



Planning and Development Department
Land Use Planning Division

STAFF REPORT

DATE: April 6, 2011

TO: Members of the Planning Commission

FROM: Dan Marks, Director of Planning and Development

SUBJECT: SB 375: Sustainable Communities Strategy Initial Vision Scenario

Summary

Senate Bill 375 became law in 2008 and established a requirement for the metropolitan regions in California to adopt a “Sustainable Communities Strategy (SCS)” for how the region would accommodate growth in a manner consistent with meeting State targets for the reduction of greenhouse gases. In the Bay Area, this process is being led jointly by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC). Staff provided an initial description of SB375 in January, 2009, followed by an update on January 19, 2011. Since that time the process has been moving quickly forward and on March 11, 2011 ABAG/MTC staff presented what they refer to as an “Initial Vision Scenario” for the region’s future as a beginning point for a regional discussion on how to address the Greenhouse Gas (GHG) reduction targets for automobiles and light trucks (land use/transportation).

The underlying assumption of the Initial Vision Scenario is that the region’s growth should be concentrated in transit-served locations. Many jurisdictions in the region have identified such areas within their communities with capacity for growth. These growth areas are called “Priority Development Areas” or PDA’s. The Vision Scenario is intended to be “unconstrained”. In other words, it is intended to go beyond what many communities might consider “realistic” in relation to current market conditions, transit infrastructure, and existing policy. The IVS:

- Incorporates the 25-year regional housing need encompassed in the SCS;
- Provides a preliminary set of housing and employment growth numbers at regional, county, jurisdictional, and sub-jurisdictional levels;

- Has been evaluated against the California Air Resources Board's greenhouse gas reduction target. It will also be evaluated against other performance targets adopted for the SCS.

Berkeley has identified six PDAs: Downtown, San Pablo Avenue, University Avenue, Adeline, South Shattuck, and south Telegraph (below Dwight). The IVS has identified the following as possible growth in household levels by 2035 for Berkeley:

	2010	2035	Change
Berkeley – total	46,146	61,876	+15,730
Downtown	1,894	6,772	+4,878
Adeline	465	1,342	+877
San Pablo Ave	798	4,081	+3,283
South Shattuck	21	372	+351
Telegraph Ave	444	1,816	+1,372
University Avenue	987	3,120	+2,132

As ABAG/MTC did not consult with City staff prior to presenting these numbers, staff cannot say how all were derived and is seeking more information from ABAG. While each of the PDA's has substantial room for additional development (it is the basis for identifying PDAs), staff has not generally quantified the capacity of these areas to accommodate new units. One of the few areas where the City has undertaken recent long-term estimates is for Downtown, where the DAP EIR assumed 2000-3000 units over 20 years. Staff did share this information with ABAG and the population growth identified in the IVS for Downtown Berkeley is roughly consistent with the level of growth estimated in the DAP EIR. However, the level of growth estimated for impact assessment purposes in the DAP EIR is likely to be somewhat higher than allowed by the set of policies currently under consideration.

The impact of assuming a dramatic shift in policy is perhaps best seen in the context of previous estimates of Berkeley's growth prepared by ABAG, as shown below:

	2010 Household	2035 Households	2010 Jobs	2035 Jobs
Projections 2007	46,320	50,980	78,380	87,150
Projections 2009	46,150	52,050	76,170	86,200
IVS, 2011	46,146	61,876	69,782	78,575

Although ABAG has its own methodology for determining total employment, staff has confirmed that according to the State Employment Development Department, the City lost about 10 percent of the jobs EDD tracks between 2001 and 2010. Finally, although ABAG has not provided comparable numbers (either for Projections 2009 or for the IVS) of "employed residents" relative to jobs (i.e., jobs/housing balance), should this "vision scenario" occur, Berkeley would be close to a jobs/housing balance as opposed to the City's current substantial imbalance with many more jobs than employed residents.

The IVS numbers for all Bay Area communities is presented in the attached “IVS, Overview for Public Discussion.”

Background

AB 32 requires that California seek to reduce its Greenhouse Gases to 1990 levels by 2020, and Executive Order S3-05 further requires an 80 percent reduction in GHG below 1990 levels by 2050.

SB 375 establishes the process whereby California’s urbanized regions will identify how, through guiding land use and transportation development, they intend to reduce a proportionate share of GHG contributed by automobile and light truck travel. SB 375 also establishes a process for harmonizing various state mandated programs with that goal, including Regional Housing Needs Assessments (RHNA) and Regional Transportation Plans (RTP).

In September, 2010 the California Air Resources Board (CARB) established the Bay Area target for GHG reductions from cars and light trucks at 7 percent per capita reduction by 2020, and 15 percent per capita reduction by 2035. This GHG reduction from cars and light trucks essentially translates into a need to significantly reduce “vehicle miles traveled” (VMT). In order to reduce VMT, the fundamental land use strategy is to encourage more people to live near and use transit, and to develop more “complete communities” where people can rely less on automobiles to address daily needs. A range of strategies that promote more livable communities near transit is often referred to as “smart growth”.

In addition to land use related strategies, other GHG reductions are expected to be achieved through technology (e.g., increased miles per gallon), improvements in fuel that reduce GHG emissions, increased use of renewable sources for energy generation, and a variety of other methods. In December 2008, CARB adopted the Climate Change Scoping Plan which contains the main strategies California will use to achieve the AB 32 targets. In fact, according to the CARB Plan, even with the proposed 7 or 15 percent per capita reduction in GHG from VMT, regional population growth will still lead to an overall increase in gross VMT and GHG from this source. Other strategies are expected to carry the load to actually reduce GHG below current levels.

Existing State Housing Element law requires that each city show how it will meet its identified share of regional housing need. SB 375 mandates that each region show how it will accommodate all of the housing need generated by the region. In the past, Bay Area Regional Housing Needs Assessments (RHNA) have assumed that a significant share of future housing needs would be met in surrounding counties outside the Bay Area. Under SB 375, the region will have to show how it can accommodate all of its expected need – a significant increase in the increment of growth that will need to be accommodated for the next RHNA allocation. RHNA allocations must be consistent with the SCS. Although Projections and the IVS are not exactly comparable, a comparison of the last ABAG projections (Projections 2009) provides some indication of

the level of change expected in regard to regional planning by this requirement. Projections 2009 indicated that the Region would add 635,000 households 2010-2035. The IVS indicates that the region will need to accommodate 902,000 households over that time – an increase of 267,000 household over previous “projections”. For Alameda County, the County is estimated to absorb 62,000 more households over 25 years than in previous estimates.

In the past, regional transportation planning has used land use as an input to determining regional transportation needs. In other words, the system was designed to accommodate projected growth. Under SB 375, the Regional Transportation Plan (RTP) and its allocation of billions of dollars must be consistent with *and support* implementation of the SCS, a particular land use strategy. In other words, the goal of the RTP under SB 375 is not only to meet the transportation needs generated by growth, but to help guide and encourage certain types of growth consistent with the SCS. Because there is only one established County-wide organization that includes representatives of various local governments, the process for coordinating the SCS process at the County level has fallen to the County Congestion Management Agencies (CMA): the Alameda County Transportation Commission (ACTC).

Now that the IVS has been released, the remainder of the process of adopting an SCS is as follows:

- Establish other scenarios and evaluate each of those in relation to targets
- Select an SCS (ABAG/MTC)
- Ensure that RHNA Allocations are consistent with the SCS
- Adopt a Regional Transportation Plan consistent with and supportive of implementation of the SCS

The Detailed Scenarios will be different than the initial Vision Scenario in that they will take into account constraints that might limit development potential, and will identify the infrastructure and resources that can be identified and/or secured to support the scenario. MTC and ABAG (under the umbrella name, “One Bay Area”) expect to release a first round of Detailed Scenarios by July 2011. Alameda County jurisdictions will provide input primarily through the ACTC, which will then be analyzed for the release of the Preferred Scenario by the end of 2011. A public workshop on the Vision Scenario in Alameda County is scheduled for May 19, 5:30 – 8:30 PM at the Brower Center.

Regional Housing Needs Allocation (RHNA)

The Regional Housing Needs Allocation process is undertaken every 8 years and for the next round, the RHNA must be consistent with the SCS. The SCS is the first time that there will be a regional development strategy that combines land use, housing and transportation. The process to update RHNA has already begun. The Draft RHNA will be released by spring 2012. ABAG will adopt the Final RHNA by the end of summer

2012. Local governments will address the next round of RHNA in their next Housing Element update.

Regional Transportation Plan

The SCS brings an explicit link between the land use choices and the transportation investments. However, the timeline required for the RTP has led to a disconnect between the process for identifying regional transportation priorities and the SCS process. The RTP process calls for ACTC to prioritize and deliver to MTC its list of recommended projects relatively soon. That schedule has not been adjusted to reflect the SCS process. To meet the ACTC/MTC schedule, the City is responding now to the ACTC “call for projects” for Alameda County. The City’s list is due to ACTC in mid-April and was approved by the City Council on March 29 (attached).

While the process for identifying transportation priorities at the County level is just about complete, the transportation investments necessary to implement the SCS are just beginning to emerge from the SCS process. The very tight timeline for providing MTC with a projects list has not allowed either the City or ACTC to reconsider priorities in light of the SCS process.

