final Design – PS&E
  This phase entails the preparation of Plans, Specifications, and Estimates (PS&E)—the final versions of which will become the bid and construction documents. The cost estimates prepared for various submittals during this phase should become increasingly accurate as more of the design details are worked out. Accordingly, cost contingencies intended to account for unknowns are reduced as the design is refined.

- Right-of-Way Services & Acquisition
  Initially, the cost of right-of-way necessary for the project should be approximated using unit prices for comparable land values. Once the proposed take is specifically defined, special expertise is required to develop a more accurate cost. The appropriate detail should be included in the description for this type of work, which may include cost for new easements, temporary construction easements, lay down areas, relocation costs, land acquisition services, hazardous material remediation, and possible contingencies.

- Utilities
  This phase covers any work related to design, accommodation, protection and/or relocation of utilities, if necessary. Ideally, it should take place before construction begins.

- Construction Capital
  This phase includes the construction of the project according to the final plans and specifications. It includes labor and materials supplied by the contractor, as well as any materials supplied by the owner or others.

- Construction Support
  This phase covers design support during construction (e.g. responding to contractor requests for information, reviewing shop submittals, etc.), as well as construction management.

- Close Out
  This is not a specifically funded phase, but it is part of the end of a project. Close out of a project involves settlement of administrative and project control items and concludes with the transfer of the project from the contractor to the owner.

3.2 Estimate Types

In the previous section, six project development phases were identified for which capital project cost estimates may be prepared. The six types of estimates corresponding to these phases comprise two major types described previously, Conceptual Estimates and Detailed Estimates. These are shown below

Types of Conceptual Estimates

- Initial Estimates
- PSR Estimate
- PA/ED Estimate

Types of Detailed Estimates

- 35% Submittal Estimate
- 65% Submittal Estimate
- 100% Submittal Estimate
- Final Engineer's Estimate

- Initial Estimate
  An initial estimate, based upon the project concept, is usually the first cost estimate prepared for a new project and typically includes large contingencies. The project may not be sufficiently defined to allow use of the Guide. If the Guide is not used, the sponsor should state how the initial estimate was derived. Even at this early stage, however, sponsors are encouraged to use the Preliminary Risk Assessment Questionnaire (Appendix A), included in this Guide and to include Risk-Based Allowances in their estimate.

- Project Study Report (PSR) or equivalent Estimate
  A PSR will generally be required for all projects involving Caltrans facilities.
  Note: Caltrans has a defined Project Study Report Cost Estimate format. This Guide is consistent with that format, although it has been expanded to include Risk Allowances, soft costs, and escalation.

- Project Approval/Environmental Document (PA/ED) or equivalent Estimate
  The PA/ED Estimate is based upon engineering studies prepared in support of the environmental document and project approval document such as a Caltrans Project Report.
  Note: Caltrans has a defined Project Report Cost Estimate format. As above, this Guide is consistent with that format.

- 35% Submittal Estimate
  This estimate is based upon documents prepared for the 35% design submittal and should include all major elements of the project.

- 65% Submittal Estimate
  This estimate is based upon documents prepared for the 65% design submittal and should include greater detail for the major project elements, as well as most minor elements. Many specific project risks should be understood at this time and may be reflected in the selection of unit costs.

- 100% Submittal Estimate
  This estimate is based upon documents prepared for the 100% design submittal. Costs evaluated for this submittal address the final design of the project, completed specifications, and a detailed implementation schedule. The estimate should also consider any special terms or conditions in the contract. Almost all of the project risks should be developed at this time. Nonetheless, it may still be appropriate to include Risk-Based Allowances to address likely risks that are not otherwise reflected in the cost estimate.

- Final Engineer's Estimate
  This estimate is based on the advertised contract bid documents and any subsequent addenda, including any review comments, which may have been incorporated into the project since preparation of the 100% estimate. The Final Engineer's Estimate may be the same as the 100% Submittal Estimate if no changes have occurred nor addenda issued. Specific project risks not captured in the 100% Submittal Estimate should be realized at this time and may be reflected in the selection of unit costs. It may still be appropriate to include Risk-Based Allowances to address likely risks that are not otherwise reflected in the cost estimate.

3.3 Below the Line Costs

Items excluded from the total contract cost are termed "Below the Line Costs". These costs may be separate from the prime contract subtotal, but are still included in the total cost for the project. There are several types of "Below the Line Costs", defined as follows:

- Engineering and Management
  Included in this category are pre-design, design engineering, construction staking, and construction management services. Pre-design services include engineering and environmental studies necessary to obtain environmental clearance.

- Construction Contingency
  This is a reserve to cover construction and engineering change orders. Typically, 10% of the total project cost is a reasonable amount to allow for this item. Construction contingency applies *only* to the final engineer's estimate and should not be confused with the Design Development Contingency, which is carried through all the estimate phases. This percentage may be overridden or adjusted if it is deemed appropriate.

- Work by Others
  Certain items of work may be excluded from the work of the prime construction contract. For instance, relocation of a railroad track or a gas line may be accomplished by force account by the railroad or the local utility, or the owner may procure an item and provide it to the contractor for installation. Detailed information should be provided in the description regarding this type of work.

- Design Development Contingency
  Contingency is an allowance to cover the "unknown unknowns" inherent in design development and imprecision in estimating. The Contingency Guidelines in Table 1 show the contingency that is recommended to be used during each phase of project development as a percentage of estimated construction cost. The contingency decreases as more detailed engineering is performed. This table should be used to determine the appropriate contingency percentage, unless there is justification for deviation from these guidelines.

  Because the Alameda CTC required the use of informed Risk-Based Allowances that should capture some costs associated with "known unknowns", this Guide recommends using an initial design development contingency of 20%, as opposed to the more common 25%. Note that the recommendations below allow for selection of a lower or higher contingency at some of the early phases of project development. The rule of thumb should be to assume the higher value for contingency unless there is some specific justification for reducing it. A small project that is well-defined from the outset may be justified in using 15% contingency at the PR phase, for example.

Table 1 - Contingency Guidelines

Type	Estimate Description	Probable Contingency as to Percentage of Construction Cost
1	Initial *or* PSR	●
2	PSR *or* PR	●
3	PR *or* 35% Submittal	●
4	35% Submittal *or* 65% Submittal	●
5	100% Submittal *or* Engineer's Estimate	●
		20% 15% 10% 5%

- Risk-Based Allowances
  Design development contingencies are established to cover costs associated with truly unforeseeable unknown costs that may arise during project development. Risk-Based Allowances are intended to cover a different sort of unknown cost referred to as "known unknowns". These are costs that are not yet fully understood or quantifiable, but of which there is some likelihood of occurring. To account for these, project sponsors are required to complete a preliminary field investigation and to give some focused consideration to a list of typical project risk areas that have often been the cause of inaccurate estimates on transportation projects. By completing the Preliminary Risk Assessment Questionnaire (Appendix A), a sponsor will develop project specific Risk-Based Allowances that should result in a more accurate estimate than those developed only with standard rule-of-thumb contingencies. The next Section 3.4, Development of Capital Project Risks, further describes this approach.

3.4 Development of Capital Project Risks

The level of development for capital project cost estimates depends on whether the estimate is conceptual or detailed. Detailed capital project cost estimates will have more accurate costs and lower contingencies due to the fact that more is known about the project. For this reason, detailed cost estimates may be easier for the sponsor to assess for risk. Conceptual cost estimates will have less information to work with and will need some preliminary investigation and research in order to determine appropriate levels of risk.

- Risk-Based Allowance Approach
  Regardless of whether the cost estimate is detailed or conceptual, it is imperative that sponsors include Risk-Based Allowances to account for "known-unknown" risks. There are several risk-management documents available through a variety of transportation authorities (e.g. Caltrans, FHWA, WSDOT, see Section 6, Resources, for their respective websites) that help sponsors identify, quantify, analyze, and manage risks. Although the guidance provided in these documents produces a well defined and thorough risk assessment, it is in the best interest of the Alameda CTC to have sponsors apply a streamlined approach to assess risks in their cost estimates, as discussed below.

  The Risk-Based Allowance Approach starts with a mandatory field review by the sponsor to the proposed project site. The Alameda CTC requires this for any project to be considered for the CWTP or the TEP. It is at the proposed site that the sponsor identifies risks by answering questions in Appendix A, Preliminary Risk Assessment Questionnaire. Then, a level of probability (low, medium or high) is assigned to each identified risk. Finally, using the identified risks and probabilities, the sponsor can determine the appropriate allowances to apply to their cost estimate. The final outcome of the approach is a separate section within the cost estimate titled "Risk-Based Allowances", which includes each of the identified risks as line items. The final cost estimate should include a summary consistent with that provided in Appendix B, Project Cost Estimate Summary Template, which shows the Risk-Based Allowances as a separate section.

The approach is outlined in the following steps:

Step 1: Conduct a project field review.

Step 2: Identify risks using the table in Appendix A.

Step 3: Assign low, medium or high probability to each identified risk.

Step 4: Apply the Risk-Based Allowances to the appropriate line items in the estimate.

Step 5: Add the Risks to the Risk-Based Allowances section in your estimate.

- Field Review Requirements and Guidelines:
  Participants in the field review should at least include the project manager, project engineer, and lead environmental planner. Other qualified staff such as a construction manager or operations and maintenance personnel may benefit the quality and thoroughness of the effort.

  Plan to spend at least a half day in the field. It may be necessary to obtain the right to enter certain properties, and it is of value to walk as much of the project site as possible. On the other hand, in the interest of trying not to cause undue concern or anxiety on the part of property owners, discretion must be used in determining which properties will be visited for a specific field review.

  Assign one member of the review team to gather and record the field notes. Take photographs, preferably with the point of view of each photograph referenced on a map. This can become an invaluable tool in project development. Observe and document all elements of the project site and conditions.

  Below are some specific suggestions for the field review intended to help you answer the questions in the Preliminary Risk Assessment Questionnaire, but do not limit your observations only to these items. It is impossible to know too much about a site, and it can be surprising how much detail can be gleaned simply through careful observation and documentation.

  1) UTILITIES: Pay close attention to any visible signs of underground utilities such as underground vaults, manholes, junction boxes, valve farms, switch boxes, pump stations, high risk markings, hydrants or depressions. Check for overhead powerlines and utilities on structures. If feasible, you may wish to have the utilities within the project area identified and marked by USA.

  2) GEOTECHNICAL and/or SEISMIC: Observe any signs of earth movement or slides in the area such as heaving of concrete, consistent or unusual fracture patterns across multiple structures, offsets of walls or other structures, eroded areas, unusual moisture patterns, or other physical signs of potentially unstable soils or slopes. Take note of uneven settlement patterns or other problems with pavement within the site.

  3) ENVIRONMENTAL: Take note of any drainage areas (engineered or natural) or other potential wetlands within the site. Observe whether there is any open space in proximity to the project site. If so, it may well host protected plant or animal species. If there are mature trees within the project area – even if they will not be disturbed by the project – provisions to avoid them or maintain a required distance from them during construction may be necessary if they host certain birds or other wildlife. During the field review be sure to note the presence of any bird or animal species encountered. In order to gain a thorough understanding of potential

environmental constraints, costs, and mitigations on a site, if possible bring an experienced environmental planner on the field review.

4) SITE ACCESS AND TRAFFIC CONTROL: Take note of the traffic and access conditions in the area of the project. Consider how trucks, workers and equipment will access the project site to deliver materials and to construct the project. Observe whether there are any available areas for staging or material storage within or near the project site. If the project involves widening or reconstructing an existing facility, consider how the project might be staged and how existing access and traffic throughput will be maintained. If the project is in a multi-modal corridor, consider how modes other than automobiles (e.g. bike/pedestrian, transit, rail) will be served and impacted.

5) HAZARDOUS MATERIALS: Prior to the field review, have a qualified individual perform a records search of the state hazardous materials database prior to preparing the project cost estimate. The Caltrans Hazardous Waste Management website at: http://www.dot.ca.gov/hq/env/haz/index.htm, is a good resource that provides guidance and tools for assessing and managing properties that may contain hazardous waste. While a field review may provide additional information, it is not the best way to assess possible hazardous materials concerns that may affect a project's cost. Nonetheless, observe and document the presence of any gas stations, railroad tracks, material storage areas, automotive shops, or other industrial uses. Include and document any existing structures that are painted, especially if they are old enough to have had lead paint used on them.

6) CONTROVERSY and/or ENVIRONMENTAL JUSTICE: As with Hazardous Materials, a field review is not the primary method to assess risks related to controversy and/or environmental justice. However, if there are any indicators that the project is or could become controversial or will require an environmental justice assessment, take the opportunity to familiarize yourself with any points of interest within the project site. Take note of the neighborhood or surroundings of the project site. Consider any information you may have regarding public activism in the area and any community involvement in the project to date. All projects tend to have a minimum level of public outreach associated with them, especially during the scoping and environmental clearance phase of development. It should be expected, however, that certain projects will have the need for extensive or intensive outreach that should be budgeted for early on.

7) OTHER ISSUES: Anything that makes a project particularly unique can potentially affect the project budget or schedule. During the field review, take note of any unique features or conditions. Think about how they might have an impact on the project's development process and whether there is anything that could translate into a consideration in the cost estimate or schedule.

4.0 PROGRAM COST ESTIMATES

4.1 Program Cost Categories

Below is a list of the various elements that could comprise a program cost estimate at a particular milestone. Not all elements would necessarily be included in every program estimate.

- Administrative
  Includes document coordination, office management, and various support for sponsor and consultant staff. This element of cost may be limited to a maximum allowable amount by the Alameda CTC.

- Operations
  Includes costs for the actual operation of the program including the following categories.

    - Labor
    - Maintenance
    - Other Operating Costs (e.g. fuel)

- Materials
  This may include costs of various materials necessary for successful implementation of the program.

- Sponsor and Consultant Staff
  Includes sponsor and consultant staff costs incurred while working on the program.

- Production
  Includes document reproduction costs (e.g. mass copying, binding, distribution).

- Evaluation
  Includes costs incurred by staff for evaluation of the program.

- Rental/Lease
  Includes costs related to the rental or lease or real estate (e.g. office space) for implementation of the program.

- Outreach
  Includes costs related to raising public awareness of the program, such as conducting polls, distributing informative documents, and holding public meetings.

4.2 Development of Program Costs

Sponsors of programs should be able to demonstrate that their cost estimates are well thought out and well documented. Sponsors requesting funds for new programs need to thoroughly validate the basis of their program cost estimate. In the case of existing programs, the sponsor should be able to provide historical data from similar programs as back-up for their cost estimate. In addition, the program cost estimate should be developed to a level where there is essentially no contingency involved (i.e. there is an "exact" amount known) to implement the program.

5.0 CONCLUSION

In a challenging economic climate, accurate cost estimates for publicly funded transportation project and programs are more important than ever. Realistic estimates are essential for good planning – and effective funding – of a robust multi-modal transportation network. The Alameda CTC also benefits during its calls for projects by having sponsors use similar methodology and assumptions in preparing cost estimates. This Guide is intended to provide a standard approach to cost estimating for transportation projects and programs seeking inclusion in the Alameda Countywide Transportation Plan and/or Transportation Expenditure Plan.

6.0 RESOURCES

The following resources are provided for the convenience of project and program sponsors and were current at the time of this writing. The Alameda CTC is not responsible for any changes to others' websites that might render the information below obsolete or incorrect.

- Caltrans Contract Cost Database
  The Caltrans Contract Cost Database is a summary of cost (by item) for highway construction projects. Prices shown in this summary are the mathematically weighted average of the low bidders' prices and are affected by geographical location (Caltrans District Number), time, and quantity, as well as item's significance.

  This Contract Cost Data is published annually by the Department of Transportation, Office of Office Engineer. A copy can be purchased online at: http://caltrans-opac.ca.gov/publicat.htm

  Caltrans also makes the database available online. As of this printing, it can be found at: http://www.dot.ca.gov/hq/esc/oe/awards

- Caltrans Cost Estimating Resources
  Caltrans provides a number of resources for preparing cost estimates at various stages of project development. For an overview of cost estimating resources, access the Caltrans Cost Estimating webpage, which contains a "...collection of policy, tools, guidance, training, best practices and lessons learned... ...to assist in the development of cost estimates that are complete and accurate, reflecting the true scope of work to be performed and reflecting current market trends." http://www.dot.ca.gov/hq/oppd/costest/costest.htm

- Caltrans Project Development Procedures Manual
  This manual provides the basis for Caltrans policies and procedures for State highway projects: http://www.dot.ca.gov/hq/oppd/pdpm/pdpmn.htm

- Caltrans Project Risk Management Process
  The Caltrans Project Risk Management Process webpage contains numerous links to Risk Management resources, including the Caltrans *Project Risk Management Handbook*: http://www.dot.ca.gov/hq/projmgmt/guidance_prmhb.htm

- Federal Highway Administration (FHWA), Office of International Programs
  The FHWA provides a webpage for risk assessment and allocation related to highway construction management. A complete guide for assessing risk titled, *"Guide to Risk Assessment and Allocation for Highway Construction Management"* can also be found there: http://international.fhwa.dot.gov/riskassess/index.cfm

- RS Means Construction Publishers and Consultants
  RS Means publishes several resources for construction cost data. These may be purchased by contacting RS Means, 63 Smiths Lane, Kingston, MA 02364-0800. Phone: (781) 422-5000. RS Means publications may also be found at: http://rsmeans.reedconstructiondata.com

- Washington State Department of Transportation (WSDOT)
  The WSDOT website has several resources for risk assessment including guidance materials and workshop information: http://www.wsdot.wa.gov/projects/projectmgmt/riskassessment

APPENDIX A: PRELIMINARY RISK ASSESSMENT QUESTIONNAIRE

PRELIMINARY RISK ASSESSMENT QUESTIONNAIRE

Sponsors are required to conduct a field review of the project site and to complete the Preliminary Risk Assessment Questionnaire included in this appendix.

To use the table, first answer the questions in each risk category and mark "Yes" or "No" in the adjacent column. Keep in mind the Field Review Requirements and Guidelines to help assess your project site in addition to anything else that may not be included in the table. Then, for each risk category marked with one or more "Yes", consider its probability of occurrence and carry down the appropriate allowance into the "Assessed Risk Allowance" row below the risk category. If something is considered over 80% likely to occur, it should be assumed that it will definitely occur and be accounted for in the project estimate with a specific line item, rather than with a percentage from the Preliminary Risk Assessment. Next, apply the risk allowance to the appropriate section(s) of the cost estimate according to the guidance in the table. Finally, add the risk allowances to the total cost of the estimate and show it on the cost estimate summary page.

Field Review Requirements and Guidelines:

Participants in the field review should at least include the project manager, project engineer, and lead environmental planner. Other qualified staff such as a construction manager or operations and maintenance personnel may benefit the quality and thoroughness of the effort.

Plan to spend at least a half day in the field. It may be necessary to obtain the right to enter certain properties, and it is of value to walk as much of the project site as possible. On the other hand, in the interest of trying not to cause undue concern or anxiety on the part of property owners, discretion must be used in determining which properties will be visited for a specific field review.

Assign one member of the review team to gather and record the field notes. Take photographs, preferably with the point of view of each photograph referenced on a map. This can become an invaluable tool in project development. Observe and document all elements of the project site and conditions.

Below are some specific suggestions for the field review intended to help you answer the questions in the Preliminary Risk Assessment Questionnaire, but do not limit your observations only to these items. It is impossible to know too much about a site, and it can be surprising how much detail can be gleaned simply through careful observation and documentation.

1) UTILITIES: Pay close attention to any visible signs of underground utilities such as underground vaults, manholes, junction boxes, valve farms, switch boxes, pump stations, high risk markings, hydrants or depressions. Check for overhead powerlines and utilities on structures. If feasible, you may wish to have the utilities within the project area identified and marked by USA.

2) GEOTECHNICAL and/or SEISMIC: Observe any signs of earth movement or slides in the area such as heaving of concrete, consistent or unusual fracture patterns across multiple structures, offsets of walls or other structures, eroded areas, unusual moisture patterns, or other physical signs of potentially unstable soils or slopes. Take note of uneven settlement patterns or other problems with pavement within the site.

3) ENVIRONMENTAL: Take note of any drainage areas (engineered or natural) or other potential wetlands within the site. Observe whether there is any open space in proximity to the project site. If so, it may well host protected plant or animal species. If there are mature trees within the project area – even if they will not be disturbed by the project – provisions to avoid them or maintain a required distance from them during construction may be necessary if they host certain birds or other wildlife. During the field review be sure to note the presence of any bird or animal species encountered. In order to gain a thorough understanding of potential environmental constraints, costs, and mitigations on a site, if possible bring an experienced environmental planner on the field review.

