



# Memorandum

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**DATE:** September 19, 2019

**TO:** Alameda County Transportation Commission

**FROM:** Carolyn Clevenger, Director of Planning  
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**SUBJECT:** Approve the Vision and Goals for the 2020 Countywide Transportation Plan

### Recommendation

It is recommended that the Commission approve the vision and goals for the 2020 Countywide Transportation Plan (2020 CTP).

### Summary

As part of development of the 2020 CTP, staff briefed the Planning, Policy and Legislation Committee (PPLC) and Commission in January and July on the approach for the 2020 CTP and presented draft vision and goal statements in July. Staff presented slightly revised vision and goal statements to the Alameda County Technical Advisory Committee (ACTAC) on September 5, 2019. At the PPLC meeting on September 9, staff presented further revised vision and goal statements that reflected ACTAC's comments. Committee members generally agreed with the changes and provided a few additional comments. The Committee moved to approve the vision and goals with their comments included. This memo summarizes comments from these meetings and presents revised recommended vision and goals for the 2020 CTP for approval. A detailed comment and response table summarizing input received at the July meetings is included in Attachment A. Comments received at the September meetings are summarized in Table 1 of this memo.

### Background

Every four years, Alameda CTC prepares and updates the CTP, which is a long-range planning and policy document that guides future transportation decisions for all modes and users in Alameda County. The existing CTP was adopted in 2016, and is due for an update by 2020. The CTP also informs and feeds into the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the region's long-range transportation plan called "Plan Bay Area." The 2020 CTP will inform the current RTP/SCS update for Plan Bay Area 2050 (PBA 2050).

Starting with the 2012 CTP, the CTPs have become increasingly multimodal and integrated with land use planning. While the 2020 CTP has a 2050 horizon year to be consistent with the PBA 2050 and will continue to be long-term in nature, it will also emphasize a 10-year near-term horizon to articulate a set of projects, programs, and policies to focus on over a 10-year period. In this way, the CTP will be a tool to inform near-term activities and advocacy while also considering the county's long-term transportation needs.

At the January and July PPLC and Commission meetings, staff presented the proposed approach for the 2020 CTP. The 2020 CTP will have a 2050 horizon, be consistent with the regional transportation plan, Plan Bay Area 2050, and articulate a set of priority initiatives to address in a 10-year horizon. This will be done through the following components: 1) Vision and Goals, 2) Needs Assessment and Strategy Papers, 3) Project Submittals, 4) Gaps Analysis and Project Screening, and 5) Ongoing Engagement with Stakeholders, including close engagement with partner agencies and the Commission throughout Plan development as well as targeted public engagement.

At the July meetings, Commissioners directed staff to incorporate specific issue areas relevant to their jurisdictions in the development of the 2020 CTP as well as provided suggestions for specific edits for the vision and goal statements. Attachment A includes a comment and response table from the July meetings. Discussion of revisions to the vision and goal statements is included in the next section.

### **Revised Vision and Goal Statements**

Since the 2012 CTP, each CTP has a vision statement and set of goals that guide plan development and inform recommendations. The vision and goals for the previous two CTPs were developed through extensive agency and community engagement. As discussed at the July meetings, staff proposes to largely re-affirm the vision statement from the 2012 and 2016 CTPs but to re-package the goals from the 2016 CTP into a streamlined list of four goals. A shorter list of goals has several benefits, including removing redundancies, integrating co-benefits of goals and supporting more effective project prioritization.

Overall, there was a generally positive reception to the proposed vision and goal statements as presented at the July meetings. Staff received a few suggestions to modify word choice from Commissioners in July and presented slightly revised vision and goal statements at the September meeting of ACTAC. ACTAC members provided several recommendations for edits and general comments. On September 9, members of PPLC provided additional comments.

Table 1 summarizes comments received on the draft vision and goal statements in July and September. Staff incorporated these comments into the vision and goal statements to the extent reasonable. Tables 2 and 3 include the revised vision and goal statements that are recommended to the Commission for approval.

Table 1. Summary of Comments Received on 2020 CTP Vision and Goals

Month	Meeting	Comments
July	PPLC	<ul style="list-style-type: none"> <li>Information item; no specific edits to vision and goals discussed at this meeting. Comments at the meeting focused on the overall CTP approach; see Attachment A for a summary of comments and responses.</li> </ul>
	Commission	<ul style="list-style-type: none"> <li>The vision statement should be more specific. The word "people" and the outcomes of what the agency are trying to do are not mentioned in the vision statement. The words "premier transportation system" are unclear.</li> <li>Goal #2: include "reducing reliance on single-occupant vehicles."</li> <li>Goal #3: Reframe the goal to be more proactive in terms of cities and people shaping technology.</li> </ul>
September	ACTAC	<ul style="list-style-type: none"> <li>The vision statement should include the words "safe" and "employees."</li> <li>Goal #1: Clarification on word "equitable."</li> <li>Goal #2: Add in "multimodal", move single-occupant vehicles sooner in the statement for clarity, consider adding in "shared mobility."</li> <li>Goal #3: "Upgrade" only refers to existing infrastructure; Reword statement so it includes both new and upgrades to existing infrastructure.</li> <li>Suggestion to add more emphasis on affordability of housing and connecting people to housing and density.</li> </ul>
	PPLC	<ul style="list-style-type: none"> <li>The goals should address interregional traffic/travel and its impact on Alameda County residents.</li> <li>Goal #4: Underscore the importance of connecting housing, jobs and transportation but keep the focus on sustainable development within Alameda County.</li> </ul>