The existing RTP already reflects the region’s commitment to transit-oriented development and to PDA’s. However, the degree to which regional transportation investment priorities need to be adjusted to address the SCS is not known and cannot be estimated until the conclusion of the SCS process. ACTC and MTC have indicated that the RTP will be adjusted as the SCS process proceeds. How and when that will occur is not clear at this time.

Finally, it’s important to recognize that this is the first SCS process. SB 375 requires a major shift in how the region addresses transportation funding. The change in how transportation funding is allocated based on a closer coordination between land use policy and transportation investments will occur over several years and perhaps several “SCSs.”

CEQA

Regional agencies will prepare one Environmental Impact Report (EIR) for both the SCS and the RTP. This EIR might assist local jurisdictions in streamlining the environmental review process for some projects consistent with the SCS. Regional agencies are investigating the scope and strategies for an EIR that could provide the most effective support for local governments.

The IVS and Berkeley

As noted in the January 19 report on the SCS process:

The region is expected to grow by roughly two million people over the next 25 years. In order to accommodate that much growth in a compact, sustainable manner, the vast majority of that growth will have to fit into existing urbanized areas, and especially the inner-ring urban communities that are either near to or, as in Berkeley's case, are job centers in themselves. Staff has not undertaken an analysis of Berkeley's capacity to accommodate growth in its Downtown or along our major transit corridors over such a long period of time. However, as a job and transit-rich city, there will be especially strong pressure on Berkeley to accommodate additional housing near its jobs. While it is highly unlikely that Berkeley will see any significant change in the character of the vast majority of its existing, established lower density residential neighborhoods, the character of the major transportation corridors, of areas near BART Stations, and of Downtown, will likely continue to change and intensify over the 25 year planning period.

The IVS begins to indicate the degree to which these changes may be necessary – or at least, what regional agencies think may be necessary – to achieve GHG reduction targets.

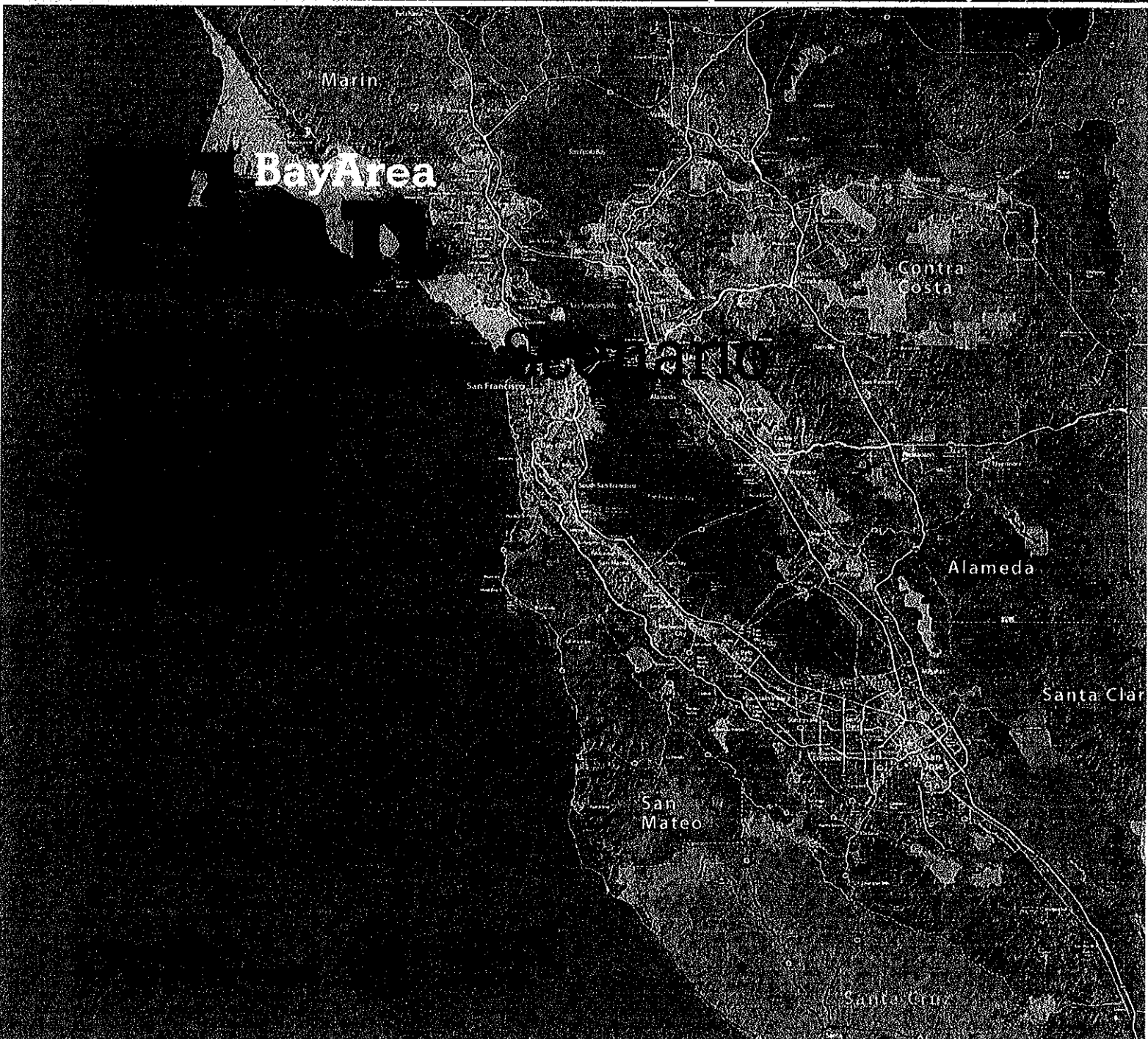
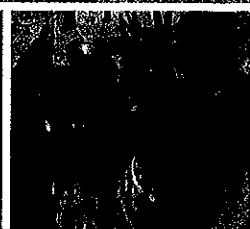
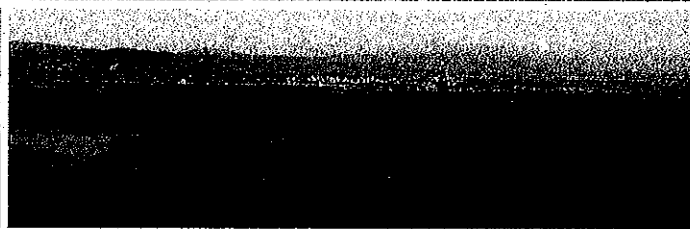
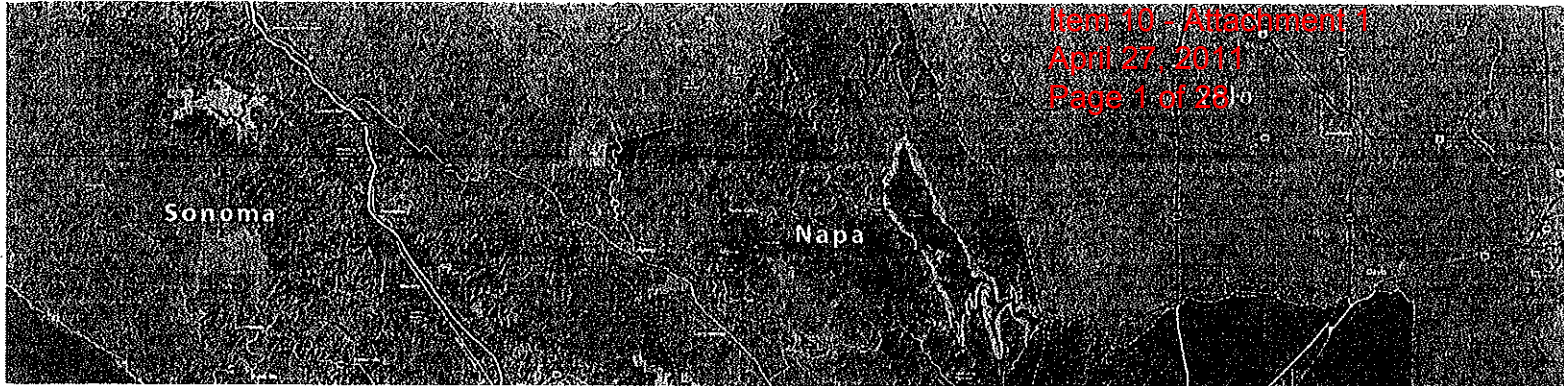
NEXT STEPS

City staff has not begun to test the feasibility of the numbers generated for the IVS, and will not be able to do more than make some “educated guesses” based on our recent assessment of most of our corridors as part of the Housing Element work. Our “educated guess” at the moment is that for most of the PDA's, the level of growth posited in the ABAG/MTC IVS exceeds what we feasibly can accommodate. We will be commenting back to ABAG to that effect.

Staff is also concerned that other communities with a capacity to accommodate growth with a concerted, moderate-to-high-density infill-oriented strategy (i.e., without sprawling) – in the same manner as Berkeley is shown in this IVS - are not being asked to step up as much. We will also be commenting to that effect in the next few weeks.