4) SITE ACCESS AND TRAFFIC CONTROL: Take note of the traffic and access conditions in the area of the project. Consider how trucks, workers and equipment will access the project site to deliver materials and to construct the project. Observe whether there are any available areas for staging or material storage within or near the project site. If the project involves widening or reconstructing an existing facility, consider how the project might be staged and how existing access and traffic throughput will be maintained. If the project is in a multi-modal corridor, consider how modes other than automobiles (e.g. bike/pedestrian, transit, rail) will be served and impacted.

5) HAZARDOUS MATERIALS: Prior to the field review, have a qualified individual perform a records search of the state hazardous materials database prior to preparing the project cost estimate. The Caltrans Hazardous Waste Management website at: http://www.dot.ca.gov/hq/env/haz/index.htm, is a good resource that provides guidance and tools for assessing and managing properties that may contain hazardous waste. While a field review may provide additional information, it is not the best way to assess possible hazardous materials concerns that may affect a project's cost. Nonetheless, observe and document the presence of any gas stations, railroad tracks, material storage areas, automotive shops, or other industrial uses. Include and document any existing structures that are painted, especially if they are old enough to have had lead paint used on them.

6) CONTROVERSY and/or ENVIRONMENTAL JUSTICE: As with Hazardous Materials, a field review is not the primary method to assess risks related to controversy and/or environmental justice. However, if there are any indicators that the project is or could become controversial or will require an environmental justice assessment, take the opportunity to familiarize yourself with any points of interest within the project site. Take note of the neighborhood or surroundings of the project site. Consider any information you may have regarding public activism in the area and any community involvement in the project to date. All projects tend to have a minimum level of public outreach associated with them, especially during the scoping and environmental clearance phase of development. It should be expected, however, that certain projects will have the need for extensive or intensive outreach that should be budgeted for early on.

7) OTHER ISSUES: Anything that makes a project particularly unique can potentially affect the project budget or schedule. During the field review, take note of any unique features or conditions. Think about how they might have an impact on the project's development process and whether there is anything that could translate into a consideration in the cost estimate or schedule.

Preliminary Risk Assessment Questionnaire

Project Sponsor: _____

Name of Project: _____

Project Location (be as specific as possible):

_____

_____

_____

Date of Field Review: _____

Estimate Type (circle one):

Initial	35% Submittal
PSR	65% Submittal
Other PID	100% Submittal
PA/ED	Final Engineer's Estimate

Note: References to applicable cost estimate sections (i.e. Roadway Sections, Section II Structures, and Section III Right-of-Way) are analogous to the groupings in the Caltrans Standard Cost Estimate format.

* If something is considered over 80% likely to occur, it should be assumed that it will definitely occur and be accounted for in the project estimate with a specific line item, rather than with a percentage from the Preliminary Risk Assessment.

No.	Risk	Yes or No	Probability of Occurrence & Allowance [%]*		
			Low (1-12%)	Med (13-32%)	High (33-80%)
1	UTILITIES: 1) Are you aware of ALL utilities that are present within the project footprint? 2) Do you have current utility maps from each utility company that may have facilities in the area? 3) Have utilities been located within the project site by USA? 4) Are there any high-risk utilities (e.g. gas lines, oil lines, high voltage transmission lines) within the project footprint? 5) Are there overhead powerlines that might need to be relocated? 6) Are there fiber optic lines within the footprint, and if so, is there any chance the project will conflict with them? 7) If the project is within Caltrans' right-of-way, are there longitudinal utilities that you may be required to relocate as part of the project? 8) Do any of the utilities have prior rights status? 9) Are there utilities on any of the structures?	Y/N Y/N Y/N Y/N Y/N Y/N Y/N Y/N Y/N	10%	30%	80%
	Assessed Risk Allowance based on understanding of risks associated with Utilities: (Apply to Roadway Section 2 and Section III Right-of-Way)				

No.	Risk	Yes or No	Probability of Occurrence & Allowance [%]*		
			Low (1-12%)	Med (13-32%)	High (33-80%)
2	GEOTECHNICAL and/or SEISMIC 1) Are there known faults within, or in close proximity to, the project site? 2) Is there a documented history of earth movement in the area? 3) Are there any visible fractures or offsets of existing facilities near or within the project site? 4) Are there current signs of unstable soils or slopes within or close to the project site? 5) If there is existing pavement within the project footprint, does it show signs of uneven settlement or other problems that could be attributable to underground conditions? 6) Is there a high water table within the project vicinity? 7) Are there signs of drainage issues or flooding? 8) Are there existing soil borings or technical data available from previous projects? If so, have you reviewed it?	Y/N Y/N Y/N Y/N Y/N Y/N Y/N Y/N	5%	10%	30%
	Assessed Risk Allowance based on understanding of risks associated with Geotechnical and/or Seismic issues: (Apply to Roadway Sections 1-4 and Section II Structures)				
3	ENVIRONMENTAL 1) Is the site likely to affect any known sensitive resources? 2) Is the site within or near any special jurisdictions that will require more coordination than average or issuance of a special permit? 3) Are you aware of all the regulatory agencies that the project will have to coordinate with? 4) Is the site within proximity to open space? 5) Are there mature trees or other mature landscape elements within the footprint or in close proximity to it? 6) Are there known species of concern (plant or animal) in the general area of the project site? 7) Are there sensitive noise receptors in the vicinity that could trigger the need for sound walls? 8) Is there a possibility that there could be an archaeological site within the project footprint? 9) Is there a possibility that there could be a paleontological site within the project footprint? 10) Are there any bridges over water? 11) Are there wetlands in or near your site?	Y/N Y/N Y/N Y/N Y/N Y/N Y/N Y/N Y/N Y/N Y/N	10%	30%	60%
	Assessed Risk Allowance based on understanding of risks associated with Environmental issues: (Apply to Roadway Sections 4 and 6, Section III Right-of-Way, Section IV Conceptual Engineering Studies, and Section V Environmental Studies)				

No.	Risk	Yes or No	Probability of Occurrence & Allowance [%]*		
			Low (1-12%)	Med (13-32%)	High (33-80%)
4	SITE ACCESS and TRAFFIC CONTROL: 1) Is access to the site free and unconstrained, or is it accessible only from freeway ramps or other controlled facilities? 2) Will it be possible to construct a project at this location while maintaining the existing traffic, including existing lane configurations? 3) Will there be potential impacts to other modes of transportation such as bike/pedestrian, bus, light rail, or rail? 4) Is the project within a particularly congested or constrained corridor that will result in limited work hours/days? 5) Do you expect there to be significant limitation on allowable days/times for lane closures? 6) Is the project in a corridor that provides the primary access to/from a destination or facility? 7) Will workers be able to construct the project at a safe distance away from traffic, or will there need to be special considerations for worker safety? 8) Will the project require night and/or weekend work (could be due to location, congestion, or other)? 9) Are there overhead powerlines that could affect access, especially for equipment, to the site?	Y/N Y/N Y/N Y/N Y/N Y/N Y/N Y/N Y/N	5%	15%	30%
	Assessed Risk Allowance based on understanding of risks associated with Site Access and Traffic Control: (Apply to Roadway Sections 1, 5, 7, and 9, and Section II Structures)				
5	HAZARDOUS MATERIALS: 1) Was a search of a hazardous waste database performed for the project site? 2) Are there records of any hazardous materials present within the project footprint? 3) Are there any gas stations, automotive repair, or other industrial uses that might be associated with hazardous materials within or in close proximity to the project? 4) Is the site on or near an active or past railroad right of way? 5) Are there buildings or other structures on the site that will be disturbed and might contain asbestos or other hazardous materials? 6) Will the project disturb ground that is likely to contain aerially deposited lead? 7) Is there lead paint on any existing structures? 8) Is there an old landfill in the area or within your site?	Y/N Y/N Y/N Y/N Y/N Y/N Y/N Y/N	5%	20%	40%
	Assessed Risk Allowance based on understanding of risks associated with Hazardous Material: (Apply to Roadway Sections 1 through 4 and Section III Right-of-Way)				

No.	Risk	Yes or No	Probability of Occurrence & Allowance [%]*		
			Low (1-12%)	Med (13-32%)	High (33-80%)
6	CONTROVERSY and/or ENVIRONMENTAL JUSTICE: 1) Is the project already or likely to become controversial? 2) Is there organized opposition to the project? 3) Has the project been the subject (directly or indirectly) of any lawsuits? 4) Has the project been featured in any press coverage? 5) Will the project be constructed in a neighborhood that will require Environmental Justice evaluation and assessment? 6) Will demolition of an existing structure or facility be required in order to construct the project?	Y/N Y/N Y/N Y/N Y/N Y/N	10%	20%	30%
	Assessed Risk Allowance based on understanding of risks associated with Controversy and/or Environmental Justice: (Apply to the Section IV Engineering Studies, Section V Environmental Studies, and Section VI Design Engineering costs)				
7	OTHER ISSUES: Are there any unique features of the project or its location that might have an affect the cost or the schedule of the project? If so, describe below, and indicate the likelihood that the issue will affect the project. Use your judgment to determine which elements of the project cost estimate will be affected, and make a reasonable determination about the percent increase on those elements could be incurred if it were to occur. (If applicable, describe other issues in the space below.)	Y/N	X%	X%	X%
	Assessed Risk Allowance based on understanding of risks associated with other issues not listed above: (Determine as appropriate and apply to relevant Section/s)				

Participants in Field Review:	Title or Project Role:
1)	1)
2)	2)
3)	3)
4)	4)

APPENDIX B: PROJECT COST ESTIMATE SUMMARY TEMPLATE

Project Cost Estimate Summary

Project Sponsor: _____

Project Name: _____

Project location and brief description:

_____

_____

_____

Estimate Type (circle one):

Initial	35% Submittal
PSR	65% Submittal
Other PID	100% Submittal
PA/ED	Final Engineer's Estimate

SUMMARY OF PROJECT OUTLAY COSTS

I. ROADWAY
II. STRUCTURES
..... ETCC $ _____

III. RIGHT OF WAY ..... $ _____
IV. CONCEPTUAL ENGINEERING STUDIES ..... $ _____
V. ENVIRONMENTAL STUDIES ..... $ _____
VI. DESIGN ENGINEERING ..... $ _____
VII. DESIGN SERVICES DURING CONSTRUCTION ... $ _____
VIII. CONSTRUCTION STAKING ..... $ _____
IX. CONSTRUCTION MANAGEMENT ..... $ _____
X. RISK BASED ALLOWANCES ..... $ _____

TOTAL PROJECT COSTS $_____
(Sum of ETCC, p.B8, and Sections III thru X)

NOTE: Sections I Roadway, II Structures, and III Right of Way are based on the Caltrans standard estimate format. See page AA-19 of Appendix AA – Cost Estimates in the Caltrans Project Development Procedures Manual for a list of items under each category in Section I Roadway and Section III Right of Way.

I. ROADWAY

1. Total Earthwork $_____
2. Total Pavement Structural Section $_____
3. Total Drainage $_____
4. Total Specialty Items $_____
5. Total Traffic Items $_____
6. Total Planting and Irrigation $_____
7. Total Roadside Management $_____

TOTAL Sections 1-7 $_____

8. Minor Items

$_____ (Total sections 1-7) x (5 to 10%) = $_____

9. Roadway Mobilization

$_____ (Total sections 1-8) x 10% = $_____

10. Roadway Additions:

Supplemental Work

$_____ (Total sections 1-8) x (5 to 10%) = $_____

Roadway Contingency

$_____ (Total sections 1-8) x (see Table 1, p.13 for %) = $_____

TOTAL Roadway Additions $_____

TOTAL SECTION I. ROADWAY $_____
(Sum of sections 1-10)

II. STRUCTURES

Bridge Type_____

_____ x $_____ = $_____
(total area, SF) (unit price/SF)

Bridge Type_____

_____ x $_____ = $_____
(total area, SF) (unit price/SF)

Bridge Type_____

_____ x $_____ = $_____
(total area, SF) (unit price/SF)

TOTAL SECTION II. STRUCTURES $_____

TOTAL CONSTRUCTION COST (TCC) $_____
(Sum of Sections I and II)

III. RIGHT OF WAY

TOTAL SECTION III. RIGHT OF WAY $_____

ENGINEERING AND MANAGEMENT COSTS

NOTE: Depending on the project's level of development, Sections IV through VI may not be applicable.

IV. CONCEPTUAL ENGINEERING STUDIES

TOTAL SECTION IV. CONCEPTUAL ENGINEERING STUDIES $_____ x 3% = $_____
(TCC, from p.B5)

V. ENVIRONMENTAL STUDIES

TOTAL SECTION V. ENVIRONMENTAL STUDIES $_____ x 3% = $_____
(TCC, from p.B5)

VI. DESIGN ENGINEERING

Percent allowance depends on level of Caltrans involvement.
See Appendix D, p.D11 for guidance.

TOTAL SECTION VI. DESIGN ENGINEERING $_____ x (____%) = $_____
(TCC, from p.B5)

VII. DESIGN SERVICES DURING CONSTRUCTION (DSDC)

TOTAL SECTION VII. DSDC $_____ x 1.5% = $_____
(TCC, from p.B5)

VIII. CONSTRUCTION STAKING

TOTAL SECTION VIII. CONSTRUCTION STAKING $_____ x 2.5% = $_____
(TCC, from p.B5)

IX. CONSTRUCTION MANAGEMENT

TOTAL SECTION IX. CONSTRUCTION MANAGEMENT $_____ x 13% = $_____
(TCC, from p.B5)

X. RISK BASED ALLOWANCES

Copy the identified risk allowances from Appendix A into the table below.

Risk Category	% Allowance from Appendix A
1. Utilities	
2. Geotech/Seismic	
3. Environmental	
4. Site Access & Traffic Control	
5. Hazardous Materials	
6. Controversy and/or EJ	
7. Other Issues	

1. Utilities

$_____ (Sections I.2+III) x _____% (% from App. A) = $_____

2. Geotechnical and/or Seismic

$_____ (Sections I.1+ I.2+I.3+I.4+II) x _____% (% from App. A) = $_____

3. Environmental

$_____ (Sections I.4+I.6+III+IV+V) x _____% % from App. A) = $_____

4. Site Access and Traffic Control

$_____ (Sections I.1+ I.5+I.7+I.9+II) x _____% (% from App. A) = $_____

5. Hazardous Materials

$_____ (Sections I.1+I.2+I.3+I.4+III) x _____% (% from App. A) = $_____

6. Controversy and/or Environmental Justice

$_____ (Sections IV+V+VI) x _____% (% from App. A) = $_____

7. Other Issues

$_____ (applicable sections) x _____% (% from App. A) = $_____

TOTAL SECTION X. RISK-BASED ALLOWANCES $_____
(Sum of 1 thru 7 above)

ESCALATION

1. Anticipated year to begin construction _____
2. Estimated construction duration (in years) _____
3. Number of years to midpoint of construction (N_{Δ}) _____
4. Annual Escalation Rate (AER) _____

Escalate TCC (from pg. 44) to midpoint of construction.

Total Escalation = $(1 + AER)^{N_{\Delta}}$

ESCALATED TOTAL CONSTRUCTION COST (ETCC) = TCC x Total Escalation $_____

Example: *Determine $N_{midpt.}$, number of years to midpoint of construction.*

First: Determine the year that construction would be at a midpoint. Divide the estimated construction duration in half and add to the anticipated year that construction will begin.

1. Anticipated year to begin construction 2020
2. Estimated construction duration (in years) 4

$$N_{mid} = \text{Midpoint year} = \frac{4\,years}{2} + 2020 = 2022$$

Second: The number of years to midpoint of construction equals the difference between the midpoint year of construction and the current year.

$$N_{\Delta} = N_{mid} - N_{current}$$

APPENDIX C: PROGRAM COST ESTIMATE SUMMARY TEMPLATE

Program Cost Estimate Summary

Program Sponsor: _____

Program Name: _____

Brief program description:

_____

_____

_____

I. ADMINISTRATIVE ..... $ _____

II. OPERATIONS..... $ _____

III. MATERIALS..... $ _____

IV. SPONSOR & CONSULTANT STAFF..... $ _____

V. PRODUCTION..... $ _____

VI. EVALUATION..... $ _____

VII. RENTAL/LEASE..... $ _____

VIII. OUTREACH..... $ _____

IX. OTHER..... $ _____

TOTAL PROGRAM COSTS $_____
(Sum of Sections I thru IX)

APPENDIX D: COST ESTIMATING REFERENCE

COST ESTIMATING REFERENCE
BASIS OF QUANTITY AND UNIT COST MEASURE

This estimating reference includes some standard items used in capital project cost estimates, but is not meant to be exhaustive. The units of measure provided are most effective for conceptual level estimates. Sponsors are encouraged to use a more appropriate unit of measure, if available. This reference is used with permission from the Contra Costa Transportation Authority.

ADVANCE WORK

- Temporary Work (Primarily for maintaining traffic)
  Temporary work, detours, etc., includes all labor materials and incidental costs for the installation and removal of all items necessary to maintain reasonable flow of traffic and safety during construction of the proposed work. The scope includes, but is not limited to, such items as temporary pavement, signs, signals, barriers, striping, traffic control, traffic management plan, etc.

  Unit of Measure: LS (lump sum).
  Guideline Unit Cost: 10% of Total Construction Bid Items

  For freeways, interchanges, or major arterial projects that will require significant detours or construction staging, additional costs may need to be included in the estimate.

- Maintenance of Utilities
  Maintenance of utilities includes all labor, materials and incidental costs for temporary relocations, supports, protection, and restoration of electrical or mechanical utilities located in the work areas as required to maintain service with minimal or no interruption. This does not include utility relocation, which is discussed under land and right-of-way costs.

  Unit of Measure: LS (lump sum).
  Guideline Unit Cost: 3% of Total Construction Bid Items

  Particular attention should be given to these items. Costs could be significantly larger than the percents shown, especially if project requires significant rehabilitation and involves traffic management, detours and construction staging.

- Mobilization
  Mobilization provides reimbursement of cost to the contractor prior to “move in”.

  Unit of Measure: LS (lump sum).
  Guideline Unit Cost: 10% of Total Construction Bid Items

- Clearing and Grubbing
  Clearing and grubbing includes all labor, materials and incidental costs for clearing from the entire area of the construction right-of-way all vegetation, shrubs, trees including the removal of stumps and disposal of the cleared items.

  Unit of Measure: 2.5% of Total Construction Bid Items

- Demolition
  Demolition includes all labor, materials and incidental costs for the removal of all items within the right-of-way that interfere with the construction of the proposed work. Exceptions are those items which are to remain functional during construction and which will be an integral part of the finished project. Demolition includes the cost of hauling and disposing of all demolished items. Removal and disposal of hazardous materials should be included under miscellaneous costs.

  Demolition of Typical Items (Excluding Bridges, Major Structures, & Buildings):

  Unit of Measure: LS (lump sum).
  Guideline Unit Cost: 2% of Total Construction Bid Items

  Demolition of Bridges, Major Structures, & Buildings:

  Unit of Measure: LS (lump sum).

  Removal of buildings and miscellaneous structures can involve significant costs and should be estimated separately.

EARTHWORK

Earthwork includes all labor, materials and incidental costs for all earthwork operations including haulage, testing and disposing of excess excavation, backfill compaction, and grading. Excavation for drainage ditches will be included under "Drainage".

Earthwork (Roadway Excavation) costs can vary significantly between larger and smaller projects. Often for smaller projects, the significant portion of the roadway excavation is associated with grading for the roadway pavement section. This is more labor intensive and therefore more costly than for larger projects with a larger volume of mass earthwork. It is important to use a unit price that is consistent with the size of the project.

- Roadway excavation
  Roadway excavation includes but is not limited to, excavation, embankments using excavated materials, compaction for embankments, haulage, and disposal of over-excavation.

  Unit of Measure: CY (cubic yard) of excavated material

  The unit price per cubic yard is typically based on a cut and fill operation in soft soil. If conditions suggest that rock excavation will be required, an appropriate allowance should be included.

- Imported Borrow
  Imported borrow includes, but is not limited to, imported material, its placement and compaction, including haulage.

  Unit of Measure: CY (cubic yard) of imported borrow in place

(continued on next page)

Typically, the unit price per cubic yard is based on the availability of suitable borrow material within 10 miles. Similar to Roadway Excavation, unit prices for Imported Borrow can vary significantly between smaller and larger volume projects and should be selected to be consistent with the specific project.

- Erosion Control
  Erosion Control includes all slope and unpaved areas that will not be landscaped. It consists of, but is not limited to, placing soil retention netting, hydro-seeding and mulching or, where required. Other methods of erosion control, such as rip-rap, concrete or asphaltic cover need to be estimated separately.

  Unit of Measure: AC (acres) of applicable area

DRAINAGE

Drainage includes all labor, material and incidental costs for providing adequate drainage of the roadway, and all connections to existing storm sewers, modifications to existing catch basins and manholes as required.

- Drainage Ditches
  Drainage ditches include excavation and lining, or seeding as required.