Table 2. Recommended Revised Vision Statement for the 2020 CTP

<b>Draft Vision Statement (July 2019)</b>	<p>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.</p>
<b>Recommended Revised Vision Statement (September 2019)</b>	<p>Alameda County residents, businesses and visitors 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.</p>

Table 3. Recommended Revised Goal Statements for the 2020 CTP

Goal	Draft Goal Statement (July 2019)	Recommended Revised Goal Statement (September 2019)
<b>1. Accessible, Affordable and Equitable</b>	Improve and expand connected multimodal choices that are available for people of all abilities, affordable to all income levels and equitable.	No change.
<b>2. Safe, Healthy and Sustainable</b>	Create safe facilities to walk, bike and access public transportation to promote healthy outcomes and support strategies that reduce adverse impacts of pollutants and greenhouse gas emissions generated by the transportation system.	Create safe multimodal facilities to walk, bike and access public transportation to promote healthy outcomes and support strategies that reduce reliance on single-occupant vehicles and minimize impacts of pollutants and greenhouse gas emissions.
<b>3. High Quality and Modern Infrastructure</b>	Upgrade infrastructure such that the system is of a high quality, reflects best practices in design, prepares communities for current and future technological evolution, and is well-maintained and resilient.	Deliver a transportation system that is of a high quality, well-maintained, resilient, and maximizes the benefits of new technologies for the public.
<b>4. Economic Vitality</b>	Support the growth of Alameda County's economy and the vibrancy of local communities through a transportation system that is integrated, reliable, efficient, cost-effective and high-capacity.	Support the growth of Alameda County's economy and vibrant local communities through a transportation system that is safe, reliable, efficient, cost-effective, high-capacity and integrated with sustainable transit-oriented development facilitating multimodal local, regional and interregional travel.

### Commission Engagement for Developing the 2020 CTP

In response to Commission questions regarding Commissioner input on the CTP, the following table presents in greater detail a draft timeline of the major activities for the 2020 CTP that will specifically be discussed with Commissioners for input throughout the process. Note that transportation projects and strategies will be discussed with the Commissioners throughout the year at key development milestones in Summer 2019, Winter 2020, and Spring 2020, before a draft plan is released in July 2020.

Table 4. Draft 2020 CTP Development Timeline for Commission Involvement

Timeline	Draft Commission Topics related to 2020 CTP
Winter 2019	<ul style="list-style-type: none"> <li>• CTP informational update on CTP development process and timeline <i>(completed January 2019)</i></li> </ul>
Spring 2019	<ul style="list-style-type: none"> <li>• Commission Retreat to discuss and inform topic areas for 2020 CTP <i>(completed May 2019)</i></li> </ul>
Summer 2019	<ul style="list-style-type: none"> <li>• Briefing and approval of regionally-significant projects for submission to MTC for PBA 2050 and for consideration in the 2020 CTP <i>(completed June 2019)</i></li> <li>• Briefing on proposed approach to the 2020 CTP <i>(completed July 2019)</i></li> </ul>
Fall 2019	<ul style="list-style-type: none"> <li>• Approval of vision and goal statement for the 2020 CTP</li> <li>• Presentations on policy areas for the 2020 CTP</li> </ul>
Winter 2020	<ul style="list-style-type: none"> <li>• Presentations on findings from Needs Assessment and Strategy Papers with discussion on projects and strategies to consider adding to the 2020 CTP</li> </ul>
Spring 2020	<ul style="list-style-type: none"> <li>• Discussions on projects and programs for 10-year horizon and long-term priorities with Commissioners in each Planning Area</li> </ul>
Summer 2020	<ul style="list-style-type: none"> <li>• Presentation on the draft 2020 CTP</li> </ul>
Fall 2020	<ul style="list-style-type: none"> <li>• Review and adoption of the final 2020 CTP</li> </ul>

**Fiscal Impact:** There is no fiscal impact associated with this item.

**Attachment:**

- A. Commission comments on CTP from July 2019

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# Attachment A

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2020 Countywide Transportation Plan (CTP) Approach and Draft Vision and Goals  
Alameda CTC Comment/Response from July 2019 Meetings of PPLC and Commission