Attachments:

- a. Initial Vision Scenario, Overview for Public Discussion
- b. City Council Report: Alameda Countywide Transportation Plan Update & Transportation Expenditure Plan Development, March 29, 2011



Plan BayArea

Overview of the Initial Vision Scenario

In 2008, Senate Bill 375 (Steinberg) was enacted. The state law requires that our Regional Transportation Plan contain a Sustainable Communities Strategy (together, Plan Bay Area) that integrates land-use planning and transportation planning. For the 25-year period covered by Plan Bay Area, the Sustainable Communities Strategy must identify areas within the nine-county Bay Area sufficient to house all of the region's population, including all economic segments of the population. It must also attempt to coordinate the resulting land-use pattern with the transportation network so as to reduce per capita greenhouse-gas emissions from personal-use vehicles (automobiles and light trucks).

The Initial Vision Scenario for Plan Bay Area is a first-cut proposal that identifies the areas where the growth in the region's population might be housed. This proposal builds upon a rich legacy of integrative planning in the Bay Area. For over a decade, the region and its local governments have been working together to locate new housing in compact forms near jobs, close to services and amenities, and adjacent to transit so that the need to travel long distances by personal vehicle is reduced. Compact development within the existing urban footprint also takes development pressure off the region's open space and agricultural lands. We have referred to this type of efficient development as "focused growth," and the regional program that supports it is called FOCUS. (See Table 1.)

Planning for New Housing and Supporting Infrastructure

The Initial Vision Scenario is constructed by looking first at the Bay Area's regional housing needs over the next 25 years. This analysis was performed using demographic projections of household growth. It is not a forecast of the region, and does not take into account many factors that constrain the region's supply of new housing units, such as limitations in supporting infrastructure, affordable housing subsidies, and market factors. The principal purpose of the Initial Vision Scenario is to articulate how the region could potentially grow over time in a sustainable manner, and to orient policy and program development to achieve the first phases of implementation. Under the assumptions of the Initial Vision Scenario, the Bay Area is anticipated to grow by over 2 million people, from about 7,350,000 today to about 9,430,000 by the year 2035. This population growth would require around 902,000 new housing units. The Initial Vision Scenario proposes where these new units might be accommodated. (See Tables 2 -12 and maps.)

This Initial Vision Scenario is designed around places for growth identified by local jurisdictions. These places are defined by their character, scale, density, and the expected housing units to be built over the long term. Using "place types," areas with similar characteristics and physical and social qualities, ABAG asked local governments to

identify general development aspirations for areas within their jurisdictions. These places were mostly the Priority Development Areas (PDAs) already identified through the FOCUS program. They also included additional Growth Opportunity Areas, some similar to PDAs and others with different sustainability criteria.

Based on local visions, plans and growth estimates, regional agencies distributed housing growth across the region, focusing on PDAs and Growth Opportunity Areas. ABAG in some cases supplemented the local forecast with additional units based on the typical characteristics of the relevant locally-selected place type. ABAG also distributed additional units to take advantage of significant existing and planned transit investment, and it assigned some units to locally identified areas that present regionally significant development opportunities for greater density.

The Initial Vision Scenario accommodates 97 percent of new households within the existing urban footprint. Only 3 percent of the forecasted new homes require “greenfield development” (building on previously undeveloped lands). Priority Development Areas and Growth Opportunity Areas contain about 70 percent of the total growth (743,000 households).

Among counties, three take the lion’s share of growth: Santa Clara, Alameda and Contra Costa absorb a little over two-thirds of the total. These same counties also are anticipated to take the majority of the region’s job growth (64 percent). (See Tables 13 – 22.) The region’s three major cities do a lot of the heavy lifting. Thirty-two percent of the forecast and proposed housing growth occurs in San José, San Francisco and Oakland. Seventeen percent goes to medium-sized cities like Fremont, Santa Rosa, Berkeley, Hayward, Concord, and Santa Clara.

The analysis embodied in the Initial Vision Scenario is founded on the location of housing. Employment forecasting and distribution in this Scenario is not directly related to land use policy. Employment location can have a strong influence on travel demand, vehicle miles traveled, and vehicle greenhouse-gas emissions. In light of these factors and considering economic competitiveness, transit sustainability, and a balanced relationship between employment and housing, regional agencies will be embarking, with local partners, on further analysis regarding appropriate employment locations in relation to future housing growth and the transportation network. This will inform the development of the detailed scenarios.

The Initial Vision Scenario reflects the transportation investments from MTC’s current Regional Transportation (known as the Transportation 2035 Plan). To support the increased housing growth, it also includes some tentatively proposed improvements to the region’s transit network. These include increased frequencies on over 70 local bus and several express bus routes, improved rail headways on BART, eBART, Caltrain, Muni Metro, VTA light-rail, and Altamont Commuter Express, and more dedicated bus lanes in San Francisco and Santa Clara counties, all resulting in overall growth in transit capacity. However, the Bay Area’s transit system is financially unsustainable with operators unable to afford to run the current service levels into the future, much less expanded headways contemplated under the Initial Vision Scenario. MTC’s Transit Sustainability Project will propose a more sustainable transit system for inclusion in the detailed scenarios to be tested.

Measuring Performance Against Targets

The Initial Vision Scenario results in a 12 percent per capita greenhouse gas emissions reduction from personal-use vehicles in 2035, compared to a 2005 base year. This reduction falls short of the region's state-mandated 15 percent per capita greenhouse gas emissions reduction target. It's clear that additional strategies will need to be employed if we want to attain the greenhouse gas targets, and other targets previously adopted by ABAG and MTC.

MTC and ABAG have adopted a set of Plan Bay Area performance targets to describe in specific, measureable terms the region's commitment and progress toward the "three E" principles of sustainability (Economy, Environment, and Equity). The Initial Vision Scenario meets some regional targets, including accommodating all the projected housing need by income level (in other words, no more in-commuting by workers who live in other regions); reducing the financial burden of housing and transportation on low-income households by providing more affordable housing; and housing the majority of new development within the existing urban core. Also, more residents are projected to ride transit, walk and bike more than existing residents because much of the new housing is located close to services, amenities and jobs, and adjacent to transit in complete communities. (See Figure 1 for the target results.)

The Initial Vision Scenario brings more residents into the region, thus increasing the total amount of travel. New residents will still drive for some trips. Even though vehicle miles traveled per capita in the Bay Area are projected to be lower in the Initial Vision Scenario than it is today, total miles driven within the region are projected to increase. With more Bay Area residents and more miles driven within the region, we can also expect an increase in the total number of injuries and fatalities. Health impacts from exposure to particulate emissions from automobiles and trucks are likewise projected to worsen with more driving; however, state and federal efforts to clean up heavy duty truck engines will more than offset the increases from automobiles, resulting in overall reductions sooty particulate pollution.

Finally, it must be said that while bringing more people into the Bay Area will increase the amount of driving and collisions within the region, it is still a net win in the larger sense. The amount of overall driving and greenhouse gas emissions statewide is certainly less than if the new residents were commuting to Bay Area jobs from communities in neighboring regions that do not offer such amenities.

Next Steps

The Initial Vision Scenario is offered as basis for discussion with local governments, stakeholders, and the general public about how the Bay Area can accommodate all its population growth over the next quarter century. It is by no means a fait accompli. Over the next several months we will seek input through elected official briefings, local government staff discussions, and public workshops. The comments received will assist ABAG and MTC in developing and testing a range of detailed scenarios that achieve the greenhouse gas emission reduction targets.

The purpose of the SCS is to forge consensus in the Bay Area on a preferred long-term regionwide growth pattern. Under SB 375, local governments are explicitly not required to update their general plans in accordance with the SCS. The SCS does not carry the same authority as Regional Housing Needs Allocation but it will inform the distribution of housing at the local level. The adopted SCS land development pattern will help guide regional policies and investments that are made pursuant to the Regional Transportation Plan. These regional policies and investments are intended to create financial and other incentives to implement the adopted land pattern in the SCS. ABAG is currently working with its Housing Methodology Committee to develop a methodology for distributing regional eight-year housing targets to Bay Area local jurisdictions; the methodology will be adopted by ABAG later this year.

The Initial Vision Scenario kicks off a two-year conversation among local jurisdictions and regional agencies on what ultimately will become the Sustainable Communities Strategy, as a part of Plan Bay Area. During that time, the regional agencies will engage local agencies and the public to help identify and assess several detailed Sustainable Communities Strategy scenarios that demonstrate ways that land-use strategies, transportation investments, pricing and other strategies could achieve our adopted goals and targets. The scenarios also will need to address how the Bay Area's land-use plans can assist adaptation to climate change. The Sustainable Communities Strategy will need to coordinate regional agencies' initiatives and requirements related to sea-level rise, air quality, and other climate change related issues.

These detailed scenarios will lead to selection of a preferred scenario early next year that would include an integrated transportation investment and land-use plan; this plan would also undergo a detailed environmental impact review that local agencies could use to streamline environmental assessments of their own local development projects as provided for in SB 375. Finally, the ABAG and MTC boards would be asked to adopt the complete Plan Bay Area, including a Sustainable Communities Strategy, by April 2013. (See Figure 2.)

The regional agencies look forward to further dialogue on these assumptions with our local government and transportation partners, stakeholders, and the general public.

Attachments

Table 1
San Francisco Bay Area Demographic Overview
2010-2035

Scenario	Households	Population	Employed Residents	Jobs
2010 (Actual)	2,669,800	7,348,300	3,152,400	3,271,300
2035 Current Regional Plans	+ 635,400	+1,717,900	+881,600	+1,129,200
2035 PDA Growth Increment	+ 266,800	+ 363,700	+ 165,000	+ 93,600
2035 Initial Vision Scenario	+ 902,200	+2,081,600	+1,046,600	+1,222,800

Note: Current Regional Plans refers to MTC's adopted Transportation 2035 Plan, as well as ABAG's Projections 2009, which was updated to reflect new economic forecasts.