  Unit of Measure: LF (linear feet) of ditch

  Drainage ditches vary in size, and therefore, cost per linear foot. A large ditch might be concrete lined with an average cross section of 3 feet bottom width, 9 feet top width, and 3 feet depth; while a small ditch might be a concrete lined V-ditch with a 1:1 slope and a top width of 4 feet. It is important that the unit price selected is appropriate for the size of ditch that will be required. Roadside ditches would typically only be appropriate in rural or semi-rural settings, as urban projects would normally have curb & gutter.

- Reinforced Concrete Pipe (RCP)
  Reinforced concrete pipe includes manufacturing, hauling, excavation, and placing the RCP, endwalls, all connections and modifications to existing storm drain systems, as required.

  Unit of Measure: LF (linear feet) of RCP

- Drainage Structures (Manholes, Catch Basins)
  Drainage Structures include excavation, furnishing and installing manholes and catch basins (inlets) with covers and grates.

  Unit of measure: EA (each)

  Unit prices vary for Manholes and Catch Basins (Inlets), and for smaller and larger projects.

Box Culverts (RCB)

Box culverts include excavation, furnishing and placing the culvert, and end structures. Because box culverts vary greatly in size, it is important to use a unit cost that is appropriate for the specific project.

Unit of Measure: SF (square feet) of box culvert

PAVEMENT

Pavement includes all labor, materials and incidental costs for compaction, fine grading, and placing sub-base, base, wearing and finish course. Striping and pavement markings, including all delineator buttons and reflectors, will be estimated separately.

Typically city street and arterial projects (non-freeway/expressway) will include curbs & gutters, sidewalks, and sometimes raised medians. Estimate line items are included for these items.

Roadway Pavement Sections and corresponding costs vary significantly between Freeway/Expressways and local streets and arterials. Costs also vary between smaller and larger projects. It is important to select unit costs that consider these variations.

- Asphalt Concrete Pavement (AC)

  Asphalt Concrete pavement should include the area of main road, shoulders, and ramps. Typical road sections might be as follows:

  Local Streets and Arterials:

Asphalt Concrete (Type A)	0.5 ft
Class 3 Aggregate Base	0.75 ft
Class 4 Aggregate Sub-base	1.0 ft

  Freeway:

Asphalt Concrete (Type A)	0.67 ft
Class 3 Aggregate Base	0.83 ft
Class 4 Aggregate Sub-base	1.33 ft

  Unit of Measure: SF (square feet) of asphalt concrete pavement

  The Asphalt Concrete pavement unit price should also include the necessary surface coating(s) such as prime coat and tack coat.

- Portland Cement Concrete Pavement

  Portland Cement Concrete pavement should include the total area of Portland Cement Concrete pavement based on a typical structural section. The structural section below is typical for a Long Life (40-year Design Life) pavement, as the majority of freeways will require it. Normal (20-year Design Life) pavement would be approximately 20% less in unit cost.

Portland Cement Concrete	1.00 ft
Lean Concrete Base (LCB)	0.50 ft
Class 4 Aggregate Sub-base	0.75 ft

  Unit of Measure: SF (square feet) of PCC pavement

- Pavement Striping & Markings
  Pavement striping includes striping with reflective paint, all delineator buttons and reflectors required.

  For Conceptual Pavement Striping & Markings Costs:

  Unit of Measure: 2% of Total of Roadway Pavement (including shoulder)

  For a more detailed Pavement Striping Cost:

  Unit of Measure: LF (linear foot) of Striping

  For a more detailed Pavement Markings Cost:

  Pavement markings will include all markings such as direction arrows, lettering, etc. with reflective paint and all delineator buttons and reflectors required.

  Unit of Measure: SF (square feet) of marked area

- Sidewalk and Curb & Gutter
  Sidewalk, Curb, and Curb & Gutter are assumed to be constructed of PCC.

  Curb or Curb & Gutter:

  Unit of Measure: LF (linear foot) of Curb or Curb & Gutter

  Sidewalk:

  Unit of Measure: SF (square feet) of Sidewalk

STRUCTURES

Structures include all labor, materials and incidental cost for structural earthwork, foundations, and superstructures.

- Bridges
  Bridges include structural excavation and backfill, piles, abutments, foundations, piers, girders and beams, the bridge deck, and cast in place curbs.

  Unit of Measure: SF (square feet) of Bridge Deck

  It is useful to consider bridges as either being “relatively straight forward and uncomplicated” or “more complex”, with the unit price reflecting this assessment. Unique or extremely complex bridges should e examined more closely and unit prices adjusted accordingly.

Retaining Walls

Retaining walls include structural earthwork, piling, footing and stem wall.

Unit of Measure: LF (linear foot) of Retaining Wall

Costs for retaining walls will vary greatly, depending on height. If the project will have multiple or very long walls, you should use different unit costs for sections with significantly different heights. The guide suggests unit prices for Retaining Walls in increments of 5 feet and 10 feet, up to a wall height of 30 feet.

- Sound Walls

  Sound Walls include structural earthwork, piling, concrete base, and reinforced masonry wall, pre-cast or cast in place concrete wall.

  Unit of Measure: LF (linear foot) of Sound Wall

  A unit price should be selected that reflects the height of wall that is likely to be used. For conceptual purposes, a typical sound wall could be assumed to be a 16 feet high, 8 inch thick concrete masonry wall, on a 1 foot-8 inch high concrete base, with 16" drilled piers, at 16 feet center to center.

MISCELLANEOUS ITEMS

Miscellaneous items include all labor, materials, and incidental costs for supply and installation.

- Fencing

  Fencing includes all posts, rails, chain link fabric, and hardware as required.

  Unit of Measure: LF (linear foot) of fence

  Unit prices will vary, depending on fence height, whether there is barbed wire on the top, and the size of the project.

- Railings and Barriers

  Railings and barriers include metal beam guardrails and cast in place or pre-cast concrete barriers. All posts, brackets and hardware are included.

  Unit of Measure: LF (linear foot) of Railing or Barrier

- Traffic Signals

  Traffic signals include, but are not limited to, signals, supports, controllers, and power supply.

  Unit of Measure: INT (intersections)

  Costs for Traffic Signals will differ depending on whether for a Partially Modified Existing System, a New, or a Totally Reconstructed Traffic Signal System, and the size of the intersection.

- Roadway Lighting
  Roadway lighting includes fixtures, posts, cabling and power supply, panels and controls

  Unit of Measure: EA (each) individual street lights/electroliers.

  The specific street light/electrolier spacing requirements for the individual jurisdiction that will operate the roadway should be utilized to estimate the approximate total number of lights/electroliers required.

- Signing
  Signing includes all directional and traffic control signs such as Speed Limit, Do Not Enter, Merge, Yield, etc.

  Unit of Measure: for off ramps: RMP (ramps)
  for on ramps: RMP (ramps)
  for additional highway signs: mi (miles) of roadway
  for truss signs: EA (each)
  for roadside signs: EA (each)

  Signing for on-ramps should be based on 8 signs on wood posts associated with the ramps and freeway merge.

  Signing for off-ramps should be based on 2 truss signs and 10 signs on wood posts associated with the ramps and located both on and off the freeway.

  A good rule of thumb for additional highway signs is to assume 1 additional truss sign and 10 additional signs on wood posts per 5 miles of roadway.

  A typical truss sign is a 48 feet cantilever sign with foundations and lighting.

  Typical roadside signs either have a single wood post or two wood posts.

- Landscaping
  Landscaping includes all seeding, planting of shrubs and trees, fertilizing and mulching, except for hydro-seeding as included under erosion control and irrigation. No provision is made for hardscaping in this unit price.

  Unit of Measure: SF (square feet) of landscaped area

  A typical assumption for freeway / expressway locations is based on 1 shrub or tree per 100 SF, wood chip mulch over the entire area and irrigation. Maintenance period is one year.

  For city street and arterials, roadside or median locations, the average level of treatment is significantly denser than typical freeway landscaping. It may also include some hardscape treatments within the total landscaped area.

- Construction Storm Water BMP's
  Increased legislation concerning handling construction storm water has resulted in the addition of significant construction costs to projects. The guideline costs for this storm water handling provides for the use of construction related Best Management Practices (BMP's) and development of project specific Storm Water Pollution Prevention Plans (SWPPP).

  Unit of Measure: LS (lump sum).
  Guideline Cost: 3.0% of Paved Surfaces including bike paths, ramps, etc.

- Ramp Metering System
  Typically all on-ramps to freeways will require the installation of a Ramp Metering System.

  Unit of Measure: EA (each) lane of an on-ramp lane installation.

WORK BY OTHERS

Work by others shall include all labor, materials and incidental items furnished by companies or agencies other than the construction contractor. Typical items included here are utility construction or relocations provided by a Utility company, force account work by a railroad company, and materials furnished by others (i.e. owner). For State Highways, Caltrans furnishes various items such as signal controllers, Resident Engineer's Office, COZEEP (additional CHP patrols and enforcement in construction zones), monument disks, padlocks, route shields for funding signs, and sign panels.

Unit of Measure: LS (lump sum).

ENGINEERING AND MANAGEMENT

The costs for engineering and management have been broken down into the following categories:

- **Engineering Studies**
  Engineering studies includes all costs associated with conceptual engineering activities. This may include alternative configuration studies, site investigations, information gathering, and other engineering studies and reports as needed, except as included with Environmental Studies.

  The guideline cost is 3% of estimated Total Construction Cost.

  The stated 3% general allowance should be reviewed for appropriateness for each individual project, as project complexity and size can have dramatic effect on this cost.

- **Environmental Studies**
  Environmental studies shall include all costs of studies and reports as required to obtain an environmental permit. All consulting fees, regulatory requirements and cost shall be included.

  The guideline cost is 3% of estimated Total Construction Cost.

  The stated 3% general allowance should be reviewed for appropriateness for each individual project, especially for smaller projects. Certain types of environmental studies have a minimum cost, regardless

of the construction value of the project, so their potential cost impact can easily be under estimated for smaller projects.

- **Design Engineering**
  Design Engineering shall include all engineering costs from preliminary engineering to final construction drawings, including right-of-way engineering. All consulting fees, fieldwork necessary for design, and coordination costs with regulatory agencies and authorities shall be included. The extent of approval requirements associated with Caltrans makes it appropriate to have a varying allowance for Design Engineering depending on the degree of Caltrans involvement.

Caltrans Involvement	Design Engineering Allowance
Category 1: Having No Direct Involvement	12% of Total Construction Cost
Category 2: Requiring a Encroachment Permit	13% of Total Construction Cost
Category 3: Having Direct Involvement and Approval	14% of Total Construction Cost

- **Design Services During Construction**
  Construction Engineering includes all design services during construction (i.e. review of shop drawings and contractor submittals, responding to Requests for Clarifications, and the preparation of construction Record Drawings).

  The guideline cost is 1.5% of estimated Total Construction Cost.

- **Construction Staking**
  Construction Staking includes all staking costs for the location of the proposed structure.

  The guideline cost is 2.5% of estimated Total Construction Cost.

- **Construction Management**
  Construction Management includes all supervision, inspection, administrative support and materials testing necessary to ensure the work is being constructed to the appropriate standards.

  The guideline cost is 13% of estimated Total Construction Cost.

LAND AND RIGHT-OF-WAY

Land and right-of-way shall include all costs associated with purchase of land, easements and right-of-way such as purchase price, cost of relocating current businesses or residences, right-of-way engineering, and acquisition services. All units of measure are lump sum. Backup documentation is required for all costs identified in this category.

Unit of Measure: LS (lump sum).*

- **Land Costs**
  Land costs are to include the purchase price of land, easements and right-of-way. These costs are particularly sensitive and fluctuate with time and the economy. For these reasons, land costs should be prepared by an experienced right-of-way estimator.

- Relocation Costs
  Relocation costs shall include all costs associated with the relocation of a current tenant and may include locating a suitable replacement property, interest payments during a construction of the replacement property as well as all costs associated with relocating all movable property to the replacement property.

- Acquisition Services
  Acquisition services include the costs of all services necessary to bring the purchase of land, easements and Right-of-Way to a satisfactory conclusion. This includes legal services, title searches, appraisal preparation, negotiations with current owners, financial and real estate consultants, etc.

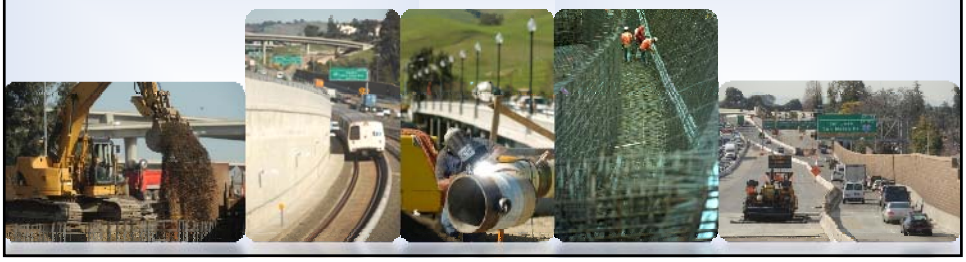
- Right-of-Way Engineering
  Right-of-way engineering includes developing plans for land requirements, reapportionment of assessment districts, surveying, documenting the land and easement limits. For Caltrans facilities, services include preparation of right-of-way appraisal maps and record of surveys.

- Utility Relocation Costs
  Include all utility relocation costs, excluding any costs for maintenance of utilities, which are included under advance work.

Alameda Countywide Transportation Plan & Transportation Expenditure Plan

Draft Cost Estimating Guide

Presentation to TAWG
February 10, 2011



Presentation Overview

- Why/how will this Guide be used?
- What are the types of cost estimates?
- What makes a reliable estimate?
- How will sponsors quantify risk?
- What will an estimate include?
- What's missing from this Draft?
- What are the Next Steps?

How will this guide be used?

- Generate accurate and reliable cost estimates
- Standardize a method for fair comparison
- Program funds realistically
- Deliver on commitments

- Meet MTC's requirements for use of a Cost Estimating Guide for SCS/RTP call for projects
- Provide reliable and accurate cost estimates for the CWTP and TEP

What are the types of Cost Estimates?

Conceptual Estimates	Detailed Estimates
• Initial	• 35% Submittal
• PSR/other PID	• 65% Submittal
• PA/ED	• 100% Submittal
	• Final Engineer's Estimate

What makes a reliable estimate?

- Consistent framework that identifies:
  - Standard line items – *"knowns"*
  - General contingency – *"unknown unknowns"*
  - Underdeveloped risks – *"known unknowns"*
- The Cost Estimating Guide provides guidance for each element – no unit prices
- The Guide uses a simplified approach to risk assessment that allows sponsors to account for it and develop better estimates

How will sponsors quantify risk?

- Perform required field review
- Answer questions based on the project's development and the field review
- Assess the likelihood of risk categories affecting the project
- Assign Risk-Based Allowances and apply to specific elements of the cost estimate per the Guide
- No separate risk categories for programs

What will an estimate include?

- Cost estimates must follow the format of the template in the appendix
  - Separate templates for projects and programs
- Back-up data will be requested to demonstrate assumptions, including unit prices
- Sponsors may be required to meet with ACTC staff to discuss their applications

What's missing from this Draft?

- Missing multipliers in the Preliminary Risk Assessment Questionnaire
- Updated version with multipliers will be posted by Thursday, 2/17/11
- Content and concept of Guide can be completely reviewed without multipliers

Next Steps

- Comments are due by 2/18/11
- Final Cost Estimating Guide released 2/28/11
- RTP/CWTP Call for Projects: March 1-April 29
- Refine TEP Cost Estimates: Fall 2011

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ALAMEDA County Transportation Commission
1333 Broadway, Suites 220 & 300 ▪ Oakland, CA 94612 ▪ PH: (510) 208-7400
www.AlamedaCTC.org

Memorandum

DATE: February 16, 2011

TO: CWTP-TEP Steering Committee

FROM: Tess Lengyel, Manager of Programs and Public Affairs
Beth Walukas, Manager of Planning

SUBJECT: Update on Outreach Activities

Recommendations
This item is for information only.

Summary
This memo provides an update to outreach activities in relation to the update of the Countywide Transportation Plan (CWTP) and development of the Transportation Expenditure Plan (TEP). This update reflects the changes to the outreach approach as approved by the Steering Committee on January 27, 2011.

The overall approach to the first phase of outreach for the CWTP-TEP development includes identification of project and program needs and education and involvement of the public, elected officials and stakeholders through the following efforts:

- Five evening community workshops throughout the County
- A toolkit for broad engagement of groups that may not be able to attend the workshops
- On-line questionnaire
- Poll
- On-going agency public outreach

Community Workshops
Five community workshops have been scheduled throughout the County aimed at educating Alameda County residents, business members and elected officials about the transportation plans development and to receive input on projects and programs that could be included in the plan. These meetings have been advertised in newspapers throughout the County, broadly distributed through email and are on the Alameda CTC website. They are scheduled at the following times and locations:

Thursday, February 24th — Oakland, 5:30-7:30pm

City of Oakland City Hall—Hearing Room 3 (1 Frank H. Ogawa Plaza)
5:30–6:00 pm—Informational Open House
6:00–7:30 pm—Workshop

Monday February 28th — Fremont, 6:30-8:30pm

Fremont Public Library—Fukaya Room A (2400 Stevenson Blvd.)
6:30–7:00 pm—Informational Open House
7:00–8:30 pm—Workshop

Wednesday March 9th — Hayward, 6:30-8:30pm

Hayward City Hall—Conference Room 2A (777 B Street)
6:30–7:00 pm—Informational Open House
7:00–8:30 pm—Workshop

Wednesday March 16th — San Leandro, 6:30-8:30pm

San Leandro Library—Karp Room (300 Estudillo Avenue)
6:30–7:00 pm—Informational Open House
7:00–8:30 pm—Workshop

Thursday, March 24th — Dublin, 6:30-8:30pm

Dublin Public Library—Community Meeting Room (200 Civic Plaza)
6:30–7:00 pm—Informational Open House
7:00–8:30 pm—Workshop

A follow-up round of workshops will be held in the fall of 2011 to provide an opportunity for review and comment on the draft plans.

Outreach Toolkit Trainings and Presentations

A Toolkit has been developed to allow broad engagement throughout the county on project and program needs that could be included in the plans, beyond that which can be reached with the public workshops. Only members of Alameda CTC's Community Advisory Committees, the Community Advisory Working Group, Technical Advisory Working Group, staff and Commission members will use the toolkit to gather input. Outreach toolkit trainings and general presentations have been made to the following advisory groups:

Date	Advisory Group
January 20th	Community Advisory Committee (CAC)
January 20th	Paratransit Advisory Planning Committee (PAPCO)
February 3rd	Community Advisory Working Group (CAWG)
February 8th	Paratransit Technical Advisory Committee (PTAC)
February 10th	Technical Advisory Working Group (TAWG)
February 10th	Bicycle and Pedestrian Advisory Committee (BPAC)

75 toolkits were prepared for distribution at the CAWG, TAC, TAWG and BPAC toolkit trainings. Toolkits will be provided to all Steering Committee members at the February 24th meeting.

Additional training for the use of the toolkit was held on Friday, February 18th, and a short instructional video about the outreach toolkit and how to use it was also posted to the project website on Friday, February 18th for those members unable to attend previous trainings <http://www.alamedactc.org/outreachkitoverview> .

Completed Outreach Activities
To date, completed outreach kit materials, including session reporting forms and questionnaires have been received from the following groups.

Group	Participants
Extending Connection (United Methodist Church)	35
Fremont Freewheelers Bicycle Club	11
Union City Planning Commission	8
United Seniors of Oakland and Alameda County	6
TOTAL	**60**

In addition to these materials, completed questionnaire were collected at the CAC and PAPCO meeting. Overall we have received over 100 completed questionnaires, and community and technical advisory committee members have informed Alameda CTC of additional outreach efforts, some of which are noted below.

Online Questionnaires
The online questionnaire is live and has over 40 responses so far. We anticipate this number to grow significantly as the availability of the questionnaire is advertised through email and outreach efforts increase.

Planned Outreach Activities
Advisory group members have identified and committed to make presentations over the next six weeks at the meetings of the following organizations:

Group

East Bay Bicycle Coalition
City of San Leandro Senior Commission
City of San Leandro Human Services Commission
City of San Leandro Annual Planning Workshops for Paratransit service
Oakland BPAC
Oakland Yellowjackets
Glen Eden Home Owners Association
Fremont Freewheelers Bike Club
Senior Centers
United Seniors of Oakland and Alameda County (additional outreach)

Genesis
Corpus Christi Church
St. Mary's Center and HOPE Collaborative
Alameda County Area Agency on Aging
Oakland Metropolitan Chamber
Albany Strollers and Rollers
Maxwell Park Planning
San Leandro Youth Advisory Commission
City of Berkeley
City of Pleasanton Pedestrian/Bike Trails Committee
East Bay Paratransit Rider Advisory Committee
SEIU union members
Chambers of Commerce throughout the County

Alameda CTC's outreach consultant, MIG, is coordinating with the Advisory Committee members to ensure they have all the necessary materials and information to conduct their session and submit their collected materials in a timely manner. MIG will track the identified groups and compare them with the compiled list of stakeholder groups. Additional outreach activities with groups that advisory committees may not be able to reach will be identified and followed up with and to ensure there is no duplication of effort. A list of completed and planned activities will be updated on a weekly basis.