Comment/Response from July 8, 2019 PPLC Meeting		
#	Comment	Response
1	Regarding outreach, will you be continuing to conduct outreach throughout the county?	Outreach will be conducted throughout the county, including specific outreach in each planning area. In addition, there will be intercept surveys and focus group meetings in Communities of Concern, which are spread across the county as part of the Community Based Transportation Plan effort.
2	Request that opportunities for content suggestions be brought to the Commission early in the process especially for project ideas.	The CTP will be presented regularly to the Commission at key milestones throughout this and next year. In 2020, we will be meeting with Commissioners in different areas of the county to discuss project priorities particular to each area of the county.
3	Some project concepts to consider in the CTP include finishing express lanes all the way to the Bay Bridge and improving freight flow.	These issues will be discussed during the Needs Assessment and Gap Analysis for the CTP and will be discussed with the Commission.
4	Issue areas to address in the CTP: data on TNC (i.e. Lyft, Uber) trips; cut-through traffic and apps that are directing the traffic at a county-level; better defining future mobility.	These issues will be discussed within the Needs Assessment and Strategy Papers for the CTP especially in the Transit Strategy Paper and in the Technology Strategy Paper.
5	AC Transit has a high proportion of riders that are low-income and people of color. How does this relate to the Communities of Concern? Are you studying the needs on the ground and the needs of the provider?	Community of Concern is an MTC distinction that identifies geographies of disadvantaged communities. The needs of these communities will be discussed in the Community Based Transportation Plans, which will be incorporated into the CTP
7	Affordability of transit is a big issue for all transit providers	Comment noted.
8	In 2012 and 2016 CTPs, there were discussions of connected, access, affordable, and equitable. Remember these goals when considering the Tri Valley. It is a major commute corridor that needs a transit connection.	These issues will be discussed during the Needs Assessment for the CTP including discussion of major transit investments in the County and connecting to the mega-region.
9	Timing is good for the outreach, especially with the Census and outreach in hard-to-reach communities. Great opportunity to leverage that partnership with community members.	Comment noted.

<b>Comment/Response from July 8, 2019 PPLC Meeting</b>		
<b>#</b>	<b>Comment</b>	<b>Response</b>
10	The shorter list of goals for the CTP is fine as long as they include all of the elements from goals of the 2016 CTP.	It is the intent of the shorter list of goals for the 2020 CTP to cover the objectives of the longer list of goals from the previous two CTPs.
11	Land use plays a big role in how efficient the transportation system is. There are a large number of commuters traveling in one way in the morning and one way in the evening. If we balance the commutes, we'd have much more efficiency. Seems like that issue would be covered under economic vitality.	These issues will be discussed in the Needs Assessment and Strategy Papers for the CTP. There will be a strategy paper on economic development that focuses on strategies to increase non-single occupant options for commuters as well as a policy discussion on transportation and land use.
12	The future of funding is going to change especially because of the increase in electric vehicles and reliance on gas tax. Skeptical about future regional funding if it will be associated with a sales tax.	The CTP will include a discussion of potential future funding sources and revenues.
13	Looks like almost all of the City of Hayward is a Community of Concern. We would want to identify the projects in these communities to leverage funding.	Comment noted.
14	TNC/Uber is surveying elected officials and the survey says they want to work with local governments to address concerns.	Comment noted.

<b>Comments/Response from July 25, 2019 Commission Meeting</b>		
<b>#</b>	<b>Comment</b>	<b>Response</b>
15	Recommend bringing the project list and other plan elements early to the Commission to weigh in on what might be missing from the list before plan adoption.	See response to Comment #2.
16	The CTP development schedule does not note which items will come to the Commission; we want to have opportunities to review and add to the project list.	The September PPLC memo includes a more detailed schedule with Commission briefings identified. Staff will bring the Needs Assessment, Gap Analysis, and draft project lists to the Commission multiple times as part of CTP development.



**Comments/Response from July 25, 2019 Commission Meeting**

#	Comment	Response
17	In the past, MTC tends to focus on big ticket items in the RTP but smaller and more distributed investments can make a big difference so these should be highlighted in the CTP as well.	The CTP will include and highlight projects of a variety of sizes, including large and small projects and programs. The CTP includes a greater level of detail on projects and programs, which are for the most part included in the RTP but at a high level.
18	Related to the CTP goals, East County is not connected and has been paying for a transit system. This underscores the importance of Valley Link so that we have a connected transportation system.	See response to Comment #8.
19	The vision statement should be more specific. The word "people" and the outcomes of what the agency are trying to do are not mentioned in the vision statement. The words "premier transportation system" are unclear.	See agenda item for revised language for the vision statement. Staff is proposing to add "residents, businesses and visitors" to the vision statement but to leave "premier transportation system." The intent of the vision statement is to be broad and capture a variety of outcomes.
20	To the end of Goal statement #2, suggest adding "including reducing reliance on single occupant vehicles." This intent should be explicitly worded in one of the goal statements and it fits within #2.	See agenda item for revised language for Goal #2.
21	The word "multimodal" should be more specific for Goal #1. Multimodal could be a roadway with a sub-standard bike lane when the intent is to encourage bike use and not driving by themselves.	Staff recommends leaving the goal statement unchanged since multimodal in this context could mean a variety of combinations of modes such as driving to access a transit station. The issue of bike lane design will be captured in Goal #2 that will prioritize high quality bike facilities.
22	The phrase in Goal #3 regarding "preparing communities for technological evolution" isn't quite right. We want cities to be able to shape the upcoming technological evolution.	See agenda item for revised language for Goal #3.

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