Table 2A
Initial Vision Scenario – Total Households and Household Growth by County

County	2010 Households	2035 Households	Household Growth	Percent Change
Alameda	557,651	770,397	212,746	38.2%
Contra Costa	392,680	546,653	153,973	39.2%
Marin	106,447	117,124	10,678	10.0%
Napa	51,260	56,061	4,801	9.4%
San Francisco	346,680	436,794	90,114	26.0%
San Mateo	264,516	358,337	93,821	35.5%
Santa Clara	613,947	867,813	253,866	41.3%
Solano	148,160	187,776	39,616	26.7%
Sonoma	188,430	231,373	42,943	22.8%
Regional Total	2,669,772	3,572,327	902,556	33.8%

Table 2B
Initial Vision Scenario – Total Households and Household Growth in Priority Development Areas and Growth Opportunity Areas by County (which is a subset of Table 2A)

County	2010 Households	2035 Households	Household Growth	Percent Change
Alameda	161,100	293,700	132,600	82%
Contra Costa	35,100	135,700	100,600	287%
Marin	4,700	10,900	6,200	134%
Napa	300	1,900	1,600	618%
San Francisco	346,700	436,800	90,100	26%
San Mateo	87,400	162,700	75,300	86%
Santa Clara	78,300	253,800	175,600	224%
Solano	4,100	26,600	22,500	543%
Sonoma	25,200	55,500	30,300	121%
Regional Total	742,800	1,377,700	634,800	85%

Table 3
Initial Vision Scenario – Total Jobs and Job Growth by County

County	2010 Jobs	2035 Jobs	Job Growth	Percent Change
Alameda	675,591	925,449	249,859	37.0%
Contra Costa	345,931	479,373	133,442	38.6%
Marin	129,679	151,097	21,418	16.5%
Napa	70,136	88,838	18,703	26.7%
San Francisco	544,755	713,651	168,897	31.0%
San Mateo	330,135	452,226	122,091	37.0%
Santa Clara	858,399	1,238,400	380,001	44.3%
Solano	126,328	176,711	50,383	39.9%
Sonoma	190,369	267,588	77,219	40.6%
Regional Total	3,271,321	4,493,333	1,222,012	37.4%

* Employment by jurisdiction within each County can be found in Section 3.

Table 4
Initial Vision Scenario – Alameda County Total Households and Household Growth by Jurisdiction

Alameda County	2010 Households	2035 Households	Household Growth	Percent Change
Alameda	31,774	39,873	8,099	25.5%
Albany	7,150	9,317	2,167	30.3%
Berkeley	46,146	61,876	15,730	34.1%
Dublin	15,572	32,216	16,644	106.9%
Emeryville	5,770	13,260	7,490	129.8%
Fremont	71,004	98,564	27,560	38.8%
Hayward	46,300	61,283	14,982	32.4%
Livermore	28,662	40,801	12,138	42.3%
Newark	13,530	19,331	5,802	42.9%
Oakland	160,567	226,019	65,453	40.8%
Piedmont	3,810	3,820	10	0.3%
Pleasanton	24,034	33,819	9,785	40.7%
San Leandro	31,647	40,447	8,800	27.8%
Union City	20,420	25,900	5,480	26.8%
Alameda County Unincorporated	51,265	63,872	12,606	24.6%
Countywide Total	557,651	770,397	212,746	38.2%

Table 5

Initial Vision Scenario – Contra Costa County Total Households and Household Growth by Jurisdiction

Contra Costa County	2010 Households	2035 Households	Household Growth	Percent Change
Antioch	32,668	46,365	13,697	41.9%
Brentwood	18,250	24,284	6,034	33.1%
Clayton	3,966	4,090	124	3.1%
Concord	46,296	65,624	19,328	41.7%
Danville	16,574	17,920	1,346	8.1%
El Cerrito	10,422	20,905	10,483	100.6%
Hercules	8,361	17,431	9,070	108.5%
Lafayette	9,589	11,068	1,479	15.4%
Martinez	14,769	16,156	1,387	9.4%
Moraga	5,811	6,995	1,184	20.4%
Oakley	10,835	17,508	6,673	61.6%
Orinda	6,868	8,788	1,920	28.0%
Pinole	7,336	12,623	5,287	72.1%
Pittsburg	20,849	36,261	15,412	73.9%
Pleasant Hill	15,247	17,861	2,614	17.1%
Richmond	37,897	63,439	25,542	67.4%
San Pablo	9,975	13,027	3,052	30.6%
San Ramon	22,061	36,682	14,621	66.3%
Walnut Creek	33,890	40,244	6,354	18.7%
Contra Costa County Unincorporated	61,016	69,382	8,366	13.7%
Countywide Total	392,680	546,653	153,973	39.2%

Table 6

Initial Vision Scenario – Marin County Total Households and Household Growth by Jurisdiction

Marin County	2010 Households	2035 Households	Household Growth	Percent Change
Belvedere	949	969	20	2.1%
Corte Madera	3,948	4,721	773	19.6%
Fairfax	3,301	3,361	60	1.8%
Larkspur	8,036	8,377	341	4.2%
Mill Valley	6,267	6,631	364	5.8%
Novato	20,375	21,153	778	3.8%
Ross	780	790	10	1.3%
San Anselmo	5,310	5,370	60	1.1%
San Rafael	23,164	28,209	5,045	21.8%
Sausalito	4,310	4,400	90	2.1%
Tiburon	3,844	4,242	398	10.4%
Marin County Unincorporated	26,162	28,900	2,738	10.5%
Countywide Total	106,447	117,124	10,678	10.0%

Table 7**Initial Vision Scenario – Napa County Total Households and Household Growth by Jurisdiction**

Napa County	2010 Households	2035 Households	Household Growth	Percent Change
American Canyon	5,761	7,392	1,632	28.3%
Calistoga	2,140	2,171	31	1.4%
Napa	29,440	32,019	2,579	8.8%
St. Helena	2,440	2,533	93	3.8%
Yountville	1,110	1,230	120	10.8%
Napa County Unincorporated	10,370	10,716	346	3.3%
Countywide Total	51,260	56,061	4,801	9.4%

Table 8**Initial Vision Scenario – San Francisco County Total Households and Household Growth**

San Francisco County	2010 Households	2035 Households	Household Growth	Percent Change
San Francisco	346,680	436,794	90,114	26.0%
Countywide Total	346,680	436,794	90,114	26.0%

Table 9**Initial Vision Scenario – San Mateo County Total Households and Household Growth by Jurisdiction**

San Mateo County	2010 Households	2035 Households	Household Growth	Percent Change
Atherton	2,490	2,580	90	3.6%
Belmont	10,740	12,759	2,019	18.8%
Brisbane	1,730	5,324	3,594	207.7%
Burlingame	13,247	19,431	6,184	46.7%
Colma	460	1,372	912	198.3%
Daly City	31,261	43,095	11,834	37.9%
East Palo Alto	7,780	12,310	4,530	58.2%
Foster City	12,210	13,767	1,557	12.8%
Half Moon Bay	4,440	4,730	290	6.5%
Hillsborough	3,837	4,589	752	19.6%
Menlo Park	12,432	17,563	5,130	41.3%
Millbrae	8,308	12,910	4,602	55.4%
Pacifica	14,320	14,600	280	2.0%
Portola Valley	1,730	1,780	50	2.9%
Redwood City	29,620	41,032	11,412	38.5%
San Bruno	15,262	21,699	6,437	42.2%
San Carlos	11,909	15,707	3,798	31.9%
San Mateo	38,643	56,678	18,035	46.7%
South San Francisco	20,288	30,522	10,234	50.4%
Woodside	2,029	2,059	30	1.5%
San Mateo County Unincorporated	21,780	23,830	2,050	9.4%
Countywide Total	264,516	358,337	93,821	35.5%

Table 10

Initial Vision Scenario – Santa Clara County Total Households and Household Growth by Jurisdiction

Santa Clara County	2010 Households	2035 Households	Household Growth	Percent Change
Campbell	16,892	21,002	4,110	24.3%
Cupertino	19,830	21,588	1,758	8.9%
Gilroy	14,330	22,118	7,788	54.3%
Los Altos	10,670	11,968	1,298	12.2%
Los Altos Hills	3,053	3,088	35	1.1%
Los Gatos	12,430	13,151	721	5.8%
Milpitas	19,030	38,758	19,728	103.7%
Monte Sereno	1,229	1,269	40	3.3%
Morgan Hill	12,399	20,040	7,641	61.6%
Mountain View	32,114	50,348	18,234	56.8%
Palo Alto	26,705	38,692	11,987	44.9%
San Jose	305,087	435,585	130,498	42.8%
Santa Clara	43,403	67,672	24,269	55.9%
Saratoga	11,000	11,118	118	1.1%
Sunnyvale	54,170	73,425	19,255	35.5%
Santa Clara County Unincorporated	31,604	37,991	6,386	20.2%
Countywide Total	613,947	867,813	253,866	41.3%

Table 11

Initial Vision Scenario – Solano County Total Households and Household Growth by Jurisdiction