Poll
Three polls will be conducted from March 2011 through spring 2012. Polling questions were identified through the CAWG, TAWG and Steering Committee. The Steering Committee is expected to review, comment on and approve the survey questions for the first survey on February 24, 2011. Feedback on the draft questions is being solicited from the CAWG and TAWG and their feedback will be presented to the Steering Committee on February 24th. The three surveys are described below as well as their implementation timeline.

Survey 1: Baseline Study
The first survey will serve as a baseline study and will be conducted in early March 2011. It will be designed to capture information about what transportation projects and programs voters are interested in, as well as measuring potential support for a transportation sales tax measure. This baseline survey will provide a "starting point" for where the voting public currently stands on these issues.

Survey 2: Tracking & Measure Refinement Study
The second survey will serve as a tracking study, measuring any changes in attitudes and opinions from the baseline research, as well as capturing additional feedback and opinions on specific projects and programs to further refine the design of the Transportation Expenditure Plan.
Building on the information gathered in the baseline study, this tracking study will provide additional input and details as we develop an efficient and effective sales tax measure. This survey will be conducted in fall 2011

Survey 3: Final Check-In
The third survey will serve as a final check-in with voters prior to placing a measure on the ballot. This survey will be conducted shortly before the deadline for placing the measure on the ballot, with the aim of helping to make a "go, no go" decision on the measure. This survey will be conducted in spring 2012.

On-going Agency Outreach
Alameda CTC conducts regular outreach throughout the County in the form of business, local organizations, agency outreach and coordination, electronic newsletter distributions, executive director reports, web page updates, transportation forums and other public information fairs and events, as well as regular updates at Alameda CTC meetings and in meeting packets. At each of these, information is presented on the updates and development of the plans.

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Telephone Survey of Alameda County Voters
n=800
REVIEW DRAFT FEB 18, 2011

Please note: This draft is a review draft, and includes notes in italics that address specific issues. These notes will not be in the final questionnaire, nor will they be shared with survey respondents.

Hello, my name is _____, may I speak with **(NAME ON LIST).** **(SPEAK TO NAME ON LIST ONLY)**
Hello, my name is _____, and I'm conducting a survey for EMC Research to find out how people in your area feel about some of the different issues facing them. We are not trying to sell anything, and are collecting this information on a scientific and completely confidential basis.

AGE FROM SAMPLE

1. 18-29
2. 30-39
3. 40-49
4. 50-64
5. 65+
6. BLANK

SUPERVISOR DISTRICT FROM SAMPLE

1. 1
2. 2
3. 3
4. 4
5. 5

1. SEX **(Record from observation)**
    1. Male
    2. Female

2. Are you registered to vote in Alameda County?
    1. Yes→ CONTINUE
    2. No→ **TERMINATE**

3. Do you think things in Alameda County are generally going in the right direction, or do you feel that things are pretty seriously off on the wrong track?
    1. Right Direction
    2. Wrong Track
    3. (Don't Know)

4. What is the most important problem facing Alameda County today? **(OPEN END, 1 response)**

5. And what would you say is the most important transportation problem facing Alameda County today? **(OPEN END, 1 response)**

Note: The two questions above will get us a good idea of where transportation ranks as an issue in peoples'minds.

6. As you may know, voters in Alameda County approved Measure B in 2000, a half cent sales tax and transportation expenditure plan that funds road and transit projects and programs all across Alameda County. In general, would you say Measure B has been a good thing for Alameda County, or a bad thing for Alameda County?
    1. Good thing
    2. Bad thing
    3. (Don't know)

7. There may be a measure on the ballot next year in Alameda County that would extend the current half cent sales tax to pay for an updated transportation expenditure plan to address the county's current and future transportation needs. If this measure were on the ballot today, are you likely to vote yes to approve it, or no to reject it?
(IF UNDECIDED/DON'T KNOW: Which way do you lean — toward voting "Yes" to approve, or toward voting "No" to reject?)
    1. Yes, approve
    2. (Lean yes)
    3. No, reject
    4. (Lean no)
    5. (Undecided/Don't know)

8. Supporters of this measure say Alameda County needs a way to secure long-term funding for road and transportation improvements so that we can address current needs while planning for the future. This measure will ensure that money collected here cannot be taken by the state, and will be spent on important road and transit improvements that will benefit all Alameda County residents. If this measure were on the ballot today, are you likely to vote yes to approve it, or no to reject it?
(IF UNDECIDED/DON'T KNOW: Which way do you lean — toward voting "Yes" to approve, or toward voting "No" to reject?)
    1. Yes, approve
    2. (Lean yes)
    3. No, reject
    4. (Lean no)
    5. (Undecided/Don't know)

Now I'd like to read you a list of things that could be included in the new transportation expenditure plan. For each one, please tell me how a high a priority it should be for the plan. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority;

SCALE: 1 2 3 4 5 | 6
Not a priority at all Very high priority | (DK)

(RANDOMIZE Qx-Qx)

BEFORE EACH QUESTION: The (first/next) one is…

AFTER EACH QUESTION AS NECESSARY: How a high a priority should that be for the transportation expenditure plan? Use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority.

9. Repairing and maintaining local streets and roads;
10. Expanding the express bus system along our busiest streets and roads;
11. Extending BART to Livermore;
12. Extending commuter rail service over the Dumbarton Bridge to improve the connection to Silicon Valley;
13. Improving and expanding ACE Train commuter rail service;
14. Improving and expanding ferry service from Oakland and Alameda to San Francisco;
15. Making it easier to get to work and school using public transportation;
16. Expanding public transportation between major housing and job centers;
17. Promoting use of public transportation for non-commute trips;
18. Repairing and maintaining local highways;
19. Widening highways to ease traffic congestion;
20. Making local streets and roads safer and more efficient for all users, including cars, buses, bicyclists, and pedestrians;
21. Expanding Highway 84;
22. Making BART system improvements so they can run more trains more frequently;
23. Building more BART stations along existing lines;
24. Expanding transit service that feeds into BART stations;
25. Completing bicycle commuting corridors, like the Bay Trail and the East Bay Greenway;
26. Expanding programs that support walking and biking, like a Safe Routes to Schools program;

(END RANDOMIZE)

27. Which of the following is closer to your opinion about an updated transportation expenditure plan for Alameda County: **(ROTATE 1 & 2; Read "OR" between first and second statement)**

    1. More money should go toward expanding and improving our streets, roads, and highways, because most people still need to drive their cars to get around. (or)
    2. More money should go toward expanding and improving public transit and encouraging people to use alternatives to driving, like walking, biking, and transit.
    3. (Both)
    4. (Neither)
    5. (Don't Know)

28. Which of the following is closer to your opinion about an updated transportation expenditure plan for Alameda County: **(ROTATE 1 & 2; Read "OR" between first and second statement)**

    1. More money should go toward repairing and maintaining our existing streets, roads, and highways (or)
    2. More money should go toward maintaining and operating our public transit systems and supporting alternatives to driving;
    3. (Both)
    4. (Neither)
    5. (Don't Know)

29. Which of the following is closer to your opinion about an updated transportation expenditure plan for Alameda County: **(ROTATE 1 & 2; Read "OR" between first and second statement)**

    1. More money should go to improving transportation services for seniors and people with disabilities (or)
    2. More money should go to expanding bicycle and pedestrian improvements;
    3. (Both)
    4. (Neither)
    5. (Don't Know)

30. Which of the following is closer to your opinion about an updated transportation expenditure plan for Alameda County: **(ROTATE 1 & 2; Read "OR" between first and second statement)**

    1. Both the half cent sales tax and transportation expenditure plan should be extended for 20 years (or)
    2. The half cent sales tax should be made permanent, with only the transportation expenditure plan subject to update and voter approval every 20 years;
    3. (Both)
    4. (Neither)
    5. (Don't Know)

31. Which of the following is closer to your opinion about an updated transportation expenditure plan for Alameda County: **(ROTATE 1 & 2; Read "OR" between first and second statement)**

    1. The half-cent sales tax should be extended at the same rate with a smaller set of funded projects (or)
    2. The sales tax should be increased by one quarter cent with a larger set of funded projects;
    3. (Both)
    4. (Neither)
    5. (Don't Know)

32. Which of the following is closer to your opinion: **(ROTATE 1 & 2; Read "OR" between first and second statement)**

    1. Taxes are already high enough; I'll vote against any increase in taxes. (or)
    2. It is crucial to have high quality roads and public transit, even if it means raising taxes;
    3. (Both)
    4. (Neither)
    5. (Don't Know)

33. Which of the following is closer to your opinion: **(ROTATE 1 & 2; Read "OR" between first and second statement)**

    1. Improving our transportation system in Alameda County should be a high priority. (or)
    2. With the economy in recession and the state budget in crisis, we have more important priorities;
    3. (Both)
    4. (Neither)
    5. (Don't Know)

Please tell me if you strongly agree, somewhat agree, somewhat disagree, or strongly disagree with each of the following statements.

Scale: 1. Strongly agree 2. Somewhat agree
3. Somewhat disagree 4. Strongly disagree
5. (Don't Know/Refused)

(RANDOMIZE LIST-Qxx)

34. Improving our streets, roads and public transit will create jobs and improve the local economy in the long run.
35. Our streets, freeways and public transportation have gotten worse over the last few years.
36. Taxes are just too high. I oppose any new tax measures no matter what they are for.
37. Improving public transportation can have a significant impact on reducing greenhouse gas emissions and slowing down climate change.
38. Improving public transportation can have a significant impact on local air quality and public health.
39. Improving public transportation can have a significant impact on reducing traffic.
40. Making it easier and safer to walk and bicycle in Alameda County can have a significant impact on reducing traffic.
41. We spend too much taxpayer money on public transportation systems that few people really use.
42. I would take public transportation more often if it were faster and more reliable.
43. Everyone should help pay for public transit, even if they don't use it, because it benefits all of us.
44. Everyone should help pay for public transit because we have a responsibility to provide high-quality transportation for seniors, students, low-income residents, and people with disabilities
45. Alameda County should have a world class transportation system like other urban areas.
46. Improving the use of technology on our roads and public transit systems in Alameda County can have a significant impact on reducing traffic.
47. Making it easier to move cargo through the Port of Oakland and throughout Alameda County supports local jobs and the economy.
48. Alameda County traffic makes things cost more because of the amount of time trucks sit in traffic on our roads and freeways.
49. Making it easier to move cargo by train would reduce the number of trucks on our roads and freeways and significantly improve traffic.
50. We should spend about the same amount on roadway improvements as we do on public transit improvements. *Note: This question will give us some idea of if they think about relative allocations & whether the current TEP is 'fair'.*

As you may know, there is a new state law that requires California to reduce the number of miles traveled by automobiles. I'm going to read you some pairs of things Alameda County could include in the new transportation expenditure plan that may help accomplish this goal. For each pair, please tell me which one you believe would be **more effective** at reducing the number of miles traveled by car in Alameda County.

SCALE: 1. Statement A 2. Statement B 3. (Both) 4. (Neither) 5. (Don't know)

(RANDOMIZE LIST)

51. A. Increasing the frequency of bus transit service for local trips (or)
B. Expanding bus transit service to include more stops and destinations.

52. A. Expanding BART and other rail transit service to new destinations (or)
B. Expanding bus transit service to include more stops and destinations.

53. A. Increasing education and information about alternatives to driving (or)
B. Expanding BART and other rail transit service to new destinations.

54. A. Completing the bicycle commute network (or)
B. Increasing the frequency of bus transit service for local trips.

55. A. Expanding BART and other rail transit service to new destinations (or)
B. Building more housing and jobs around existing rail stations and major bus lines.

56. A. Expanding bus transit service to include more stops and destinations (or)
B. Building more housing and jobs around existing rail stations and major bus lines.

Next I'd like to ask you a few questions about a <u>different</u> ballot measure that voters might decide in a future election.

57. There may be a measure on the ballot in a future election that would increase the tax on gasoline in the Bay Area by 10 cents per gallon. This measure would pay for maintenance of local streets and roads as well as improvements to public transportation. If this measure were on the ballot today, are you likely to vote yes to approve it, or no to oppose it?
(IF UNDECIDED/DON'T KNOW: Which way do you lean — toward voting "Yes" to approve, or toward voting "No" to reject?)
    1. Yes, approve
    2. (Lean yes)
    3. No, reject
    4. (Lean no)
    5. (Undecided/Don't know)

58. Supporters of this measure say that it makes sense to tax gasoline because it would pay for improvements that benefit everyone throughout the region, like better roads, more carpool lanes, and more reliable public transit. Opponents of this measure say it will place an unfair burden on people with long commutes to work or school, and local governments should make better use of existing taxes before asking for more.

Now that you've heard more about it, let me ask you again about a measure on the ballot in a future election that would increase the tax on gasoline in the Bay Area by 5 cents per gallon. This measure would pay for maintenance of local streets and roads as well as improvements to public transportation. If this measure were on the ballot today, are you likely to vote yes to approve it, or no to oppose it?
(IF UNDECIDED/DON'T KNOW: Which way do you lean — toward voting "Yes" to approve, or toward voting "No" to reject?)

1. Yes, approve
2. (Lean yes)
3. No, reject
4. (Lean no)
5. (Undecided/Don't know)

Now I'd like to ask you a few questions for statistical purposes only.

59. In terms of your job status, are you employed, unemployed but looking for work, retired, a student, or a homemaker?

1. Employed → **ASK Qx**
2. Unemployed → **SKIP TO Qx**
3. Retired → **SKIP TO Qx**
4. Student → **SKIP TO Qx**
5. Homemaker → **SKIP TO Qx**
6. (Other) → **SKIP TO Qx**
7. (Don't know) → **SKIP TO Qx**

(ASK Q61 IF Q60=1-"Employed")

60. In what city do you work? **(OPEN-ENDED, ONE RESPONSE)**

1. (Berkeley)
2. (Dublin)
3. (Emeryville)
4. (Fremont)
5. (Hayward)
6. (Livermore)
7. (Milpitas)
8. (Newark)
9. (Oakland)
10. (Pleasanton)
11. (Sacramento)
12. (San Francisco)
13. (San Jose)
14. (San Leandro)
15. (Union City)
16. (Walnut Creek)

17. (Other (specify _____))
18. (Refused/Don't know)

(RESUME ASKING EVERYONE)

For each of the following, please answer Yes or No.
SCALE:

1. Yes
2. No
3. (Don't Know/Refused)

Do you or does anyone in your household…

61. Ride a bicycle to school or work?
62. Ride a bus to school or work?
63. Ride BART to school or work?
64. Carpool to school or work?
65. Drive alone to school or work?

66. Do you rent or own your home or apartment?
    1. Rent/other
    2. Own/buying
    3. (Don't know/Refused)

67. Thinking about a political scale where 1 is very liberal and 7 is very conservative, where would you place yourself on that scale? (**Code 1-7, 8=Don't know)**

68. What is the last grade you completed in school?
    1. Some grade school
    2. Some high school
    3. Graduated high school
    4. Technical/Vocational
    5. Some college
    6. Graduated college [including Bachelors, BA]
    7. Graduate/Professional [including Masters, PhD, etc]
    8. (Don't know/Refused)

69. Would you consider yourself to be Hispanic or Latino, Black or African American, White, Asian or Pacific Islander, or something else?
    1. Hispanic/Latino
    2. Black/African-American
    3. White
    4. Asian or Pacific Islander
    5. (Bi-racial/ Multi-racial)
    6. Something else/ other
    7. (Refused)

70. In what year were you born? **(Do not read categories, code as appropriate)**

1. 1936 or earlier (75+)
2. 1937-1941 (70-74)
3. 1942-1946 (65-69)
4. 1947-1951 (60-64)
5. 1952-1956 (55-59)
6. 1957-1961 (50-54)
7. 1962-1966 (45-49)
8. 1967-1971 (40-44)
9. 1972-1976 (35-39)
10. 1977-1981 (30-34)
11. 1982-1986 (25-29)
12. 1987-1993 (18-24)
13. (Refused)

THANK YOU!

PARTY REGISTRATION FROM SAMPLE

Democrat
Republican
DTS

CITY CODE FROM SAMPLE

Alameda
Albany
Berkeley
Dublin
Emeryville
Fremont
Hayward
Livermore
Newark
Oakland
Piedmont
Pleasanton
San Leandro
Union City
Other/Unincorporated

CAMBRIDGE SYSTEMATICS
Transportation leadership you can trust.

Memorandum

TO: Beth Walukas, Tess Lengyel, Alameda County Transportation Commission

FROM: Stephen Decker, Ryan Greene-Roesel, Caroline Leary, Cambridge Systematics

DATE: January 28, 2011

RE: Draft Performance Measures and Project Prioritization Process

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This memorandum presents a recommended approach for prioritizing transportation projects and programs for inclusion in the Alameda Countywide Transportation Plan (CWTP). More detailed screening and scoring of the CWTP projects will be completed in Fall 2011 to determine which of the projects and programs included in the CWTP will be included in the Transportation Expenditure Plan (TEP).

The prioritization process proposed in this memo differs from that used by Alameda County in prior countywide transportation plans. Alameda County is confronting new transportation planning challenges, particularly the need to support regional progress towards greenhouse gas reduction goals mandated by Senate Bill 375. These changes call for explicit incorporation of greenhouse gas impacts in project prioritization, including examination of the effect of different land use development patterns on project-level benefits and impacts.

This draft concept for prioritizing projects CWTP will evolve in response to input from the CWTP-TEP Steering Committee and Working Groups, Alameda County stakeholder groups, and changes in the Regional Transportation Plan prioritization process currently under development by the Metropolitan Transportation Commission (MTC). Detailed analytical procedures regarding the project prioritization process will be documented in technical appendices associated with preparation of the CWTP.

Approach

Project and program prioritization is a key step in developing the CWTP. It will result in:

- Identification of projects and programs that maximize achievement of Alameda County transportation system goals within resource constraints; and
- Positioning of county projects for regional funding.

The proposed prioritization approach incorporates Alameda County's goals and objectives and is consistent with MTC's Regional Transportation Plan (RTP) process. The process proposed for the CWTP-TEP effort consists of four major steps:

1. **Select goals and performance measures.** Goals and performance measures are selected to analyze how well individual projects and programs, as well as packages of these projects and programs, support the selected goals. The vision and goals for the CWTP were adopted by the CWTP-TEP Steering Committee at its January 2011 meeting. This memo presents proposed performance measures based on those goals.

2. **Prioritize projects.** All projects and programs undergo a qualitative screening to determine how well they meet CWTP goals. A subset of larger, more complex projects will undergo a quantitative screening process as well. Projects will be grouped into tiers (low, medium, and high performing) based on the results of the screening. This memo presents an explanation of how the process will work. To the extent possible, synergies between projects will be considered as part of the project prioritization process and will also be addressed in Step 3 below – scenario assessment.

3. **Assess projects in scenarios.** Projects and programs identified in Step 2 above will be assessed as a package under different funding and land use scenarios. The funding and land use scenarios will be discussed in March and April.

4. **Develop final CWTP project and program list.** Using the results of the project screening and scenario analysis, a list of projects and programs will be finalized for inclusion in the CWTP. This list will then be further screened for inclusion in the TEP.

The next sections describe this prioritization process in more detail, focusing on the identification of performance measures. A related discussion on the topic of committed projects will occur in March.

Performance Measures

Using the vision and goals for the CWTP adopted by the Steering Committee at it January 2011 meeting, performance measures were developed to test how projects proposed for the plan support progress towards goals.

The following sources were used to develop possible performance measures:

1. Measures tracked by the Alameda CTC for the Alameda County Congestion Management Program;
2. Regional performance measures selected for the upcoming RTP; and
3. Measures identified in Caltrans' Smart Mobility Framework.[1]

Table 1 below compares relevant measures from each of these sources for each of the proposed CWTP goals.