Solano County	2010 Households	2035 Households	Household Growth	Percent Change
Benicia	11,329	13,527	2,198	19.4%
Dixon	5,617	8,222	2,605	46.4%
Fairfield	36,061	52,476	16,415	45.5%
Rio Vista	3,540	4,737	1,197	33.8%
Suisun City	9,132	10,548	1,415	15.5%
Vacaville	32,620	41,775	9,155	28.1%
Vallejo	42,043	47,814	5,771	13.7%
Solano County Unincorporated	7,817	8,677	860	11.0%
Countywide Total	148,160	187,776	39,616	26.7%

Table 12

Initial Vision Scenario – Sonoma County Total Households and Household Growth by Jurisdiction

Sonoma County	2010 Households	2035 Households	Household Growth	Percent Change
Cloverdale	3,211	4,639	1,428	44.5%
Cotati	2,832	3,387	555	19.6%
Healdsburg	4,390	5,284	894	20.4%
Petaluma	21,775	24,713	2,938	13.5%
Rohnert Park	15,718	20,395	4,677	29.8%
Santa Rosa	62,886	83,010	20,124	32.0%
Sebastopol	3,325	3,595	270	8.1%
Sonoma	4,476	5,036	560	12.5%
Windsor	8,884	13,809	4,925	55.4%
Sonoma County Unincorporated	60,933	67,505	6,572	10.8%
Countywide Total	188,430	231,373	42,943	22.8%

Table 13

Initial Vision Scenario – Alameda County Total Jobs and Job Growth by Jurisdiction

Alameda County	2010 Jobs	2035 Jobs	Job Growth	Percent Change
Alameda	25,347	37,416	12,069	47.6%
Albany	4,476	4,974	498	11.1%
Berkeley	69,782	78,575	8,794	12.6%
Dublin	18,058	33,400	15,342	85.0%
Emeryville	18,198	25,479	7,281	40.0%
Fremont	86,839	128,484	41,645	48.0%
Hayward	66,135	84,730	18,595	28.1%
Livermore	28,485	46,930	18,445	64.8%
Newark	19,049	21,799	2,750	14.4%
Oakland	187,328	254,846	67,518	36.0%
Piedmont	2,091	2,171	80	3.8%
Pleasanton	52,775	70,158	17,382	32.9%
San Leandro	38,532	51,606	13,074	33.9%
Union City	17,919	33,560	15,642	87.3%
Alameda County Unincorporated	40,576	51,320	10,744	26.5%
Countywide Total	675,591	925,449	249,859	37.0%

Table 14

Initial Vision Scenario – Contra Costa County Total Jobs and Job Growth by Jurisdiction

Contra Costa County	2010 Jobs	2035 Jobs	Job Growth	Percent Change
Antioch	18,529	37,530	19,001	102.5%
Brentwood	6,766	7,731	965	14.3%
Clayton	874	1,158	284	32.5%
Concord	58,731	88,097	29,366	50.0%
Danville	12,837	13,610	772	6.0%
El Cerrito	5,154	7,917	2,763	53.6%
Hercules	2,747	5,344	2,597	94.5%
Lafayette	10,087	10,898	810	8.0%
Martinez	16,919	17,845	926	5.5%
Moraga	4,603	5,525	922	20.0%
Oakley	2,720	7,378	4,658	171.3%
Orinda	5,689	6,352	663	11.6%
Pinole	5,280	6,410	1,130	21.4%
Pittsburg	12,432	24,657	12,224	98.3%
Pleasant Hill	13,815	19,148	5,333	38.6%
Richmond	37,077	57,222	20,145	54.3%
San Pablo	5,403	8,025	2,622	48.5%
San Ramon	36,286	48,905	12,619	34.8%
Walnut Creek	49,309	56,967	7,659	15.5%
Contra Costa County Unincorporated	40,672	48,654	7,982	19.6%
Countywide Total	345,931	479,373	133,442	38.6%

Table 15

Initial Vision Scenario – Marin County Total Jobs and Job Growth by Jurisdiction

Marin County	2010 Jobs	2035 Jobs	Job Growth	Percent Change
Belvedere	776	838	62	8.0%
Corte Madera	6,482	9,202	2,720	42.0%
Fairfax	1,642	1,923	281	17.1%
Larkspur	6,708	7,158	451	6.7%
Mill Valley	8,181	9,900	1,719	21.0%
Novato	25,385	30,753	5,368	21.1%
Ross	827	924	97	11.7%
San Anselmo	4,754	5,170	416	8.8%
San Rafael	43,649	50,324	6,676	15.3%
Sausalito	6,543	7,740	1,198	18.3%
Tiburon	3,494	3,997	503	14.4%
Marin County Unincorporated	21,238	23,166	1,927	9.1%
Countywide Total	129,679	151,097	21,418	16.5%

Table 16

Initial Vision Scenario – Napa County Total Jobs and Job Growth by Jurisdiction

Napa County	2010 Jobs	2035 Jobs	Job Growth	Percent Change
American Canyon	2,204	4,321	2,117	96.0%
Calistoga	2,748	3,243	495	18.0%
Napa	34,272	44,565	10,293	30.0%
St. Helena	5,763	6,191	428	7.4%
Yountville	2,104	2,624	520	24.7%
Napa County Unincorporated	23,044	27,894	4,850	21.0%
Countywide Total	70,136	88,838	18,703	26.7%

Table 17

Initial Vision Scenario – San Francisco County Total Jobs and Job Growth by Jurisdiction

San Francisco County	2010 Jobs	2035 Jobs	Job Growth	Percent Change
San Francisco	544,755	713,651	168,897	31.0%
Countywide Total	544,755	713,651	168,897	31.0%

Table 18

Initial Vision Scenario – San Mateo County Total Jobs and Job Growth by Jurisdiction

San Mateo County	2010 Jobs	2035 Jobs	Job Growth	Percent Change
Atherton	2,485	2,632	147	5.9%
Belmont	6,635	11,738	5,102	76.9%
Brisbane	7,991	17,402	9,411	117.8%
Burlingame	21,905	26,728	4,823	22.0%
Colma	3,111	4,310	1,199	38.5%
Daly City	16,772	27,084	10,312	61.5%
East Palo Alto	2,105	6,484	4,379	208.1%
Foster City	13,923	18,560	4,637	33.3%
Half Moon Bay	4,355	5,539	1,184	27.2%
Hillsborough	1,624	2,277	653	40.2%
Menlo Park	25,145	29,501	4,356	17.3%
Millbrae	6,731	10,238	3,507	52.1%
Pacifica	6,051	7,467	1,415	23.4%
Portola Valley	1,686	1,888	202	12.0%
Redwood City	48,682	63,717	15,035	30.9%
San Bruno	13,537	17,938	4,401	32.5%
San Carlos	15,024	21,976	6,952	46.3%
San Mateo	43,337	58,896	15,559	35.9%
South San Francisco	41,328	54,485	13,157	31.8%
Woodside	2,381	2,498	117	4.9%
San Mateo County Unincorporated	45,326	60,869	15,542	34.3%
Countywide Total	330,135	452,226	122,091	37.0%

Table 19

Initial Vision Scenario – Santa Clara County Total Jobs and Job Growth by Jurisdiction

Santa Clara County	2010 Jobs	2035 Jobs	Job Growth	Percent Change
Campbell	22,099	26,897	4,798	21.7%
Cupertino	30,513	35,283	4,770	15.6%
Gilroy	16,652	22,666	6,014	36.1%
Los Altos	10,250	11,511	1,261	12.3%
Los Altos Hills	1,845	1,937	93	5.0%
Los Gatos	18,275	20,700	2,425	13.3%
Milpitas	46,784	55,624	8,840	18.9%
Monte Sereno	400	532	132	33.1%
Morgan Hill	12,698	20,806	8,109	63.9%
Mountain View	50,074	64,507	14,434	28.8%
Palo Alto	73,303	78,163	4,860	6.6%
San Jose	342,799	593,219	250,420	73.1%
Santa Clara	103,186	138,386	35,200	34.1%
Saratoga	6,826	7,279	453	6.6%
Sunnyvale	72,392	96,408	24,016	33.2%
Santa Clara County Unincorporated	50,304	64,481	14,177	28.2%
Countywide Total	858,399	1,238,400	380,001	44.3%

Table 20

Initial Vision Scenario – Solano County Total Jobs and Job Growth by Jurisdiction

Solano County	2010 Jobs	2035 Jobs	Job Growth	Percent Change
Benicia	14,043	17,485	3,442	24.5%
Dixon	4,330	7,239	2,909	67.2%
Fairfield	42,864	60,579	17,716	41.3%
Rio Vista	1,191	2,327	1,136	95.3%
Suisun City	3,210	4,637	1,428	44.5%
Vacaville	23,422	35,030	11,608	49.6%
Vallejo	28,415	38,258	9,843	34.6%
Solano County Unincorporated	8,853	11,156	2,302	26.0%
Countywide Total	126,328	176,711	50,383	39.9%

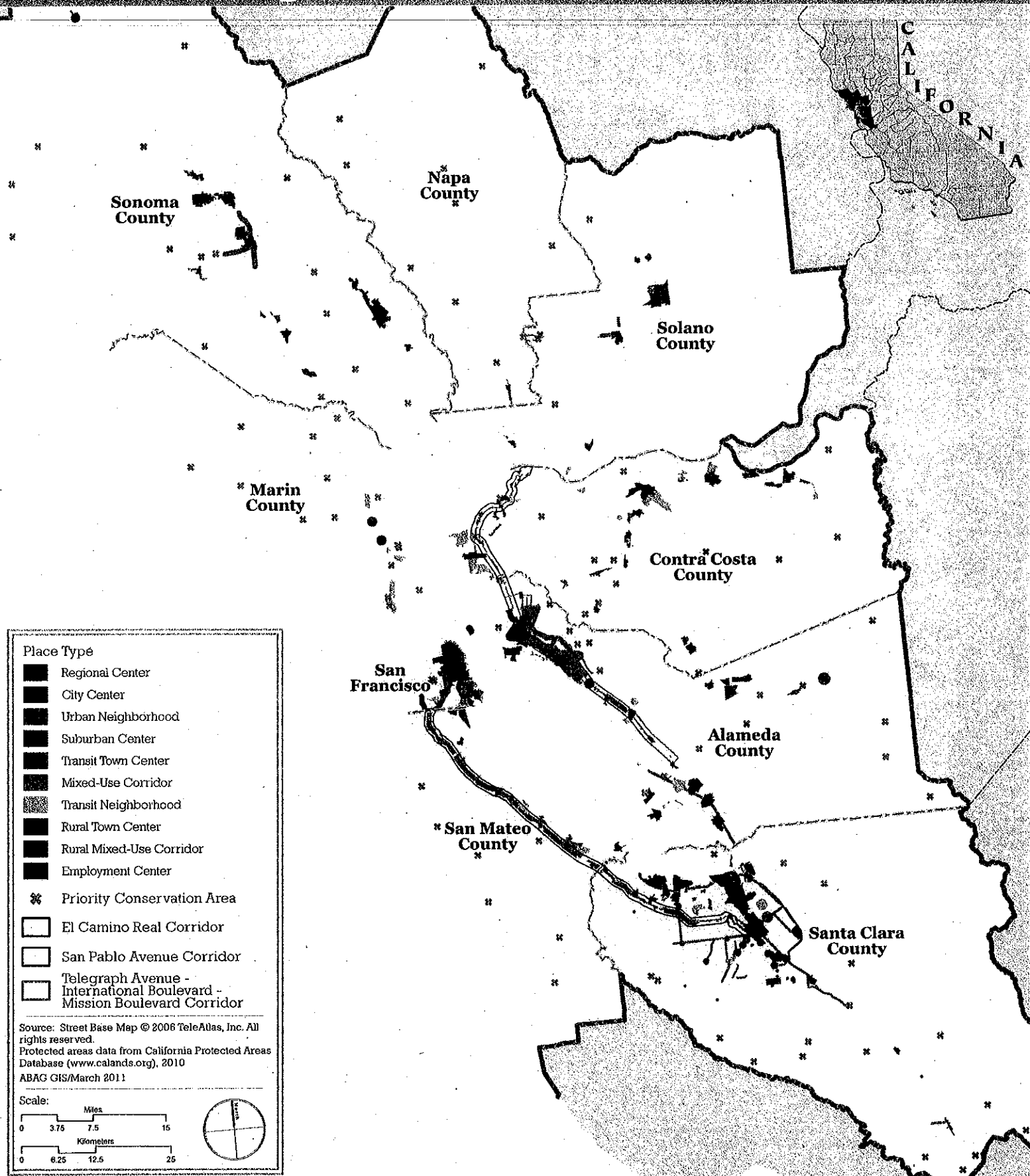
Table 21

Initial Vision Scenario – Sonoma County Total Jobs and Job Growth by Jurisdiction

Sonoma County	2010 Jobs	2035 Jobs	Job Growth	Percent Change
Cloverdale	1,430	1,961	531	37.1%
Cotati	2,043	2,192	149	7.3%
Healdsburg	5,111	6,193	1,082	21.2%
Petaluma	26,968	34,870	7,902	29.3%
Rohnert Park	13,566	21,506	7,940	58.5%
Santa Rosa	72,324	117,005	44,680	61.8%
Sebastopol	4,753	5,333	581	12.2%
Sonoma	7,005	7,924	919	13.1%
Windsor	5,154	7,782	2,628	51.0%
Sonoma County Unincorporated	52,015	62,822	10,807	20.8%
Countywide Total	190,369	267,588	77,219	40.6%