[1] Caltrans' Smart Mobility Framework:
http://www.dot.ca.gov/hq/tpp/offices/ocp/smf_files/SMF_handbook_062210.pdf

Table 1. Performance Measures Comparison – Existing Sources

Alameda County Goal/Outcome	Alameda County Congestion Management Program/Measures from 2008 Countywide Plan	MTC Performance Measures	Caltrans Smart Mobility Framework Performance Measures
(1) Multimodal	• Transit ridership • Number of transit lines operating at each frequency level • % complete of countywide bicycle plan	• Average per-trip travel time for non-auto modes • Average time walking or biking per person per day	• % trips taken by bus or rail • % trips taken by walking or bicycling • Multimodal level of service measures
(2) Accessible, affordable, and equitable for people of all ages, incomes, abilities and geographies	• Transit availability: service frequency during peak periods and population at all transit stations in County	• Share of low-income and lower-middle income residents' household income consumed by transportation and housing	• Households within 30-min. transit ride and 20-min. auto ride of major employment center, and in walking distance of schools • Impact of investments on low-income, minority, disabled, youth, and elderly populations relative to impacts on population as a whole • Comparative travel times and costs by income groups and by minority and nonminority groups for work/school and other trips
(3) Integrated with land use patterns and local decision making		• Share of region's projected 25-year growth by income level (very low, low, moderate, above moderate) housed in the region	• Consistency with regional SCS • Comparison of alternatives based on acres of land consumed and relative reductions in induced VMT.
(4) Connected across the County, within and across the network of streets, highways, transit, bicycle and pedestrian routes	• Completion of Countywide Bike Plan • Travel time • Coordination of transit Service	• Average per-trip travel time for non-auto modes	• Travel times and costs by mode between representative origins and destinations

Alameda County Goal/Outcome	Alameda County Congestion Management Program/Measures from 2008 Countywide Plan	MTC Performance Measures	Caltrans Smart Mobility Framework Performance Measures
(5) Reliable and efficient (6) Cost-effective	• Average highway speeds • Travel time • Duration of traffic Congestion	• Average per-trip travel time for non-auto modes • Vehicle miles traveled/capita • Project benefit cost or cost-effectiveness ratios (TBD)	• Travel times and costs by mode between representative origins and destinations • Day-to-day variability of travel times between representative origins and destinations by mode • Multi-modal LOS measures
(7) Well-maintained	• Pavement condition index (PCI) • Mean time between BART service delays and miles between mechanical road calls • Transit capital needs and shortfall for high-priority projects	• PCI on local roadways • Distressed lane-miles of state highways • Average transit asset age	
(8) Safe	• Roadway accidents on Freeways	• Injuries and fatalities	• Collision rate and severity by travel mode and facility compared to statewide averages
(9) Supportive of a healthy and clean environment	• Completion of Countywide Bike Plan	• CO_2 emissions per capita • Average time walking or biking per person per day • Premature deaths from exposure to fine particulate matter • Coarse particulate emissions	• Quantities of criteria pollutants and GHGs • VMT per capita by speed range relative to state and regional GHG emissions targets

Alameda County Goal/Outcome	Alameda County Congestion Management Program/Measures from 2008 Countywide Plan	MTC Performance Measures	Caltrans Smart Mobility Framework Performance Measures
Others not included in specific CWTP goals		• Regional gross domestic product	• Conformance with design guidance • Time lost to congestion by trips that are economically productive • Additional VMT associated with economic productivity • VHD per capita, lane mile, private vehicle, freight vehicle, and transit revenue mile • User benefits per dollar invested

Sources: Alameda County goal and vision statement (January 2011); Alameda County Congestion Management Program 2009 Performance Element; Steve Heminger, January 19th Memorandum to the Metropolitan Transportation Commission regarding SCS-RTP Performance Targets; Caltrans Smart Mobility Framework: A Call to Action for the New Decade, February 2010.

Performance Measure Selection Process

After comparing the possible performance measures listed in Table 1, measures were selected using the following criteria:

- **Applicability to Alameda County's goals.** We identified measures to match each of the CWTP goals. In some cases, a single performance measure addressed multiple goals.

- **Measurability**. We selected measures which we believe can be calculated and forecast at the county level using the Alameda CTC's travel demand model and other readily available tools and data sources.[2]

- **Simplicity and clarity.** We tried to limit the number of selected measures to ten or fewer, while still covering all goal areas, and gave preference to measures we felt would communicate unique information and be understandable to the public and decision-makers.

- **Consistency with regional process.** Where possible and appropriate, we gave preference to use of regional performance measures. Consistency with MTC's regional measures may help better position Alameda County projects for regional funding.

[2] Proposed measures may need to be modified if requisite data is not available (see the Draft Technical Memorandum, Task 6: Evaluation Tools – Draft Modeling Process Definition (Version 2), January 10, 2011, for a description of possible tools to be deployed in this analysis).

- **Outcome-oriented.** We gave preference to "outcome" measures that reflect progress towards a desired policy goal (e.g., increased walking and bicycling, rather than "output" measures that reflect levels of effort or investment (e.g., percent of bicycle network completion).

In cases where relevant measures were not available from these sources, we proposed measures using professional judgment and experience. The following explains which measures are proposed for which goal area and why.

Recommended Performance Measures

Goal 1: Multimodal

Proposed measure: none.

No specific measure is proposed for the "multi-modal" goal. This goal will be addressed by tracking multimodal measures for transportation accessibility, system efficiency, and public health. Additionally, in the qualitative analysis, projects will be assigned additional points if they fill a gap or enhance connectivity in the multi-modal network.

Goal 2: Accessible, affordable and equitable for people of all ages, incomes, abilities and geographies

Proposed measures: (1) share of households within 30-minute transit ride and 20-min auto ride of at least one major employment center and within a mile of at least one school; (2) share of low-income and lower-middle income residents' household income consumed by transportation and housing.

Transportation accessibility refers to the ease with which travelers can access destinations. A relevant measure was adapted from the Caltrans' Smart Mobility Framework: "Number of households within 30-minute transit ride of major employment center, within 20-minute auto ride of employment, within walking distance of schools." This measure is expected to improve as RTP investments make automobile and transit travel faster, and as land use densification results in the location of more households near employment centers and schools. This measure can also serve as a proxy for economic benefit of RTP investments, as it reflects how employers' access to labor improves as transportation accessibility improves. Improved transportation accessibility should translate into improved economic health.

To measure affordability, we propose including the measure proposed for the MTC RTP, which is the share of low-income and lower-middle income residents' household income consumed by transportation and housing.

Goal 3: Integrated with land use patterns and local decision making

Proposed measures: (1) share of households within 30-minute transit ride and 20-min auto ride of at least one major employment center and within a mile of at least one school. (2) Transit riders / transit revenue hours of service.

This goal will also be addressed through the Caltrans' Smart Mobility Framework goal discussed above. Integration of land use and transportation investments should result in a greater share of households being able to access destinations within a given travel time.

Another proposed measure to capture land use and transportation integration is transit riders / transit revenue hours of service. This measure would improve in response to better integration of land use patterns with transit service (such as through densification around transit stations) and would decline if transit investments are made in areas with few potential riders.

Goals 4 and 5: Connected across the county; reliable and efficient

Proposed measures: (1) average per-trip travel times for non-automobile modes; (2) vehicle hours of delay.

We propose to measure goals 4 and 5 with the same performance measure: average per trip travel times (drawn from the MTC RTP process).[3] Improved transportation system connectivity and efficiency should result from improvements to automobile travel speeds, transit service frequency, reductions in transit transfers, and improved transit line-haul speeds. Land use densification policies should also result in shorter transit and automobile trips and shorter access and egress times to and from transit.

We propose to measure transportation system reliability by tracking vehicle hours of delay, which is a traditional measure tracked by the Alameda CTC for the Congestion Management Program. Vehicle Hours of Delay is a measure of the extent of congestion on the transportation system, which can reduce mobility and reliability for automobile users and transit users traveling on streets and highways.

Additionally, in the qualitative analysis, projects will be assigned additional points if they fill a gap or enhance connectivity in the multi-modal network, including the bicycle and pedestrian networks.

Goal 6: Cost Effective

Proposed measures: (1) Benefit cost ratios for major projects (2) transit riders / transit revenue hours of service.

Cost-effectiveness of major projects will be calculated by performing project-level benefit cost analysis. In addition, we propose to include an overall measure of transit system utilization (transit riders / revenue hours of service) to capture the extent to which transit capacity is cost-effectively utilized. This measure will decline in response to investments that do not attract sufficient transit riders.

[3] MTC recently revised this measure to indicate that it would only include travel times for non-auto modes only. Alameda County may choose to define this measure slightly differently, and will consider whether to include the additional MTC measure of vehicle miles traveled / capita, as this measure may be duplicative of the greenhouse gas / capita measure listed under the clean & healthy goal area.

Goal 7: Well-Maintained

Proposed measures: (1) pavement condition index; (2) average transit asset age.

To measure progress on the goal of "well-maintained", we propose using two measures: Pavement Condition Index, which is used for both the MTC RTP and tracked for the Alameda County CMP; and average transit asset age, which is tracked for the Alameda County CMP. The first measure addresses road maintenance and the second measure addresses transit maintenance.

Goal 8: Safe

Proposed measures: (1) injuries and fatalities.

We propose adopting the MTC RTP measure of injuries and fatalities for the goal relating to a safe transportation system. A similar measure (accidents on freeways) has historically been tracked by the Alameda CTC.

Alameda County stakeholders have also indicated the importance of considering seismic safety as a component of the safety goal. No specific measure for seismic safety is proposed, but seismic safety will be considered in the qualitative analysis of project types. Projects likely to improve seismic safety will be given additional points.

Goal 9: Supportive of a Clean and Healthy Environment

Proposed measures: (1) Per-capita carbon dioxide emissions from cars and light-duty trucks; (2) average daily time spent traveling by foot or bicycle for utilitarian purposes, and (3) fine particulate emissions.

We propose using three performance measures drawn from the MTC RTP process for the "clean, safe, and healthy" goal. The first, per capita carbon dioxide emissions, must be tracked at the regional level according to the provisions of Senate Bill 375. Alameda County can show support of regional carbon dioxide reduction goals by tracking the same measure at the county level, although SB 375 does not require this. The second measure, average time spent traveling by foot or bicycle, is indicative of levels of healthful physical activity gained through utilitarian travel. It also reflects the degree to which Alameda County residents select non-motorized travel modes (walking and bicycling) over other modes of travel. The third measure, fine particulate emissions, is modified from the MTC goal of reducing premature deaths due to fine particulate emissions. Modeling tools may not be available to estimate premature deaths at the county level, therefore we are recommending using the quantity of fine particulate emissions as a surrogate measure.

Table 2 below summarizes the proposed measures by goal area.

Table 2. Alameda County Performance Measures Proposal

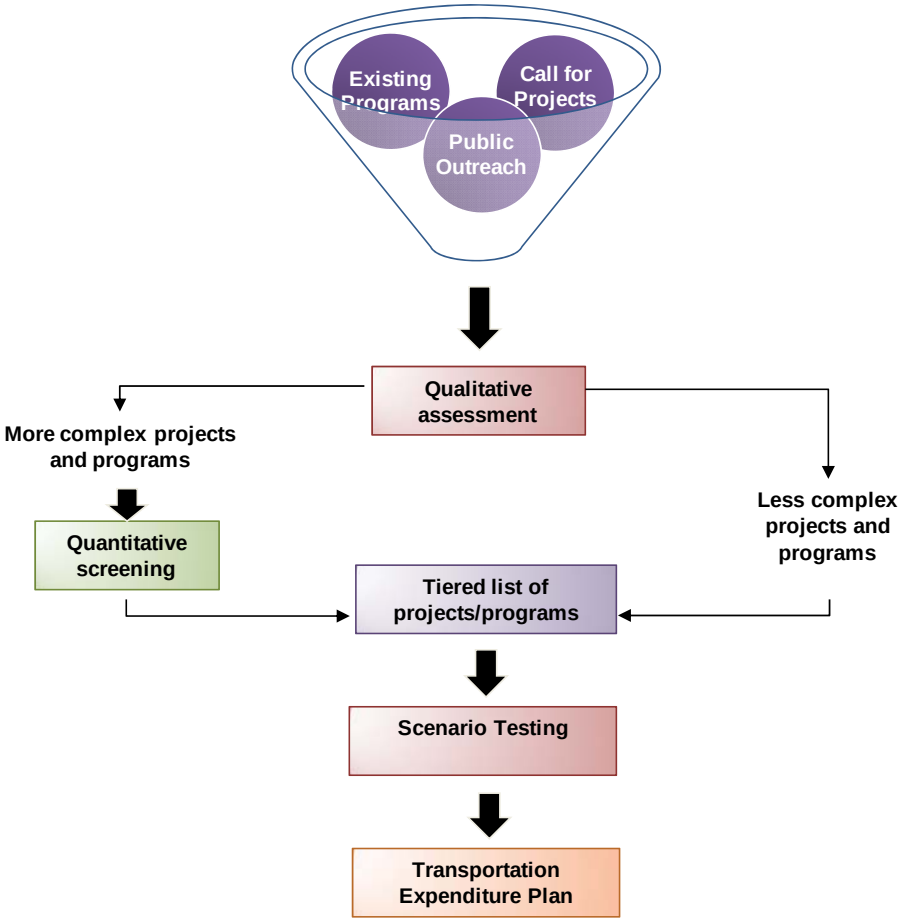
Alameda County Goal/Outcome	Proposed Measures for Alameda County CWTP Scenario Analysis
(1) Multimodal	*Covered by multi-modal measures under "Accessible", "Reliable and Efficient" and "Safe and Healthy" goals*
(2) Accessible , Affordable and Equitable for people of all ages, incomes, abilities and geographies	Share of households within 30-minute transit ride and 20-min auto ride of at least one major employment center and within walking distance of schools (Source: adapted from Caltrans Smart Mobility Framework) Share of low-income and lower-middle income residents' household income consumed by transportation and housing (Source: RTP process)
(3) Integrated with land use patterns and local decision-making	*See "Accessible" measure.* Transit riders / revenue hours of service (Source: consultant proposal)
(4) Connected across the county, within and across the network of streets, highways, transit, bicycle and pedestrian routes.	*See "Effective, reliable, and efficient" measures.* Also under consideration: % completion of countywide bicycle and pedestrian plans.
(5) Reliable and efficient	Average per-trip travel for non-automobile modes (Source: RTP process) Vehicle Hours of Delay (VHD) (Source: Alameda CMP)
(6) Cost-effective	Project level benefit / cost ratio (see Table 3) Transit riders / revenue hours of service (Source: consultant proposal)
(7) Well-maintained	Pavement condition index (PCI) on local roadways. (Source: Alameda County CMP, RTP process) Transit asset age (Source: RTP process) Also under consideration: age and condition of multi-use pathways.
(8) Safe	Injuries and fatalities from all collisions (Source: Alameda CMP, RTP)
(9) Supportive of a clean and healthy environment	Per-capita CO2 emissions from cars and light-duty trucks (Source: RTP process) Average time traveling by foot / bicycle per day (Source: RTP) Quantity of fine particulate emissions (Source: modified from RTP)

Project/Program Screening Process

After measures have been defined, the project/program screening process will begin. Projects will come from three sources: the countywide/regional call for projects, public outreach, and existing plans and programs, including the countywide bicycle and pedestrian plans. First, a qualitative assessment will occur to determine how well the projects and programs meet the CWTP goals. A selected number of larger, more complex projects would then be screened using quantitative measures. The result will be a tiered project/program list for later scenario testing. The scenario assessment will help inform how funding is allocated among the highest priority

projects and programs. From this final list, the projects and programs would be further screened for inclusion in the Transportation Expenditure Plan. Figure 1 provides a graphical overview of the screening process.

Figure 1. Overview of Project / Program Prioritization Process



Initial Qualitative Project/Program Screening

A qualitative screening process will be used to evaluate the degree to which projects and programs meet identified goals. The process, with modifications designed to meet CWTP goals and objectives, will be consistent with the qualitative screening approach adopted by MTC. MTC is in the process of considering possible approaches. During the last RTP, projects were grouped into similar types and scored based on the number of goals met. One point was awarded to a project if it strongly supported that goal; one-half point was awarded if it supported the goal. The more goals a project or program meets, the higher its qualitative score. To determine whether a project meets a specific goal, MTC developed a list of questions for each goal. Recent communication from MTC indicates the qualitative screening process for this RTP cycle is likely to be similar to that used in the prior RTP.

Given that Alameda County will have fewer projects to screen than MTC, we feel that a more in-depth qualitative screening process is warranted. We propose scoring projects on a 1-100 scale, where one indicates a project/program does not meet any goals and 100 indicates it meets all goals. Goals may be weighted by assigning a maximum number of points to the goal area (e.g., total of ten possible points for one goal and twenty possible points for another).

We will develop a detailed questionnaire that will allow us to assign points based on the degree to which the project meets each goal area. One of the goals will be cost-effectiveness. The cost effectiveness goal will be scored one of two ways: (1) for smaller / less complex projects, by dividing the total score for all goals by the project cost (this is a rough proxy of cost-effectiveness), for (2) larger, more complex projects, by conducting a benefit cost-analysis. This proposal is similar to what is being applied in at the regional level in Ohio (see example below).

Ohio-Kentucky-Indiana Regional Council of Governments

The Ohio-Kentucky-Indiana Regional Council of Governments (OKI COG) for the Cincinnati, Ohio region has implemented a strong performance-based resource allocation and project scoring system as part of its regional transportation planning process. Many of its performance measures are evaluated qualitatively, but the process provides a systematic approach to ranking numerous projects for the LRTP and TIP. Several criteria are evaluated to include: environmental justice, economic vitality, air quality (VMT, VHT, Emissions), multimodal elements, corridor study/land use plan consistency, and local/regional priority. These collectively provide a potential of 50 points. A project is then scored using specific roadway or transit criteria, either of which provide a potential for another 40 points. Finally, all applications are subjected to a hybrid Benefit/Cost (B/C) evaluation which can provide up to 10 additional points, giving a total possible of 100 project points. Within the B/C analysis, the benefit side is represented by a surrogate that is valued according to the score awarded based on measures listed above (the points, in effect, represent the intrinsic "benefit" to the region). The point subtotal (maximum 90) is divided by the cost of the proposal in millions. The subsequent value (which can have a very wide numerical range) is then scored from two to 10 points via predefined scale.

Quantitative Screening Process

A smaller number of projects will also undergo a quantitative screening. A list of projects, based on the criteria below, will be selected for quantitative screening. Criteria used in selecting projects for quantitative screening will include:

- **Project / program cost and complexity.** More costly or complex projects justify a higher level of analysis.
- **Ability to be modeled.** Only projects / programs likely to produce a measurable impact in travel demand modeling will be included.
- **Consultant budget constraint**. The list of projects will need to be limited so that all can be analyzed within budget constraints.

Metrics for the project-level analysis will be similar to performance measures discussed above but modified as needed to be useful for project/program-level analysis, since only some goal areas can be measured at the project level. Table 3 shows a possible list of measures proposed for project level analysis.[4] This list will be refined going forward.

[4] In addition, the measures will need to be supported by the models and analytical tools identified in the Draft Technical Memorandum, Task 6: Evaluation Tools – Draft Modeling Process Definition (Version 2), January 10, 2011.

Table 3. Possible Project-Level Screening Measures for Quantitative Assessment

Alameda County Goal/Outcome	Proposed Measures for Alameda County CWTP Scenario Analysis	Possible Measure for Project Level Analysis
(1) Multimodal	*Covered by multi-modal measures under "Accessible", "Reliable and Efficient" and "Safe and Healthy" goals*	
(2) Accessible , Affordable and Equitable for people of all ages, incomes, abilities and geographies	Share of households within 30-minute transit ride and 20-min auto ride of at least one major employment center and within walking distance of schools (Source: adapted from Caltrans Smart Mobility Framework) Share of low-income and lower-middle income residents' household income consumed by transportation and housing (Source: RTP process)	Vehicle operating cost savings
(3) Integrated with land use patterns and local decision-making	*See "Accessible" measure.* Transit riders / revenue hours of service (Source: consultant proposal)	
(4) Connected across the county, within and across the network of streets, highways, transit, bicycle and pedestrian routes.	*See "Effective, reliable, and efficient" measures.*	
(5) Reliable, and efficient	Average per-trip travel time (Source: RTP process) Vehicle Hours of Delay (VHD) (Source: Alameda CMP)	Travel time savings
(6) Cost-effective	Project level benefit / cost ratio Transit riders / revenue hours of service (Source: consultant proposal)	N/A
(7) Well-maintained	Pavement condition index (PCI) on local roadways. (Source: Alameda County CMP, RTP process) Transit asset age (Source: RTP process)	Highway automobile pavement savings; highway bus pavement savings
(8) Safe	Injuries and fatalities from all collisions (Source: Alameda CMP, RTP)	Injury and fatality cost savings
(9) Supportive of a clean and healthy environment	Per-capita CO_2 emissions from cars and light-duty trucks (Source: RTP process) Average time traveling by foot / bicycle per day (Source: RTP) Quantity of fine particulate emissions (Source: modified from RTP)	Emissions ($C0_2$ and PM) savings

Scenario Testing and Development of the CWTP

This process will result in a tiered list of high, medium and low performing projects and programs. The highest performing projects will then be further analyzed during the scenario testing process. The scenarios will consist of different sets of funding, transportation project, and land use assumptions, and will be developed in conjunction with the Steering Committee and working groups in April and May. One of the scenarios (or a hybrid scenario) will then become the basis for the project and program list included in the CWTP. Further details on the scenario packaging and testing process will be presented in a separate memorandum.