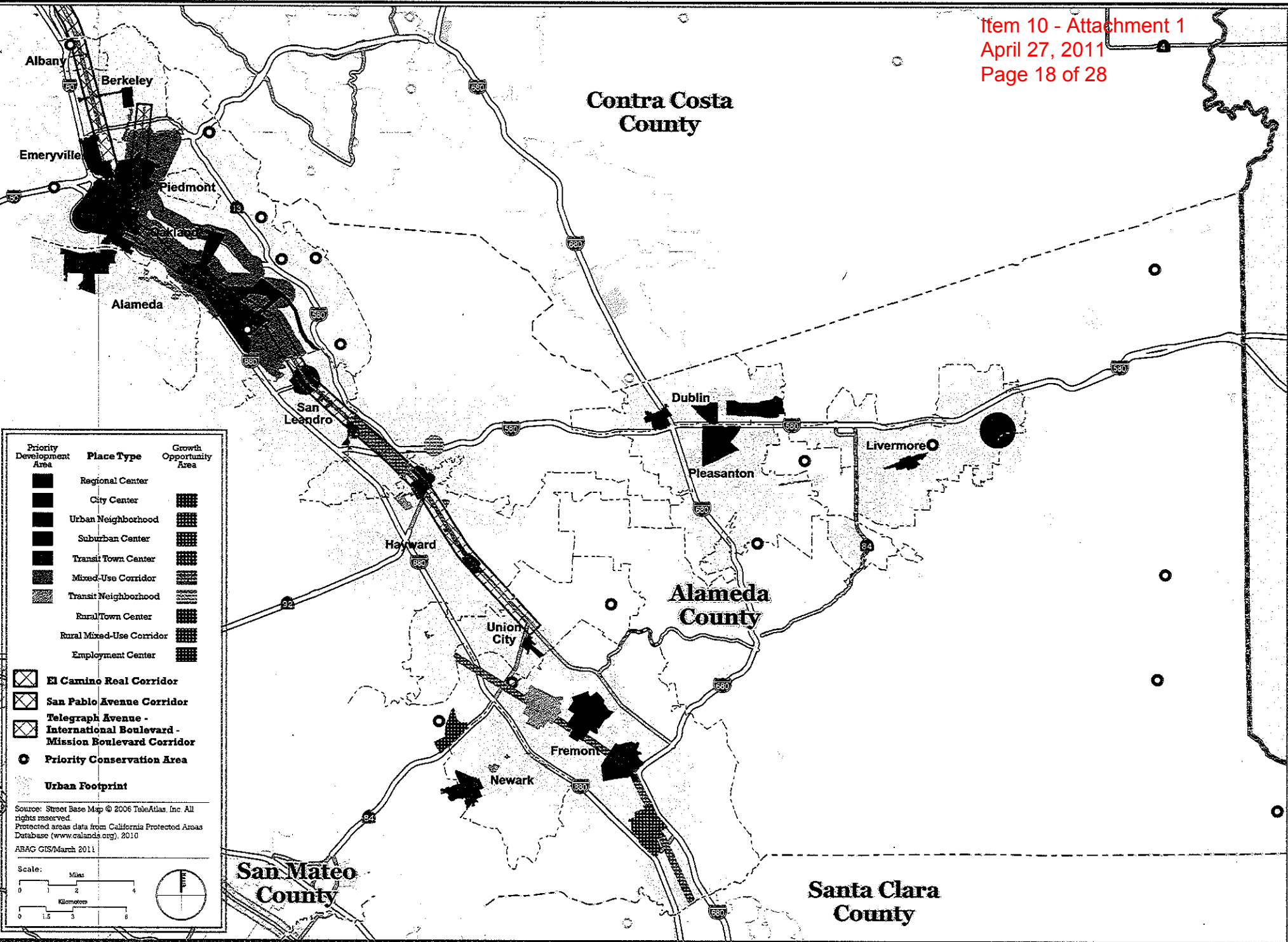
Plan Bay Area

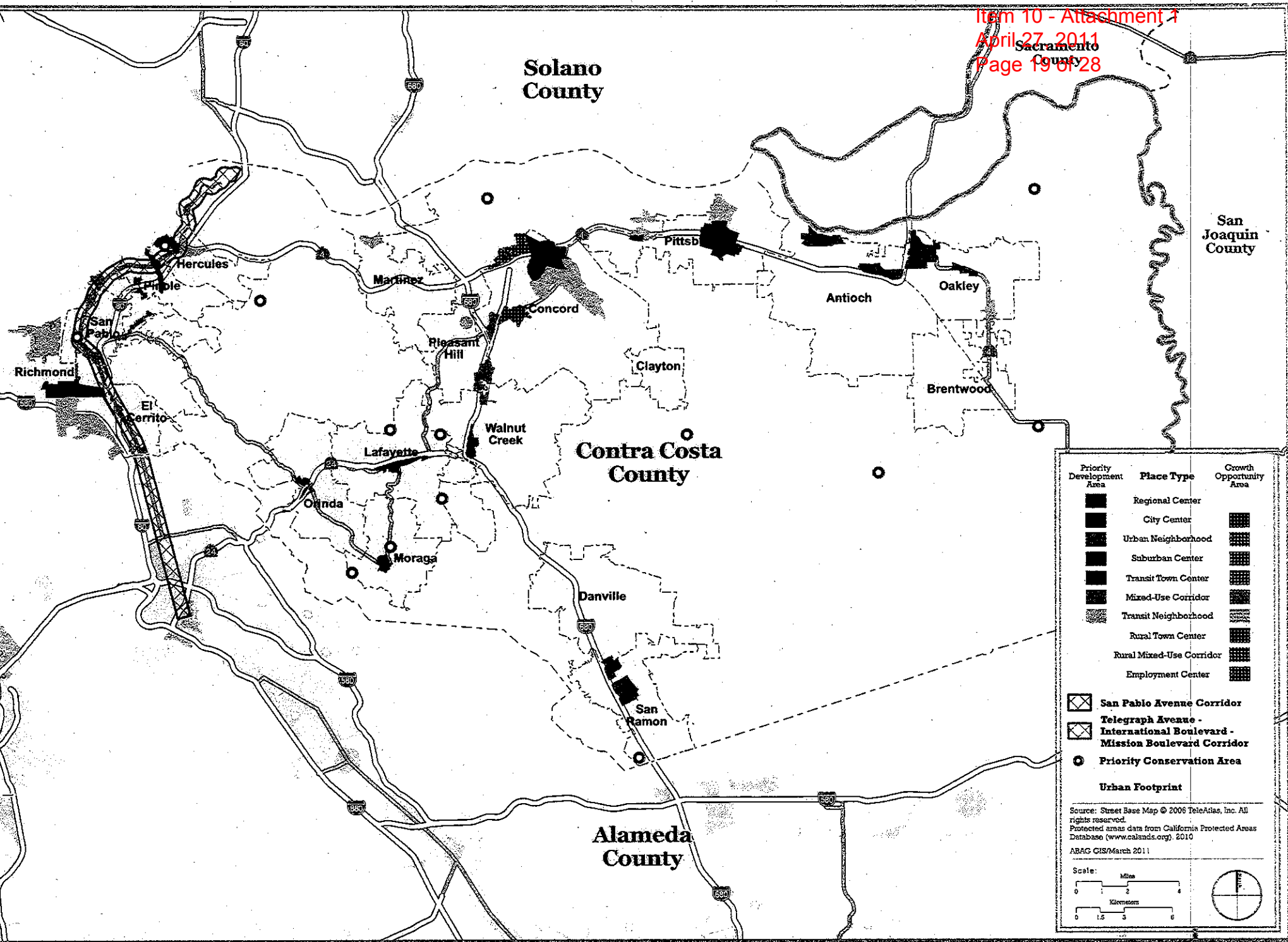
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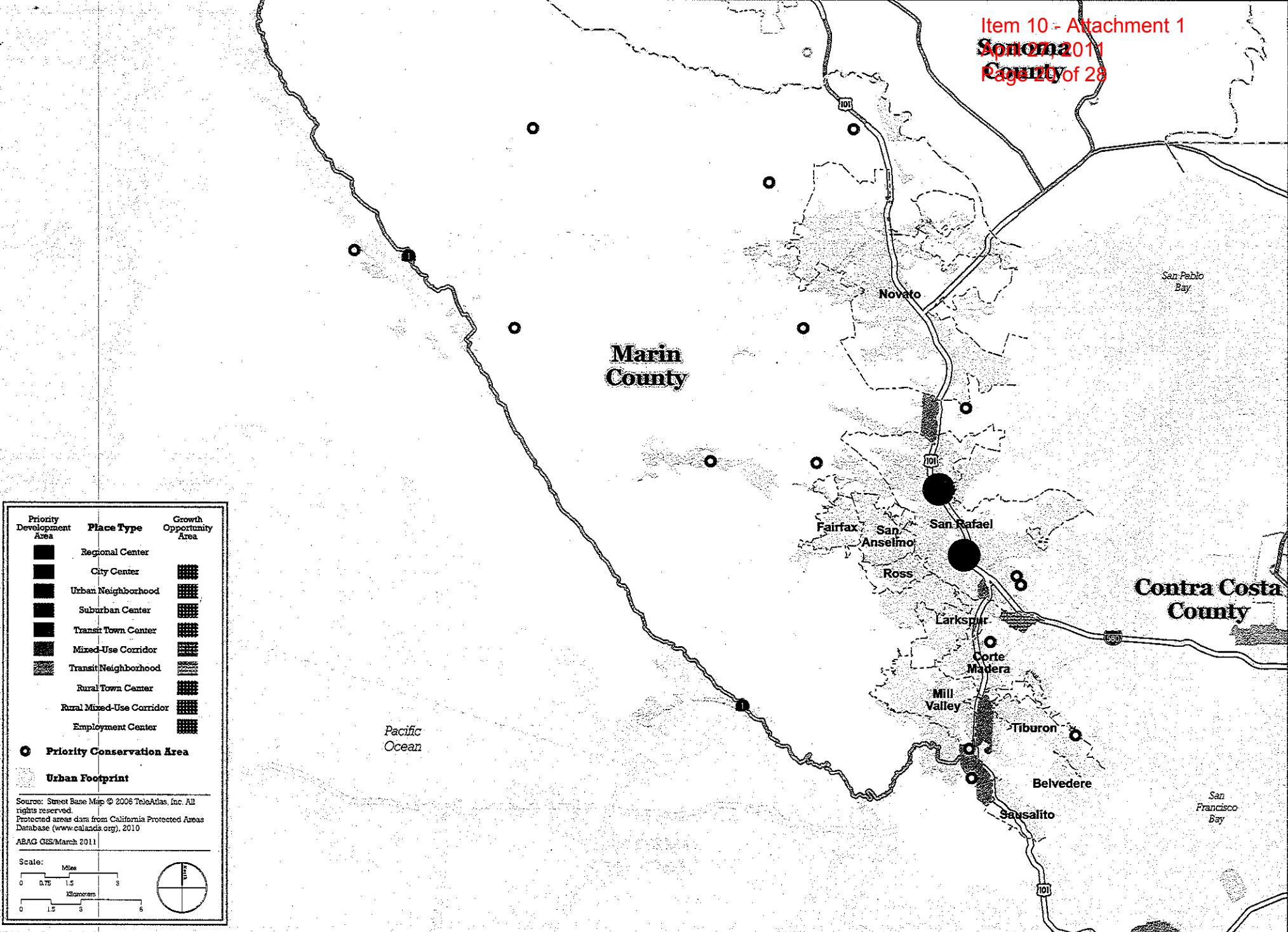


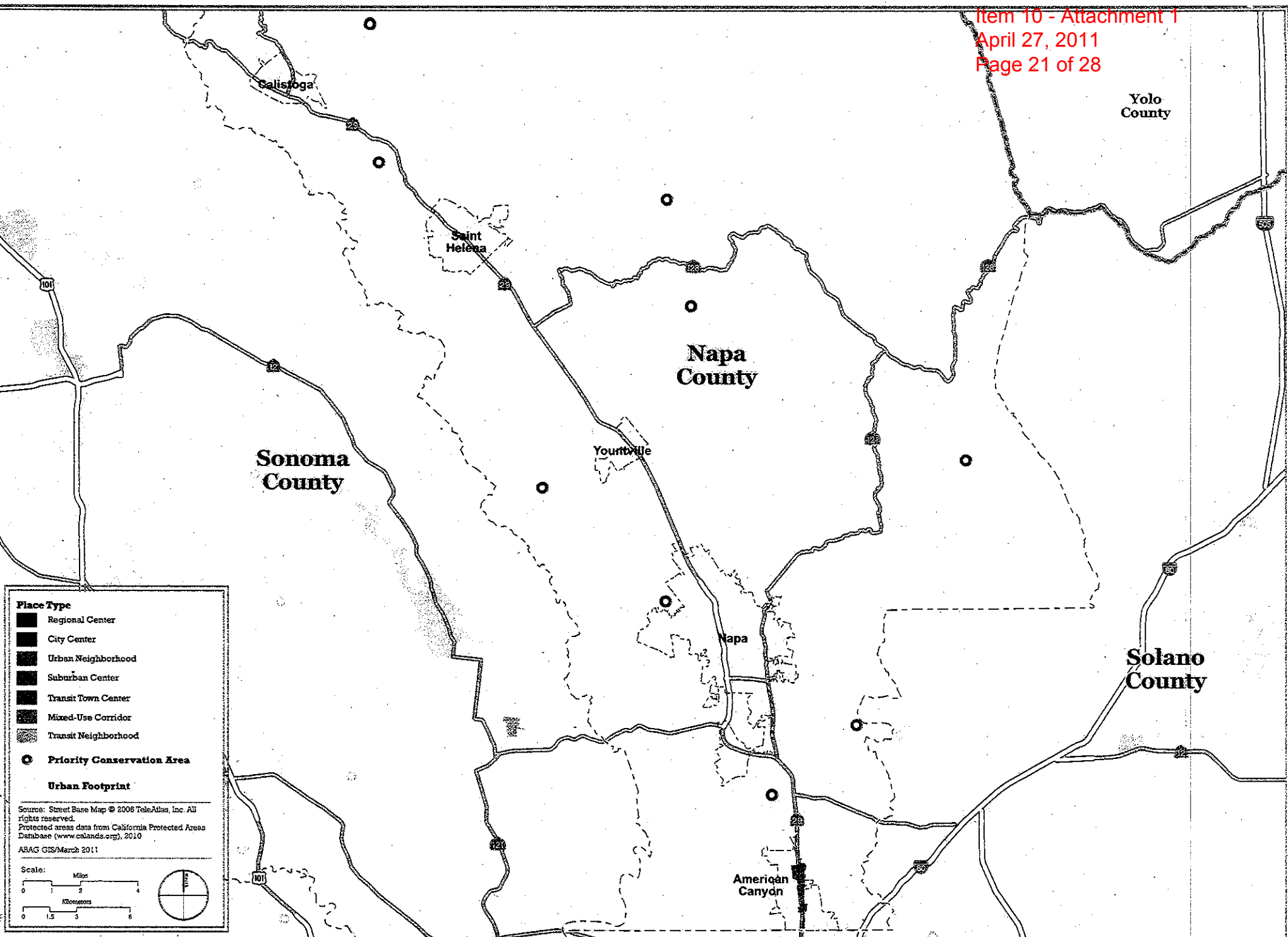
Place Type for Priority Development Areas
and Growth Opportunity Areas