Development of the Transportation Expenditure Plan

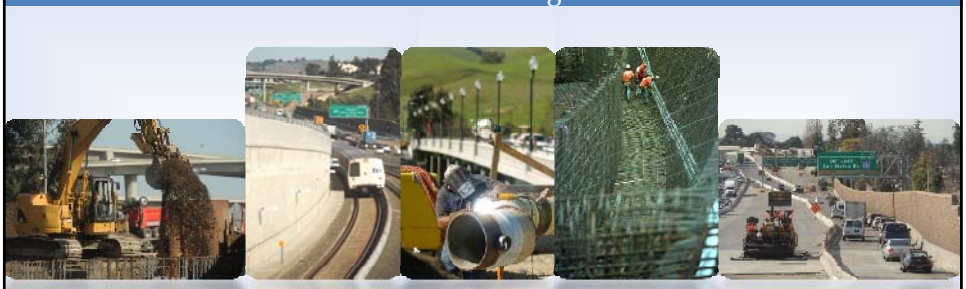
A subset of the projects and programs in the CWTP will then be selected for inclusion in the Transportation Expenditure Plan and will be developed in conjunction with the Steering Committee and working groups in Fall 2011. Considerations for selecting projects and programs will likely include implementation readiness / deliverability, consistency with results of public outreach and polling, and others to be determined.

Alameda Countywide Transportation Plan & Transportation Expenditure Plan

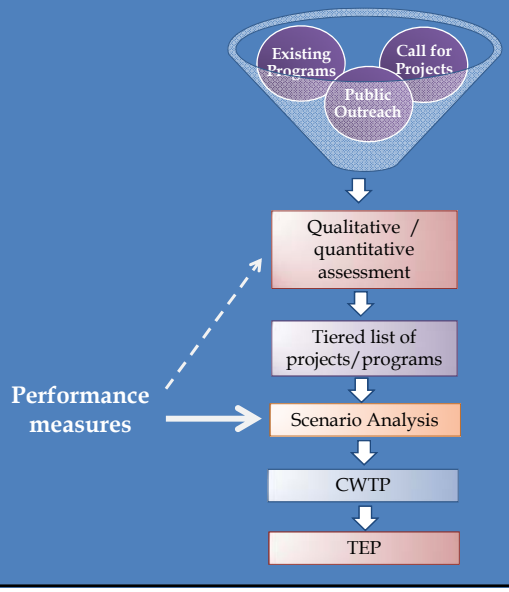
Draft Proposal: Performance Measures for Evaluating CWTP Scenarios

February 24, 2011

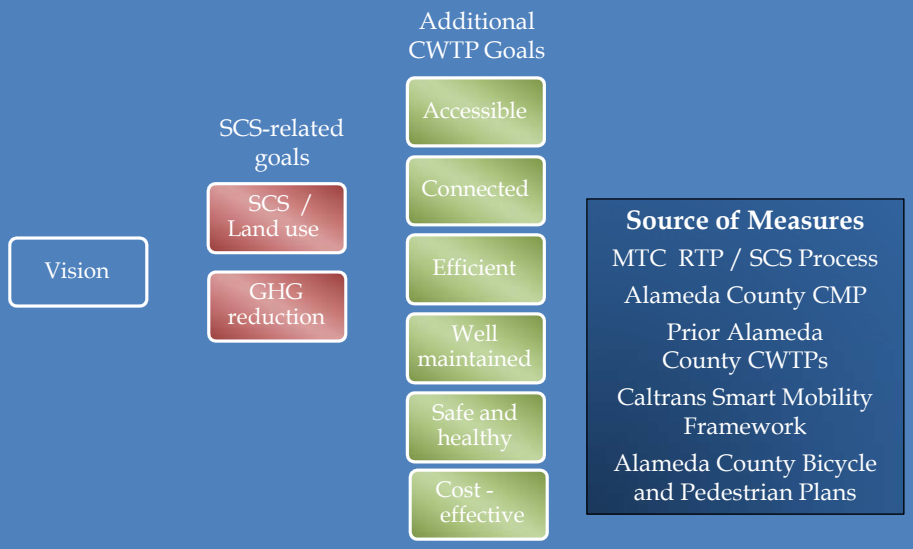
Presentation to Steering Committee



Overview – Project and Program Screening Process



Goals and Measures



Criteria

- **Applicability to Alameda County's goals**
- **Measurability**
- **Simplicity and clarity**
- **Consistency with regional process**
- **Outcome-oriented**

Goal 1: Multimodal

- **Covered by including multi-modal metrics among other goals**

Goal 2: Accessible, Affordable, Equitable

- Share of households close to major employment centers and schools
  - *Source: Modified from Caltrans Smart Mobility Framework*
- Share of low-income and lower-middle income residents' household income consumed by transportation and housing.
  - *Source: MTC RTP Process*

Goal 3: Integrated with Land Use

- Share of households close to major employment centers and schools
  - *Source: Caltrans Smart Mobility Framework*
- Transit capacity utilization: transit riders / transit revenue hours of service
  - *Source: consultant proposal*

Goals 4 & 5: Connected / Reliable / Efficient

- Average per-trip travel times for non-automobile modes
  - *Source: MTC RTP Process*
- Vehicle hours of delay
  - *Source: Alameda CMP*
- Percent complete of countywide bicycle and pedestrian plans
  - *Source: Alameda CMP, County Bicycle and Pedestrian Plans*

Goals 6: Cost-Effective

- Benefit-cost ratios for major projects
  - *Source: MTC RTP Process*
- Transit capacity utilization: transit riders / transit revenue hours of service
  - *Source: Consultant proposal*

Goal 7: Well Maintained

- Pavement condition
  - *Source: Alameda CMP, MTC RTP Process*
- Average transit asset age
  - *Source: Alameda CMP, MTC RTP Process*
- Bicycle/pedestrian trail condition (if data is available)
  - *Source: Alameda County Bicycle and Pedestrian Plan*

Goal 8: Safe

- Injuries and fatalities
  - Source: Alameda CMP, MTC RTP Process

Goal 9: Clean and Healthy

- Per-capita carbon dioxide emissions from cars and light-duty trucks
  - *Source: MTC RTP Process / SB 375 Requirement*
- Average daily time spent traveling by foot or bicycle for utilitarian purposes
  - *Source: MTC RTP Process*
- Fine particulate emissions
  - *Source: Modified from RTP Process*

Next Steps

- Refine measures
- Finalize identification of measurement tools and data sources

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CAWG Themes Summary on Performance Measures

February 3, 2011

The following summarizes common themes across three discussion groups held at the February 3rd, 2011 meeting of the Community Advisory Working Group for the Alameda Countywide Transportation Plan/Transportation Expenditure Plan (CWTP-TEP). Comments by group are attached. The groups discussed proposed performance measures to evaluate system-wide impacts of CWTP investment scenarios and the following common themes were identified.

1. **It is important to provide measures in the Plans that address social equity impacts.**
   a. Accessible, affordable, and equitable are separate concepts and they should be broken out.
   b. Consider additional analysis of proposed metrics to show equity impacts. For example, break out travel time, delay, or accessibility metrics by income group.
2. **Performance measures should address access issues from a number of perspectives including affordability and geography.**
   a. In defining the accessibility metric, consider access to:
      - Jobs
      - Senior centers, hospitals
      - Frequent transit routes (operating at least every 20 minutes)
      - Trails and other facilities dedicated to walking and bicycling
   b. Consider the affordability component of access – e.g. number of household with access to job centers within a certain travel distance and transit fare.
   c. Look at access issues for sub-areas of the county.
3. **The performance measures need to capture more detail on safety.**
   a. Consider presenting bicycle and pedestrian collisions separate from other collisions.
   b. Consider how to include measures of personal security in addition to safety.
4. **More direct measures of multi-modality need to be considered.**
   a. Consider including bicycle, pedestrian, transit mode share under "multi-modal" goal.
5. **Identify which measures will capture impacts on goods movement or add measures to address goods movement.**
6. **Other suggestions:**
   a. Additional measures to consider: open space preservation; transit reliability; transit wait time; percent of transit operating shortfall filled.
   b. Note that transit ridership / revenue hours of service metric should be accompanied by increasing transit ridership. Otherwise the metric could improve if service cuts are made.

Several suggestions were made relating to incorporating considerations in project-level analysis, such as considering additional cost-effectiveness measures, whether the project fills a gap; or whether the project leverages private funding sources. These comments will be taken into consideration as the project-level evaluation methodology is developed.

Group A

Performance Measures

1. What do we mean by equity (e.g., geographic, economic, social)?
    - Gaps between groups should be reduced so that lower income quartiles get more/better benefit than upper.
    - Bring everyone toward some standard before providing new services. Consider existing conditions.
    - We ignore social equity at our peril. It needs to be addressed early and head on in order to pass the Transportation Expenditure Plan.
    - For the Plans, we need to identify where there has been value provided. Identify where we have not done a good job at discussing equity and respond to that

3. What is performance measure getting at to increase biking & walking
    - low income people could have long trips now for which they have no other alternative that are washed out by many, new shorter trips created by land use changes

4. For number 7 delete "age and" from "age and condition of multi–use pathways. A pathway can be old and well-maintained.

5. To number 2 or 9 add "share of households within biking and walking distance of trail or other dedicated facilities."

6. Breakout accessible, affordable and equitable as separate performance measures.

7. Number 5 – What is average per trip travel time getting at?

8. Number 8: Safety – note – pedestrian and bicycle injuries and fatalities are often under reported.
    - Is number 8 a reliable measure? Can we do a better job of estimating collisions that are under reported?
    - Add security as in lighting and safe, secure pathways important to include
    - If you can't include security at least document it as missing

10. Number 3 – What does "local decision making" mean? In general, reword to:

    - Include the concept of placemaking. We need to go beyond transit accessibility and measure the whole concept. If it has to be quantified, you could try things like: reduce need for vehicle, reduce need for parking).
    - Apply LEED and ND to measure the integration of land use.
    - Encourage connectivity and access

- Think about accessibility for seniors (as in aging in place measures). Note that there was caution expressed about putting seniors in a separate class unnecessarily.
- Don't reward bad land use practices, incentive good ones.

11. Consider measures that protect open space.

Group B

1. Multi modal
   - Accessible affordable equitable –
     -Break these out separately to not lose the importance of each one
     - Equity – potentially incorporate throughout all other goals (i.e. how do the lowest income fair as compared to highest income)
     - Accessible – potential share of household within x minutes of transit + add cost factor for that trip
       - look at share of low medium + high income levels
     - Evaluate looking at transit trip as a reliable trip (look at on-time performance of transit lines)

3. Integrated – look at using MTC's measures for this (MTC 3 on page 75)
   - Restate increase transit ridership + revenue hours of service

4+5. Connected/Connecting + Rehabilitation
   - Capture wait time: show for transit (rail + bus) and vehicle
   - Look at per capital increase in transit use

6. Cost effective (developing methodology)
   - use system-wide cost effective measures
   - cost/rider cost/new rider

7. Maintenance – percent of operating shortfalls of transit budgets filled
   - How do we measure transition to clean vehicles

8. Safe
   - try to breakout by bike + pedestrian
   - How do we deal with personal safety?

9. Clean + healthy
   - High density has more volume of movement + associated emissions (noise, GHG. etc.)

Tie all to race + income

Group C

- Access issues need to be geographically specific (not just countywide averages)
- Reliability for transit is key
- Accessibility for jobs is key*
- Percent trips taken by non-SOV modes (transit, walking, biking)
- Need a complete street measure → does this project provide benefit to all non-auto modes
- Impacts (positive or negative) on communities of concern
- Projects that generate revenue to help pay for themselves or provide leverage (public-private partnership)
- Does the project fill a gap?
- Percent of population within walking distance to a transit route/stop operating at least every 20 minutes until at least 10 p.m.
- Accessibility to key community jobs + destinations like senior centers, hospitals, etc.
- Need a goods movement measure

TAWG Themes Summary on Performance Measures
February 10, 2011

The following summarizes major feedback received on the draft performance measures proposal presented during the February 10th, 2011 meeting of the Technical Advisory Working Group for the Alameda Countywide Transportation Plan. The groups discussed proposed performance measures to evaluate system-wide impacts of CWTP investment scenarios.

1. **Regional equity –** Some TAWG members questioned how the performance measures would ensure equitable distribution of funds throughout the region. Others indicated that distribution of resources (particularly for transit projects) should not be driven by geographic equity but rather by land use readiness for transit investment.
2. **Definition of access** – Some TAWG members commented that the proposed access measure (households within 20 minute drive, 30-minute transit trip of major employment center), along with the vehicle hours of delay measure, favor projects that result in faster travel speeds, which they felt was not an appropriate policy goal. Others suggested that a measure reflecting access to frequent transit lines would be more appropriate.
3. **Output versus outcome measures -** Some commented that the proposed measure "percent complete of county bicycle and pedestrian plan" reflect an output and not a policy outcome. Others felt that these were important measures to reflect the degree of system connectivity for bicycles and pedestrians.
4. **Consideration of numeric targets –** Some TAWG members suggested numeric targets be established for each measure, similar to the numeric targets being established at the regional level.
5. **Additional measures suggested –**Additional measures / issues suggested for consideration included transit crowding during the peak hour; density; lifeline access; goods movement; preservation of regional open space; and use of motor vehicle accident rates (versus absolute numbers).

Additionally, many TAWG members identified the need for further clarification regarding how individual projects will be evaluated for the CWTP, since the performance measures will not be used in the project evaluation but rather in the scenario-wide assessments of the performance of packages of projects.

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 p.m. – 5 p.m. TAWG February 10, 2011 1:30 – 4:30 p.m. Steering Committee February 24, 2011 12 – 2 p.m.	• Receive an update on Regional and Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) activities and processes • Receive overview and schedule of Initial Vision Scenario • Review the Metropolitan Transportation Commission (MTC) draft policy on committed funding and projects and call for projects • Receive an outreach status update and approve the polling questions • Discuss performance measures	• Update on CWTP-TEP Activities Since Last Meeting • Update on Countywide and Regional Processes • Discuss the initial vision scenario and approach for incorporating SCS in the CWTP • Review and comment on MTC's Draft Policy on Committed Funding and Projects, Approve Alameda CTC Call for Projects process and approve prioritization policy • Outreach status update and approval of polling questions • Continued discussion and refinement of Performance Measures • Update: Steering Committee, CAWG, TAWG, and Other Items/Next Steps
2	CAWG March 3, 2011 2:30 p.m. – 5 p.m. TAWG March 10, 2011 1:30 – 4:30 p.m. Steering Committee March 24, 2011 12 – 2 p.m.	• Receive an update on outreach • Adopt Final Performance Measures • Initiate discussion of programs • Receive update on MTC Call for Projects and Alameda County approach • Comment on transportation issue papers subjects • Provide input to land use and modeling and Initial Vision Scenario (TAWG) • Update on Initial Vision Scenario and Priority Conservation Areas • Receive update and finalize Briefing Book	• Update on Outreach: Workshop, Polling Update, Web Survey • Approve Final Performance Measures & link to RTP • Discussion of Programs • Overview of MTC Call for Projects and Alameda County Process • Discussion of Transportation Issue Papers & Best Practices Presentation • Discussion of Land use scenarios and modeling processes • Update on regional processes: Initial Vision Scenario and Priority Conservation Areas (ABAG to present at TAWG) • Finalize Briefing Book • TAWG/CAWG/SC update
3	CAWG April 4, 2011 2:30 p.m. – 5 p.m. TAWG	• Receive update on outreach activities • Provide feedback on policy for projects and programs packaging	• Update on Workshop, Poll Results Presentation, Web Survey • Discuss Packaging of Projects and Program for CWTP • Discussion of Alameda County land use

	Meeting Date/Function	Outcomes	Agenda Items
	April 7, 2011 1:30 – 4:30 p.m. Steering Committee April 28, 2011 12 – 2 p.m.	• Provide comments on Alameda County land use scenarios • Receive update on Call for Projects outcomes • Receive information on Financial projections and opportunities • Comment on refined Transportation Issue Papers • Comment on committed projects and funding policy and Initial Vision Scenario	scenarios • Discuss Call for Projects results*: Draft project list to be approved by SC* • Discussion of Financials for CWTP and TEP • Transportation Issue Papers & Best Practices Presentation • Update on regional process: discussion of policy on committed projects, refinement of Initial Vision Scenario • TAWG/CAWG/SC update
4	CAWG May 5, 2011 2:30 p.m. – 5 p.m. TAWG May 12, 2011 1:30 – 4:30 p.m. Steering Committee May 26, 2011 12 – 2 p.m.	• Review outcomes of initial workshops and other outreach • Review outcomes of call for projects in, initial screening and next steps • Discuss TEP Strategic Parameters & alternative funding scenarios • Recommend land use scenario for CWTP and provide additional comments on Initial Vision Scenario	• Summary of workshop results and other outcomes • Outcomes of project call and project screening- Present screened list of projects and programs • Additional Analysis and Packaging of Projects for CWTP and Scoring and Screening for TEP • TEP Strategic Parameters- duration, potential funding amounts, selection process • Update on regional processes: Focus on Financial Projections, Initial Vision Scenario: recommendation to ABAG on land use (for both a refined IVS and an aggressive option) • TAWG/CAWG/SC update
	No June Meeting		
5	CAWG July 7, 2011 2:30 p.m. – 5 p.m. TAWG July 14, 2011 1:30 – 4:30 p.m. Steering Committee July 28, 2011 12 – 2 p.m.	• Provide comments on outcomes of project evaluation • Comment on outline of Countywide Transportation Plan. • Adopt TEP parameters and finalize strategy for selecting TEP projects and programs.	• Results of Project and Program Packaging and Evaluation • Review CWTP Outline • Discussion of TEP strategic parameters and project/program selection • Update on regional processes: Detailed land use scenarios and results of performance assessments (ABAG to present at TAWG) • TAWG/CAWG/SC update

	Meeting Date/Function	Outcomes	Agenda Items
6	CAWG September 1, 2011 2:30 p.m. – 5 p.m. TAWG September 8, 2011 1:30 – 4:30 p.m. Steering Committee September 22, 2011 12 – 2 p.m.	• Comment on first draft of Countywide Transportation Plan • Comment on potential packages of projects and programs for TEP • Prepare for second round of public meetings and second poll	• Presentation/Discussion of Countywide Plan Draft, including preferred land use and list of projects and programs (modeled results will be presented) • Presentation/Discussion of TEP candidate projects • Refine the process for further evaluation of TEP projects • Discussion of upcoming outreach and polling questions • Update on regional processes: ABAG RHNA methodology and update on preferred SCS • TAWG/CAWG/SC update
7	CAWG November 4, 2011 2:30 p.m. – 5 p.m. TAWG November 7, 2011 1:30 – 4:30 p.m. Steering Committee December date to be determined	• Comment on second draft of Countywide Transportation Plan • Review and provide input on first draft of Transportation Expenditure Plan Projects and Programs • Review results of second poll	• Presentation/Discussion of Countywide Plan second draft • Presentation/Discussion of TEP Projects and Programs (first draft of the TEP) • Presentation on second poll result • Update on regional processes • TAWG/CAWG/SC update
8	CAWG January 5, 2012 2:30 p.m. – 5 p.m. TAWG January 12, 2012 1:30 – 4:30 p.m. Steering Committee January 26, 2012 12 – 2 p.m.	• Review and comment on draft of full TEP • Review outcomes of outreach meetings	• Presentation/Discussion of Draft TEP Draft • Presentation of Outreach Findings • Update on regional processes: ABAG update on preferred SCS • TAWG/CAWG/SC update

Future Meeting Dates:

Additional meetings are anticipated in March, May and June 2012 to refine both the CWTP and TEP.

CWTP: Countywide Transportation Plan
TEP: Transportation Expenditure Plan

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ALAMEDA County Transportation Commission

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ACTIA ▪ 1333 Broadway, Suite 300 ▪ Oakland, CA 94612 ▪ PH: (510) 893-3347
www.AlamedaCTC.org

Alameda CTC Community Advisory Working Group Meeting Minutes
Thursday, January 6, 2011, 3 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

CAWG Members:

__P__ Lindsay Arnold	__P__ JoAnn Lew	__A__ Carmen Rivera-Hendrickson
__A__ Joseph Cruz	__P__ Teresa McGill	
__P__ Charissa Frank	__P__ Gabrielle Miller	__P__ Anthony Rodgers
__A__ Arthur Geen	__P__ Betsy Morris	__A__ Raj Salwan
__P__ Chaka-Khan Gordon	__P__ Betty Mulholland	__A__ Diane Shaw
__P__ Earl Hamlin	__P__ Eileen Ng	__P__ Sylvia Stadmire
__A__ Unique Holland	__P__ Carli Paine	__P__ Midori Tabata
__P__ Lindsay Imai Hong	__P__ James Paxson	__P__ Pam Willow
__P__ Roop Jindal	__P__ Patrisha Piras	__P__ Beth Wilson
__A__ David Kakishiba		

Staff:

__P__ Tess Lengyel, Programs and Public Affairs Manager	__P__ Ryan Greene-Roesel, Cambridge Systematics
__P__ Beth Walukas, Manager of Planning	__P__ Diane Stark, Senior Transportation Planner
__P__ Joan Chaplick, MIG	__P__ Saravana Suthanthira, Senior Transportation Planner
__P__ Stephen Decker, Cambridge Systematics	__P__ Cathleen Sullivan, Nelson\Nygaard
__P__ Bonnie Nelson, Nelson\Nygaard	__P__ Angie Ayers, Acumen Building Enterprise, Inc.

1. Welcome and Introductions

Tess Lengyel called the meeting to order at 3 p.m. Due to the number of items on the agenda, no introductions were made.

Guests Present: John Gilbert, Greenbelt Alliance, and Jim Haussener, CWC, attended the meeting.

Beth Walukas informed the Community Advisory Working Group (CAWG) that Alameda CTC received written comments from the group, which are in the agenda packet. She stated that staff is preparing responses to the comments that they will distribute at a later meeting. Beth also said that Alameda CTC is developing a structure for tracking and responding to comments for this process. She informed the group that if members wish to get comments to the Steering Committee, they must do it in writing. Alameda CTC is setting up an approach on the website to receive comments.

Tess informed the group that the timing on agenda items *5 Introduction to the Briefing Book and Key Transportation Needs* and *6 Discussion and Input on Polling Questions* will be changed to allow for discussion in break-out sessions (small groups).

2. Public Comments
There were no public comments.

3. Review of December 16, 2010 Meeting Minutes
CAWG members reviewed the meeting minutes from December 16, 2010, and stated that the minutes reflected Earl Hamlin, Beth Wilson, Pam Willow, and Gabrielle Miller as being absent incorrectly.

Sylvia Stadmire moved that CAWG approve the December 16, 2010, minutes with the above corrections. Jo Ann Lew seconded the motion. CAWG members approved the minutes with the changes. Betty Mulholland abstained.

4. Review and Adoption of the Final Working Vision and Goals
Bonnie Nelson stated that the vision and goals presented are based on feedback received from the Steering Committee, Technical Advisory Working Group (TAWG), and CAWG. TAWG members endorsed the draft vision and goals in their January 4, 2011, meeting. Bonnie said that this is an opportunity for CAWG to make additional comments before presenting the vision and goals statement to the Steering Committee at its next meeting on January 27, 2011, from 12 to 2 p.m. prior to the full Commission meeting.

Questions/feedback from the members:

- CAWG members inquired if the draft vision and goals as written on page 11 in the agenda packet was being presented to the Steering Committee. No, the comments received from the Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) committees will be incorporated into a modified statement that will be presented to the Steering Committee.
- A member suggested adding "cost effectiveness."
- CAWG members requested receiving the vision and goals statement before staff submits it to the Steering Committee. Staff stated that the commentary will be crafted and sent to the Steering Committee, TAWG, and CAWG concurrently due to time constraints. It will be available on the Alameda CTC website approximately one week prior to the Steering Committee meeting.
- A member prefers the Metropolitan Transportation Commission (MTC) vision statement and wants to see Alameda CTC use a similar format.
- A member mentioned that she thought the Steering Committee had already approved the vision statement. Staff responded that the Steering Committee established the first cut to bring to TAWG and CAWG for their comments. Staff will present a final vision and goals statement at the next Steering Committee for approval.

Staff announced to the group that the Steering Committee will meet the fourth Thursday of the month right before the Commission meeting.

5. Presentation/Discussion: Introduction to the Briefing Book and Key Transportation Needs
Bonnie gave a presentation that introduced the group to the briefing book and highlighted transportation needs in Alameda County.

Bonnie mentioned that the introduction of the briefing book serves as an executive summary. Updates to the briefing book will be made based on the comments received from the Steering Committee, TAWG, and CAWG. Comments on the briefing book are due January 28, 2011.

Feedback on needs from the members:

- Members inquired about how the CWTP-TEP process addresses needs that are larger than Alameda CTC, such as Caltrans-type issues. It was noted that issues are raised as a result of public policy, technical policy, etc. Staff said that Alameda CTC will look at policies (public, technical, planning, etc.) and bring this information back to the group. Staff reminded the group that this is the first time they've looked at needs for this Plan update, and the topic will come before CAWG again.
- A member requested the briefing book acknowledge how land use, transportation, and the Sustainable Community Strategy (SCS) integrate with each other.

The CAWG members separated into three groups to give input on transportation needs, prioritization, projects, and polling questions. At the end of the breakout session, each group gave a summary of the information covered in its individual group to the full CAWG group.

Members' input on transportation needs, prioritization, potential projects and polling follows. More detailed notes and a summary of common themes are attached in the agenda packet, Agenda Item 06B.

Group A – Bonnie Nelson Facilitator

<u>Needs:</u>

- Affordability (transit)
  - Bus passes for youth
- Safety and Security (transit)
  - Bus stop enhancements
- Attractiveness of transit
- Multi-modal trips
  - Bike lockers at transit
  - Walk/transit trips
- Language access/education

Priorities:

- Overall safety and security (not just automobiles)
  - We are promoting dangerous modes
- Access and connectivity
- Consider multi-modal use of arterials
  - Air quality
- Maintenance
  - In broadest sense including transit
  - Make transit work
- Provide affordable options
- Prioritize robust alternatives
- Transit operating funds

Potential Projects:

- Bike lanes wherever possible
  - Focus on safety (separated lanes; other facilities too; cycle tracks)
- Dedicated stable operating funds for transit operations
- Consider displacement in Transit Oriented Development (TOD) areas
- Bus stop enhancement especially with low income areas
- Improve paratransit (more service; reduce waits; reduce bureaucracy; access to all)
- Education on use of alternative modes and language resources; senior resources
- "Mobility advocate" – " humanize 511"
- Youth bus pass for middle and high school

Group B – Tess Lengyel Facilitator

Needs and Priorities:

- Maintenance
- Transit – available, affordable, and seamless (connectivity)
  - Operations are Important
  - Access to transit should be prioritized via safe walking and biking, including bike access on transit
  - Transit – passenger safety (well lit stops, no muggings)
  - Traveler information systems that support transit users and interconnections between transit services

- Senior and disabled transport needs must be met/addressed
- Parking Demand Management
- Goods Movement
- Better roadway system management, including Travel Demand Management (TDM) and Intelligent Transportation System (ITS)
  - Better involvement of businesses in supporting transit use incentives (businesses offer transit passes)

Polling Questions:

- What is the rate of satisfaction on current and different modes (ask for all modes)
- Ask what voters would like to see changed
- Ask for prioritization/real tradeoffs (transit/roads; expenditures/maintenance)
- Ask voters for their top three transportation priorities
- Do they know about Measure B and do they think it has been delivered as promised

Prioritization:

- Ensure projects are assessed with regards to the greater needs of communities and in relation to other projects being implemented, so that the best (most effective) use of funds occurs
- Maintain before expanding
  - Fix it for all (i.e., allow road maintenance funds to be used for complete streets)
- If transit is capital expansion is supported, demonstrate a source of operations so that the existing services are not negatively affected

Group C – Beth Walukas Facilitator

Needs and Priorities:

- Prioritize maintaining (level of satisfaction) of existing before new (We need to deliver existing projects and maintain the existing system in hopes of attracting new projects. Voters won't support new projects if the existing ones aren't working.)
- Need to be overarching, coordinated effort for good of county (Our efforts appear to be piecemealed (trying to have a little bit for everybody so they will support them) rather than collaborative. For example, the goals are trying to give a little bit to everybody rather than being overarching for the benefit of the whole county. Our approach to developing the CWTP and TEP should be coordinated and not hodgepodge.)
- Include school access, closing gaps to trails, no BART to downtown Livermore
  - Include disability access
- Encourage kids walking to school (some of our biggest traffic jams are cars going to schools)
- Road maintenance, not expansion
- Emphasize transit more, less roads (We will always have congested points and roads will always have congestion, so focus on transit as a way to relieve congestion)
  - Increase transit capacity
  - More than one way to relieve road congestion (e.g., by providing transit)
- Future oriented solutions (While we are trying to solve current problems, our solutions should be future oriented.)
- Education is key to selling and implementing the plan
- Transit pass for students (providing transit passes to middle and high schoolers relieves current congestion and makes future transit riders.)
- Roads and transit must work together – buses need streets (Don't be too hard on roads and the need for roadway improvements. Buses use roads and streets have sidewalks for pedestrians. We need roads to enhance other purposes.)

- Complete streets to provide for all uses
- Plan must take care of fundamentals and be a back to basics plan (In areas where we scaled back service e.g. low income and underserviced communities, we lessen the difference between the haves and have nots in transit and provide transit for the entire spectrum of communities in county.)
- Complete streets
- Programs that send pricing signals (e.g. parking pricing policies) (We need to include types of programs that send pricing signals to incentivize the right behavior. The Briefing Book should address this more. This is the time to retrain the way people think and retrain them to move around the county in different ways, such as driving less and walking and taking the bus more.)
- Gap closure (for all modes)
    - Trails
    - High Occupancy Vehicle (HOV) networks
    - Complete streets
    - High Occupancy Toll (HOT) lanes without disenfranchising HOV users (When promoting HOT lanes, we need to be careful not to disenfranchise HOV users. Forcing HOV users into the same limited access lane entry patterns as paying customers has the potential to deter HOV use. There is not enough monitoring going on with regard to HOT lanes and their usage.)
- Prioritize need for transportation, especially seniors (Grandparents take kids to school)
- Cut down on congestion and transportation gets better,
    - Get on-time/reliable buses
- Give priority to things that overlap and leverage each other (We need to refrain from identify needs and assigning funds by mode. We need to change the game and look at system interdependencies and from a specialized needs perspective. The Plans should give high priority to understanding interconnections and the cost and benefits of travel choices.)
- Gap filling
- Need to acknowledge people with different travel needs and schedules
- Identify costs and benefits of travel choices, including driving

<u>Polling:</u>

- Explore how useful it would be to know the cost of a person's current transportation like what is being done with smart houses where a person can tell the cost of leaving the heat on and the lights on all day. We could have meters on people's cars that show them how much it costs as they drive (pay as you drive concept). How would information about the cost of driving affect a person's choices?
- Ask dashboard questions like:
    - How much does your current transportation cost you?
    - Would having "Pay as you drive" cost information help you make different choices?
    - Would they support a 3rd - car tax?

  - What do you value regarding air quality and public health? (Poll should include questions about the values of air quality and public health)
- Are there other programs or taxes that could supplement this? (Tease out whether there are other programs and taxes that would help implement our vision)
- What would benefit you and your family? (Ask questions to help differentiate between whether they support a tax or fee from an individual perspective and a community perspective (eg., would they support for the greater benefit of all vs. just themselves or vice versa)
- What would benefit you and your community? (See above)
- Performance measures
- People need to vote on something they can see and that catches their eye
- How would information about real costs of driving affect your travel choices?

6. Discussion and Input on Polling Questions

Tess informed the group that a consultant team qualified in performing market research and administering public opinion surveys will conduct two surveys. Staff will make a recommendation for approval of the consultant team to the Alameda CTC on January 27, 2011.

CAWG members' input on polling questions was covered in the breakout session and is summarized under item number 5.

7. Presentation/Discussion: Performance and the Prioritization Discussion and Input

Stephen Decker and Ryan Greene-Roesel gave a presentation on the draft concepts of performance and prioritization process for the CWTP-TEP. Ryan informed the group that this is an initial concept, and the details will be formulated next.

The presentation covered the following:

- Purpose and approach: Ryan said that we need a prioritization process to determine which projects and programs to select for the CWTP-TEP. Ryan said that the performance and prioritization approach will be based on the MTC process, which will be modified for Alameda CTC.
- Major steps: Ryan covered how Alameda CTC's work fits into the regional process.
- Goals and performance measures: the goals will be based on the ones identified in the final vision and goals statement. The performance measures must be defined.
- Example measures based on CWTP goals and MTC Regional Transportation Plan and Alameda CTC Congestion Management Program (CMP) were presented.
- An overview of a project/program screening process, with both qualitative quantitative screening was presented including a diagram showing sample results of an existing program, call for projects, and public outreach feeding into the two-fold screening process.

Questions/feedback from members:

- Can Alameda CTC tell us what the call for projects is and when it will take place? Will the cities provide information on how they will handle identifying projects? Staff stated that Alameda CTC will issue a call for projects with MTC. MTC will issue guidance and information to Alameda CTC in February. The online application will be available in early March; submissions are due by the end of April. Alameda CTC and MTC will concurrently generate a call for projects. Staff said that the call for projects process and discussion will come to CAWG at the February meeting for input.
- Members would like to see the impact of projects on public health along with greenhouse gas emission reductions as part of this process. The group also wants to see the integration of transportation and SCS with the outreach approach.
- Members want to see earlier in the process how land use, transportation, and the SCS integrate with each other.
- How will Alameda CTC ensure that the public is being heard? It appears that Alameda CTC staff is asking for community input after the call for projects process. Staff said that the community outreach activities will take place during February and March, along with the project work in March and April. All information will go to the public.
- Will committed projects be screened along with new projects submitted? It appears that items are missing from the goals and performance measures. Staff stated that the information listed on the slides is from the draft vision and goal statement and this is an example only. Staff said that once the vision and goal statement is finalized, they will update this information.

8. Discussion and Input Review Outreach Approach

Joan Chaplick discussed the revised outreach approach. She said that the recommendation is to reduce the number of community workshops from 12 to four, develop an Outreach Toolkit (a short version and a detail version) for use by CAWG and TAWG members and other community groups to collect feedback, and begin outreach at the January 20, 2011, Central County Transportation Forum. The outreach activities will take place from January 20, 2011, through mid-March 2011.

Joan informed the group that training on the toolkits will be available to CAWG and TAWG members. Staff will notify the members via e-mail of the training schedule. Joan encouraged CAWG members to conduct outreach activities in their communities if community and/or city meetings are already planned/scheduled.

Questions/feedback from the members:

- Can staff generate a flyer to encourage members to share with each other?
- Can an outreach activity take place in North County? Yes, an outreach activity will take place at Alameda CTC for North County. Can a senior center be used in addition to Alameda CTC for an outreach activity? Yes, staff is looking for many opportunities such as senior centers and other similar venues to perform outreach.
- Will information be published in newspapers? Yes.

- Will Alameda CTC be able to pay a small stipend to local nonprofits to host an event? No, that is not in this approach.
- Will the outreach activities be a part of groups or organizations? Can it also be part of farmers markets? Yes, any of these forums may work. We need to make sure that the facilitators are trained on the toolkit. The toolkit is not exclusive to CAWG.
- In addition to CAWG members, will staff perform outreach activities? Yes.
- Can CAWG members submit organizations to Alameda CTC? Yes, staff wants you to help with who is participating in outreach activities. MIG will keep a list of participants and prospective participants.
- When will training take place for CAWG? What is the timeframe for the efforts of the community workshops? Joan said the timeframe for the training and efforts related to the workshops will be worked out with Alameda CTC staff. Alameda CTC will notify CAWG via e-mail when training on the outreach toolkit will occur.
- If only the short form is translated into other languages, what will be done for a broad language outreach? If translation is needed for the longer form, someone speaking the language will need to run that particular workshop. The information received from the activity can be translated.
- A member suggested that staff will need to ensure that the facilitator of the community workshops has strong time-management skills. Staff assured the group that the agenda will be reviewed prior to the meetings and will be developed to allow adequate time for presentations and discussions.

9. SCS/RTP: Update on Countywide and Regional Processes

Staff encouraged members to review the materials in the packet for this topic.

10. Steering Committee, CAWG, and TAWG Update

Staff reminded the group that the Steering Committee will now meet the fourth Thursday of the month right before the Commission meeting. The next Steering Committee meeting is scheduled for Thursday, January 27, 2011, from 12 to 2 p.m.

11. Other Business

Staff said that comments on the briefing book must be received by January 28, 2011.

12. Adjournment.

The meeting adjourned at 5 p.m. Staff requested CAWG members to agree on a time change for future meetings. The group agreed, and the new time for the CAWG meetings is from 2:30 to 5 p.m.

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ALAMEDA County Transportation Commission

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www.AlamedaCTC.org

Alameda CTC Technical Advisory Working Group Meeting Minutes
Tuesday, January 4, 2011, 11 a.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

Members:

__A__ Alex Amoroso	__P__ Diana Keena	__A__ Iris Starr
__P__ Aleida Andrino-Chavez	__P__ Paul Keener	__A__ Mike Tassano
__A__ Marisol Benard	__P__ Obaid Khan	__P__ Lee Taubeneck
__P__ Jaimee Bourgeois	__A__ Wilson Lee	__A__ Andrew Thomas
__A__ Ann Chaney	__A__ Tom Liao	__A__ Jim Townsend
__P__ Mintze Cheng	__P__ Joan Malloy	__P__ Bob Vinn
__P__ Keith Cooke,	__P__ Gregg Marrama	__P__ Marine Waffle
__P__ Soren Fajeau	__P__ Val Menotti	__P__ Bruce Williams
__P__ Jeff Flynn	__P__ Matt Nichols	__A__ Stephen Yokoi
__P__ Don Frascinella	__P__ Erik Pearson	__P__ Karl Zabel
__P__ Susan Frost	__P__ James Pierson	__A__ Farooq Azim (Alternate)
__A__ Jim Gannon	__A__ Brian Schmidt	__A__ Carmela Campbell (Alternate)
__P__ Robin Giffin	__P__ Peter Schultze-Allen	__A__ Cory LaVigne (Alternate)
__P__ Mike Gougherty	__A__ Jeff Schwob	__A__ Larry Lepore (Alternate)
__P__ Terrence Grindall	__A__ Tina Spencer	__P__ Kate Miller (Alternate)
__P__ Cindy Horvath		

Staff:

__P__ Tess Lengyel, Programs and Public Affairs Manager	__P__ Ryan Greene-Roesel, Cambridge Systematics
__P__ Beth Walukas, Manager of Planning	__P__ Diane Stark, Senior Transportation Planner
__P__ Joan Chaplick, MIG	__P__ Saravana Suthanthira, Senior Transportation Planner
__P__ Stephen Decker, Cambridge Systematics	__P__ Cathleen Sullivan, Nelson\Nygaard
__P__ Bonnie Nelson, Nelson\Nygaard	__P__ Angie Ayers, Acumen Building Enterprise, Inc.

1. Welcome and Introductions

Beth Walukas called the meeting to order at 11:05 a.m. Due to the number of items on the agenda, no introductions were made.

Guests Present: John Gilbert, Greenbelt Alliance; Andrea Glerum, Jacobs; Dan Marks, City of Berkeley; and Matt Vander Sluis, Greenbelt Alliance.

In the last meeting, Don Frascinella requested that staff share contact information for all Technical Advisory Working Group (TAWG) members with other members. Beth requested that the members review the contact information on the sign-in sheet at this meeting, and Alameda CTC will e-mail the TAWG Roster to the group.

Regarding providing comments related to the CWTP-TEP process and documents, Beth informed TAWG that Alameda CTC received written comments from the group, which are in the agenda packet. She stated that staff is preparing responses to the comments that will be distributed at a later meeting. She also said that Alameda CTC is developing a system for keeping track of the comments in an organized way. Beth informed the group that the best

way for members to get comments to the Steering Committee is to do it in writing. All comments received at the meeting will be documented and circulated in the minutes from the TAWG meeting. Alameda CTC is setting up an approach on the website to receive comments.

2. Public Comments
There were no public comments.

3. Approval of December 7 and 16, 2010 Minutes
TAWG members reviewed the meeting minutes from the December 7 and 16, 2010 meetings and approved them as written.

4. Review and Adoption of the Final Working Vision and Goals
Bonnie Nelson stated that the vision and goals are generated based on feedback received from the Steering Committee, TAWG, and the Community Advisory Working Group (CAWG). Bonnie requested additional comments from the group before presenting the vision and goals statement to the Steering Committee at its next meeting. She said that CAWG will have the same opportunity at their January 6, 2011 meeting.

Feedback from the members:

- Members requested Alameda CTC to consider including comments/details about the lifeline projects for safety or acknowledge the seismic part, and add safety in that respect. But another member countered this stating that this is Vision and it should not be overly detailed. Staff stated that the details were left out on purpose as this is Vision, and Alameda CTC will take this as a comment.
- A member suggested adding "clean" to the safe and healthy goal.

Don Frascinella moved that TAWG endorse the draft vision and goal statement. Matt Nichols seconded the motion. TAWG members endorsed the draft vision and goals.

5. Presentation/Discussion: Introduction to the Briefing Book and Key Transportation Needs
Bonnie gave a presentation on the briefing book and highlighted transportation needs in Alameda County. Beth stated that the briefing book is posted on the website. She advised TAWG members to submit comments to staff liaisons by January 28 and that updates to the briefing book will be made based on the comments received from the Steering Committee, TAWG, and CAWG.

Questions/feedback from the members:

- Bike and Pedestrian slide
    - It would be helpful if the briefing book emphasized the efforts at local levels with the bicycle and pedestrian plans and how they will interact with the Countywide Transportation Plan, in terms of need for connectivity.
    - This slide shows a list of potential "signature" projects. Need to consider the overall countywide bike plan that includes many "non-signature" projects.

    - Show funding need for operations and maintenance for bicycle and pedestrian projects/network in the county.
- Potential Projects
    - Make sure that funding is available for operating and maintenance for projects determined during the Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) development process. It's easier to get capital funding for projects such as the East Bay Greenway; the challenge is finding funding for operations and maintenance.
- General Issues
    - A question was raised about the time period for developing the shortfall estimates. Staff responded that it is 25 years.
    - Members are concerned that the lifeline structures for safety are not included in the briefing book. A mechanism is needed to address the lifeline issues for the county and cities.
    - The current lifeline routes in Alameda County are interstates 80 and 680. What are the connections for the cities and the county for operations during lifeline emergency situations? Planning is needed for a number of lifeline risks, such as earthquakes, sea-level rising, etc. Also, in terms of lifeline, how does ferry fit in?
    - Members expressed concerns regarding the overall needs approach. It was stated that needs appear segregated. Usually, when research is done for local streets and roads, all modes are looked at for impact. How will the multi-modal approach be handled and not segregated?
    - Members are concerned with the difficulty in complying with increased regulations; in particular, water quality. Increasing regulations impact maintenance dollars and drive up the cost of capital projects.
    - It was stated that re-surfacing the local streets and roads cover all modes, so in view of this, a complete (street) approach is important. Also needs in secondary and tertiary arterials need to be acknowledged.
- Highway and Roads
    - It would be helpful to break out costs and needs for the maintenance not only for streets and roads but also for highways and freeways; and the primary, secondary, and tertiary arterials. State and federal funds do not go toward secondary and tertiary arterials and the needs are greater in this area. How will Alameda County get funding for the maintenance need?
- Travel Demand Management (TDM)
    - On the TDM slide working with the private sector, a need exists to focus on all sizes of employers; private sectors typically lean toward major employers.

- Accessible Transportation
  - "Affordability" needs to be a larger highlight. Affordability is generally associated with disability access. Alameda County needs to recognize the crisis of unemployment and affordability of owning a car or paying for transit.
  - In terms of accessibility, City of Alameda member stated that Estuary access between Oakland and Alameda should be considered. Both cities are expanding and there will be a need for transit connection.
- Transit Funding slide
  - BART's capital deficit is $7 billion instead of $5.8 billion. BART will forward Alameda CTC the latest Metropolitan Transportation Commission (MTC) reconciliation for its capital deficit.

6. Presentation/Discussion: Performance and the Prioritization Process

Stephen Decker and Ryan Greene-Roesel gave a presentation on the draft concepts of the performance and prioritization process for the CWTP-TEP. Ryan informed the group that this is an initial concept and the details will be formulated and presented at the next meeting.

The presentation covered the following:

- Purpose and approach: Ryan said that a prioritization process will determine which projects and programs to select for CWTP-TEP. She stated that the performance and prioritization approach will be based on the MTC process, which will be modified for Alameda CTC.
- Major steps: Ryan covered how Alameda CTC's work fits into the regional process.
- Goals and performance measures: the goals will be based on the ones identified in the final vision and goals statement. The performance measures must be defined.
- Example measures based on CWTP goals and MTC's Regional Transportation Plan and Alameda CTC's Congestion Management Program (CMP).
- An overview of project/program screening process, with both qualitative and quantitative screening: the flow chart showed sample ideas of existing programs, call for projects, and public outreach feeding into the two-fold screening process.
- An example of MTC RTP process for qualitative project/program screening.
- Results creating a tiered list of projects/programs.
- Scenario testing for the projects/programs.

Questions/feedback from members:

- A value needs to be assigned to the goals identified. What is the process/approach that will be used? Staff responded stating that the team is working with MTC on different options.
- The MTC process for goals includes a lot of discussion in gross regional product. How does it fit into goals adopted and performance measures? Staff stated that Alameda CTC needs to look at goals again to make sure that we've addressed the economic concerns.
- Regarding a results-based tiered list of projects/programs, members suggested that subjectivity is needed for this process. For example, we have many freeway

interchange projects that may not score well because they do not fit into the performance measures described in the slide. Alameda CTC staff will look into this.

- Members said that the presentation did not cover items such as geographic equity, which needs to get passed in the TEP by the voters. The political process was not covered. The presentation covered the technical process.
- In the funding and land use slide, would other modes of transportation should be placed in this scenario? Staff said that better analysis is needed.
- A member suggested that land use is the dog, and transportation is the tail; a dramatic shift in land use will be required. Staff said that Alameda CTC will bring back the land use discussion from MTC.
- Members wanted to know when TAWG will see MTC's methodology. MTC will present the methodology to the Regional Advisory Working Group (RAWG) in February. Alameda CTC will bring the information to TAWG when it is available.
- Val Menotti from BART wants to work with Alameda CTC on transit performance methodology. Also, he commented that the current transportation model does not measure transit capacity.
- There was a comment that we need to keep in mind the influence of political and public opinion on the TEP passing. Staff responded stating that the CWTP process is trying to have it as a technical document as much as possible while informing the political/public process.

Beth encouraged TAWG members to send any additional comments in writing to the staff liaisons.

7. Discussion and input on polling questions

Tess informed the group that a consultant team qualified in performing market research and administering public opinion surveys will conduct a minimum of two surveys. Alameda CTC will receive responses to its Request for Proposals on Thursday, January 6, 2011.

Questions/feedback from members:

- Will the surveys and questions list specific projects for a specific area of the county or countywide? A member recommended developing a poll question to take into account whether a project in South County will not be supported by the entire county. Staff said that the poll will take place in all areas of the county and will include multiple languages.
- We need to give people multiple choices to test whether a project in one area of the county would be supported in another area. Need to overcome the perception of some areas of the county as getting more.
- Need to ask questions on additional funds for operating and maintenance; the public may not understand the infrastructure projects.
- Need to get a broad idea of what the public is interested in (e.g., how important climate change is to people versus congestion relief).
- Need to test how the public feels about the importance of transit versus automobiles.

- How the survey questions are asked is very important.
- Will the surveys come back to TAWG? Staff said that Alameda CTC will communicate with TAWG via e-mail for input on the surveys, because of time constraints.
- Should congestion pricing be included as a survey question? Staff stated if the right team is selected, the right questions will be asked on the surveys. The process is very scientific and specific.
- There was a comment that this is a very professional and scientific process, so there is a need to have an expert professional

8. Discussion and comments on Review Outreach Approach

Joan Chaplick discussed the revised outreach approach. She said that the recommendation is to reduce the number of community workshops from 12 to four, develop an Outreach Toolkit (a short version and a detailed version) for use by CAWG and TAWG members and other community groups to collect feedback.

Joan mentioned that the City of Pleasanton used the Outreach Toolkit approach within the last year. The City of Pleasanton had 40 toolkits completed. She said that TAWG members may be able to go to their respective commissions or employer associations to provide input, which will help to provide a broad response.

Questions/feedback from members:

- A central point for input and instructions for people to use is needed. To reinforce a consistent message, create a YouTube quality video. Training can be included in the video.
- Staffing resources are a problem at the city level. A methodology is needed that will not require city staff.
- TAWG members can take the toolkit to existing commissions if meetings are already scheduled. City staff is not able to attend additional meetings.
- What about using a webinar or survey monkey as a tool? Staff said that yes, Alameda CTC can do a web-based program. However, responses were received that many people do not go to the web.
- It was suggested that community groups can download the materials and have discussions without city staff being present.

Staff clarified that efforts are being made to reach out to youth through a youth commission or school group, seniors, people of various ethnicities, representatives from the city who are not fully involved in transportation issues, and certain business groups. This outreach is not intended to be limited to the official commission in a city/county.

9. SCS/RTP: Update on Countywide and Regional Processes

Beth Walukas informed the group that she will write a memo monthly to provide a status update on efforts for the CWTP-TEP, RTP, and SCS. She gave a summary of the countywide planning efforts, which was in the packet.

10. Update: Steering Committee, CAWG, and TAWG and Other items/Next Steps

Staff informed the group that CAWG will meet Thursday, January 6, and staff will share the comments from the TAWG meeting. Staff announced that the Steering Committee will now meet the fourth Thursday of the month right before the Commission meeting. The next Steering Committee meeting is scheduled for Thursday, January 27, 2011 from 12 to 2 p.m.

11. Other Business

None

12. Adjournment

The meeting adjourned at 1 p.m.

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ALAMEDA County Transportation Commission
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Memorandum

DATE: February 16, 2011

TO: CWTP-TEP Steering Committee

FROM: Tess Lengyel, Manger of Programs and Public Affairs
Beth Walukas, Manager of Planning

SUBJECT: Response to CWTP-TEP Comments Through January 21, 2010

Recommendations:
This item is for information only.

Summary:
Staff is in the process of developing a strategy for receiving and responding to written comments on the Countywide Transportation Plan update and the development of a new sales tax Transportation Expenditure Plan (CWTP-TEP). The strategy will address methods for receiving and documenting comments, including web based systems, and methods of developing responses and sharing them with all CWTP-TEP Committees. To date, comments have primarily been received from the Community Advisory Working Group and the Technical Advisory Working Group and are shown in Attachment 11B. Staff will share the comments/responses with all CWTP-TEP Committees monthly. All comments/responses will be posted on the web.

Attachments:
10B1 CWTP-TEP Comments and Responses

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Countywide Transportation Plan-Transportation Expenditure Plan

Comments and Responses as of January 20, 2011

#	Date Received	Comment	Topic	Comment Source/Group Represented	ACTC Response
1	12/13/2010	How does the process we're involved in relate to all of the cuts to bus service that are taking place now (this year)?	Transportation Needs , SCS, Cost, Performance Measures, Process	CAWG-Lindsay Imai	We are developing a 25-year Countywide Transportation Plan and a Transportation Expenditure Plan (CWTP-TEP). Both plans will identify needs, including bus service, and potential funding to address those needs. The CWTP-TEP Committees will be reviewing information during the course of the next year in the preparation of these two Plans.
2		How does the CWTP relate to the SCS and Regional Transportation Plan?	SCS, RWTP		The Countywide Transportation Plan is being developed concurrently with the SCS and Regional Transportation Plan so that it can inform and be consistent with the regional planning process.
3		What are the revenue assumptions and do they include revenues from the planned HOT/HOV lanes?	Cost		Revenue assumptions and financial projections are anticipated to be discussed by the CWTP-TEP Committees beginning in March and will be concurrent with and dependent on the SCS/RTP process.
4		What sorts of performance targets or measurable goals will guide the CWTP and when will these be developed? How will they relate to the performance measures being developed for the SCS/Regional Transportation Plan?	Performance Measures, Process		Performance measures are being coordinated with those being developed and recommended for the Regional Transportation Plan. The CWTP-TEP Committees will be discussing Performance Measures beginning in February. Performance measures will be based on the Vision and Goals anticipated for adoption by the Steering Committee at its January meeting.
5		How much input will the CAWG have, given that we will only be meeting every other month?	CAWG role		The Alameda CTC is conducting a transparent and inclusive planning process for the development of the CWTP-TEP. The CAWG will meet on a regular basis throughout the development of the Plans. CAWG members are welcome to attend all Committee meetings and all information is available at www.alamedactc.org.
6	12/16/2010 (CAWG/TAWG meeting)	Add legend to Process Map	Process Map	CAWG-Carli Paine	Done.

7	12/16/2010 (CAWG/TAWG Meeting)	Will “committed projects” from previous Countywide Plans be automatically funded or will they be evaluated, along with all of the other proposed projects, according to the greatest needs and other screening criteria?	Process	CAWG-Carli Paine	A committed project and program policy discussion will take place with CAWG, TAWG and the Steering Committees through Spring 2011.
8	12/20/2010	Glad to see "equitable access" in Vision statement. Like how Vision statement is streamlined, and followed by a series of goals. Improve and strengthen them by adding equity and environmental benefits.	Vision and Goals	CAWG- Lindsay Imai	Revision incorporated.
9	12/29/2010	How will Alameda CTC ensure that the Countywide Transportation Plan and the Measure B Reauthorization Expenditure Plan conforms with Environmental Justice and Title VI regulations?	Vision and Goals,	CAWG-Carli Paine	The Countywide Transportation Plan is required to conform with Title VI regulations. The public outreach process will follow Title VI requirements. Staff is coordinating with MTC to ensure compliance.
10	12/29/2010	What's the public process to provide input on projects to be submitted for screening and evaluation?	Process		Alameda CTC will be coordinating the countywide transportation call for projects with MTC's regional transportation plan call for projects. MTC's call for projects is anticipated for March 2011 and guidance will be provided for project and program submission requirements. The call for project discussions with the CWTP-TEP committeees will begin in February.
11	12/28/2010	Early in the process there should be a step of looking at the existing CWTP plan and seeing what we should maintain and move forward and what we should stop pursuing. Ideally, this conversation would be guided by performance measures to avoid a conversation driven mostly by politics.	Process		A committed project and program policy discussion will take place with CAWG, TAWG and the Steering Committees through Spring 2011.
12	12/28/2010	Overall the revisions have improved the vision/goal statement immensely!	Vision and Goals		No change needed.
13	12/28/2010	Add "cost effective" to goals	Vision and Goals		Revision incorporated.
14	12/29/2010	Change bullet of "safe and healthy" to read "promote safety and public health"	Vision and Goals		Revision incorporated.

15	12/29/2010	"...accountable to established measure of progress and success" is not clear. Do you mean "shaped by decisions that are transparent and that are shaped by adopted performance measures"? Change to a more clear statement.	Vision and Goals	CAWG-Carli Paine	Revision incorporated.
16	12/29/2010	Request an overt and transparent discussion about relative pros and cons of reauthorizing Measure B early. Need to know the mechanics of doing this and what it would mean to move forward. Political feasibility should be one of several considerations that leads to move forward or wait. When will we take this up?	Process-TEP		Several efforts are underway to assess the viability of placing a measure on the November 2012 ballot including polling, additional public outreach, financial scenario analysis, and an assessment of other potential revenue generating ballot measures.
17	12/29/2010	Why were PAPCO and CWC representatives invited to Board Retreat and CAWG was not informed of meeting?	General	CAWG-Patrisha Piras	Notices were posted on the website. Staff will inform CAWG of future Board-related meetings at the CAWG meetings.
18	1/3/2010	On one of the Performance/Prioritization process presentation slides, under the "Sources of Measures," consider adding Caltrans' Smart Mobility Framework to your list of sources <http://www.dot.ca.gov/hq/tpp/offices/ocp/smf.html>. We brought this resource to your attention when you were first looking for Caltrans material to forward to your consultants; make sure the suggested performance measures listed there were strongly considered in your effort, as they are being considered in the regional RAWG effort.	Performance/ prioritization process	TAWG-Erik Alm	The framework has been forwarded to the consultant team. This resource will be reviewed and considered in the development of the performance measures.
19	1/3/2010	How will ACTC meet mandate regarding Vehicle Miles Travelled (VMT) in the CWTP and SCS considering SB375?	SCS, SB 375, land use scenarios	Matt Vander Sluis, Greenbelt Alliance	The development of the Countywide Transportation Plan and the Transportation Expenditure Plan (CWTP-TEP) is being coordinated with MTC and ABAG to meet the requirements of SB 375.
20		How will the County's land use scenario testing mesh with MTC's scenario process?			Discussions about land use scenarios and the relationship of the Countywide Transportation Plan to the SCS discussions will take place with CAWG, TAWG and the Steering Committees through Spring 2011.

21		What process will the County use to provide input to MTC on MTC's land use decision/inputs to generate local buy in?			The Technical Advisory Working Group has been expanded to function as the County/Corridor Working Group as requested by ABAG to provide input to MTC and ABAG on these issues. Additionally, all jurisdictions in Alameda County are making presentations on the SCS to their Councils and Boards of Directors in Winter and Spring 2011.
22		Will the funding/land use scenario/s for the CWTP-TEP vary both the land use patterns and the projects/programs to see where the greatest synergies occur or will the selected projects simply be fed into the land use scenarios?		Matt Vander Sluis, Greenbelt Alliance	Discussions about land use scenarios and the relationship of the Countywide Transportation Plan to the SCS discussions will take place with CAWG, TAWG and the Steering Committees through Spring 2011.
23		Will the projects/programs be rescreened after analyzing how they interact with the land use scenarios?			The land use scenarios discussion will take place with CAWG, TAWG and the Steering Committees through Spring 2011.
24		How will the County feed this information into other land use decisionmaking venues (local land use plans, RHNA)?			The Technical Advisory Working Group has been expanded to function as the County/Corridor Working Group as requested by ABAG to provide input to MTC and ABAG on these issues. Additionally, all jurisdictions in Alameda County are making presentations on the SCS to their Councils and Boards of Directors in Winter and Spring 2011.
25		With the development of new performance measures, will ACTC look to regional agencies to carry out the qualitative and quantiative screenings of the proposed projects and programs?	Performance Measures		MTC's performance targets will be considered in the development of the Countywide Transportation Plan performance measures that the CWTP-TEP Committees will begin discussing in February. We will be performing our own technical analyses of proposed projects and programs.
26		In the power point on Identifying Transportation Needs, how will land use be integrated into the assessment of needs?			The land use scenarios discussion will take place with CAWG, TAWG and the Steering Committees through Spring 2011.

27	1/17/2011	The vision statement is incomplete and disjointed and attempts to include too many goals. It should be "big and bold" and is "meant to inspire, energize, and create a captivating picture of where you see your business going in the future." I recommend you develop statements like Santa Clara's,: "VTA builds partnerships to deliver transportation solutions that meet the evolving mobility needs of Santa Clara County" or VTA's in their 2035 Plan. Or, return to the original draft vision statement to provide a context for terms such as accessible, accountable, and sustainable.	Vision and Goals	CAWG-Joann Lew	Revision incorporated.
28		Explain if "health" means the transportation system, the riders, or the environment.			In the Vision and Goals, the term health as been revised to state 'public health.'
29		The focus should be on transportation, not on lifestyle choices. We should not push our personal values and lifestyle choices onto others.			Comment noted.
30	1/17/2011	I would like to see the following types of projects and programs in the Plan: • Will generate revenue and be self-sufficient, • Is a partnership with other local jurisdictions, which can attract funding from other sources, and saves money by aggregating requirements, • Makes the best economic sense in addition to meeting or exceeding other criteria, • Will not create a financial burden to Alameda County or the State of California, and/or • Is bold, innovative, and futuristic in terms of technology, economy and efficiency.	General		These criteria will be considered as part of the performance measures being reviewed by the committees in January to March 2011 and the Screening criteria for being included in the Transportation Expenditure Plan.
31		Regarding page 18 of the CAWG's Jan 6, 2011 meeting package and the slide on Parking and Transportation Demand Management (TDM), I agree with working with the private sector to provide shuttles and TDM programs, but I do not recommend subsidizing them with taxpayer funds,	Parking and Transportation Demand Management (TDM)		Comment noted.

32	1/17/2011	Regarding page 48 and the slide on Goals and Performance Measures, I recommend adding "Economical" and "Partnership" as goals and having relevant measures or criteria.	Performance Measures	CAWG-Joann Lew	Comment noted. Performance measures will be discussed by the CWTP-TEP committees through Spring 2011 and this comment will be addressed as part of those discussions.
33		Page 49, slide on Example Measures, I recommend using measures that provide both qualitative and quantitative criteria written in a performance-based format (stating desired or required results). I would like to see a business case for each project or program request.	Performance Measures		Comment noted.
34		Page 50, slide on Qualitative Screening, last bullet on marketing, education, and incentive programs – I need to see facts that these types of programs are successful at changing auto drivers' behaviors rather than seeing graphs on the volume of programs or presentations held. It seems to me that grants are provided to inform the public about transit alternatives but there is no follow up on whether auto drivers actually tried or changed to another transportation option, such as walking or public transit.	Performance Measures		Comment noted. Performance measures will be discussed by the CWTP-TEP committees through Spring 2011 and this comment will be addressed as part of those discussions.
35		I encourage partnerships that attract additional funds from the State, Federal or private sources.	General		Comment noted.
36		There should be assurances that the funds from the next tax measure will stay in Alameda County to the greatest extent possible and that there continues to be set-asides for small businesses in Alameda County.	TEP		Comment noted. All funds in the current sales tax measure are required to fund transportation improvements in Alameda County only. There are not set-asides for small business in the current measure; however, the Alameda County Transportation Improvement Authority has a Local Contract Business Equity program that it uses for contraction 100 percent of Measure funding contract.
37		I would like to see the methods used to manage the current Measure B finances and accounting carried forward to the future transportation plan and expenditure plan.	TEP		Comment noted.