Marin
County

San
Francisco
Bay

Alameda
County

Pacific
Ocean

San
Francisco

San
Francisco
Bay

San Mateo
County

Place Type

-  Regional Center
-  City Center
-  Urban Neighborhood
-  Suburban Center
-  Transit Town Center
-  Mixed-Use Corridor
-  Transit Neighborhood

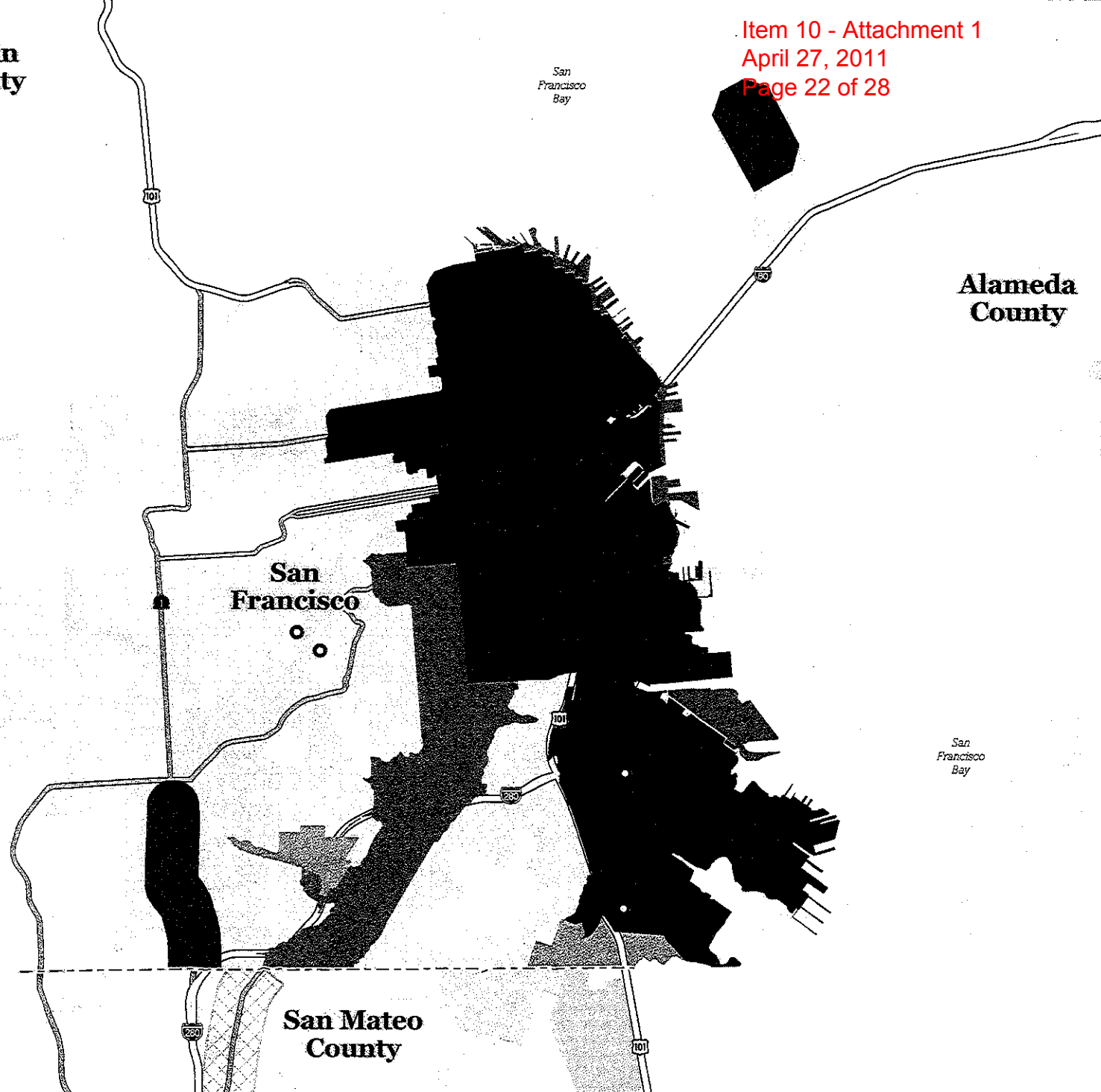
 El Camino Real Corridor

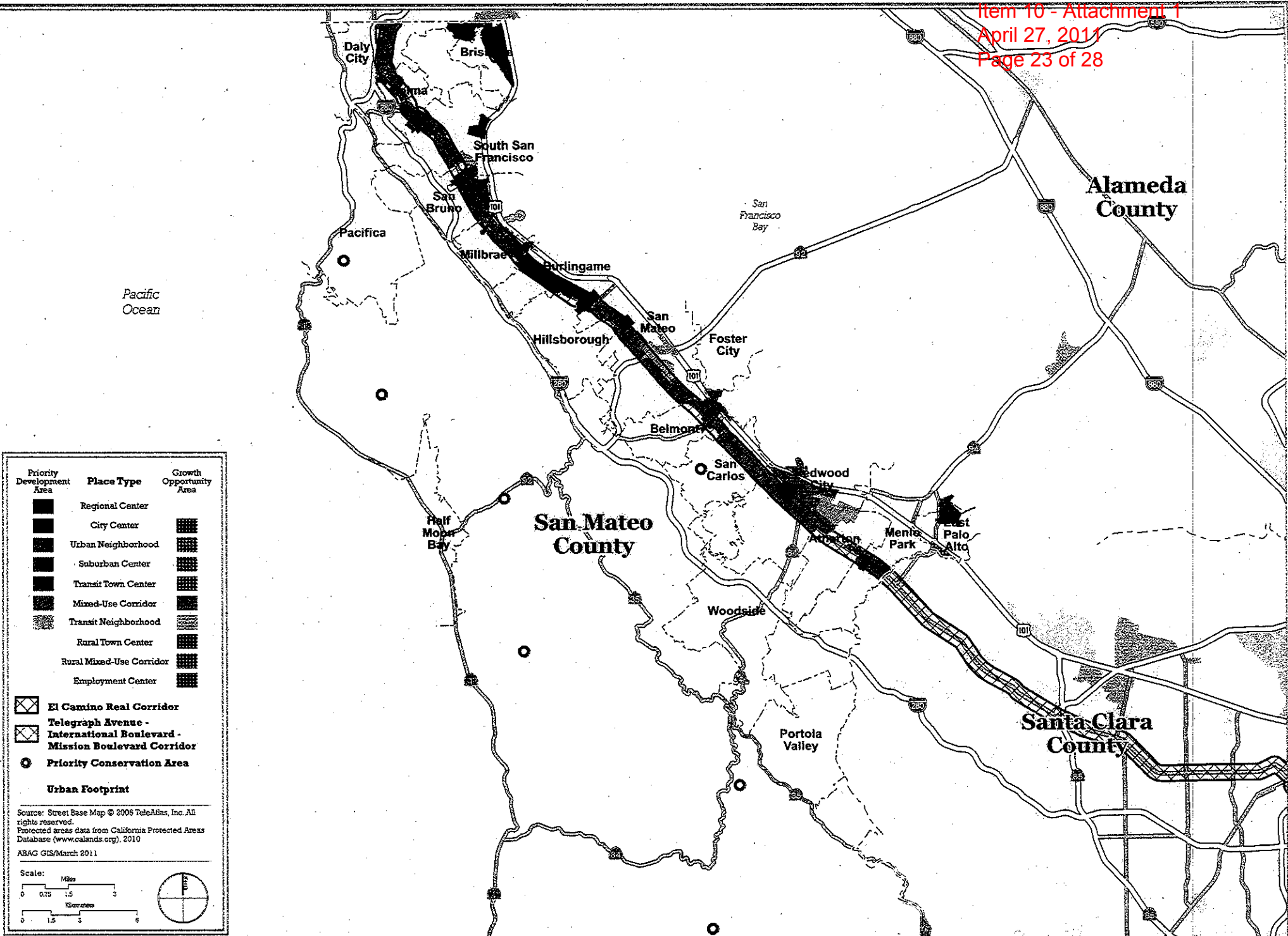
 Priority Conservation Area

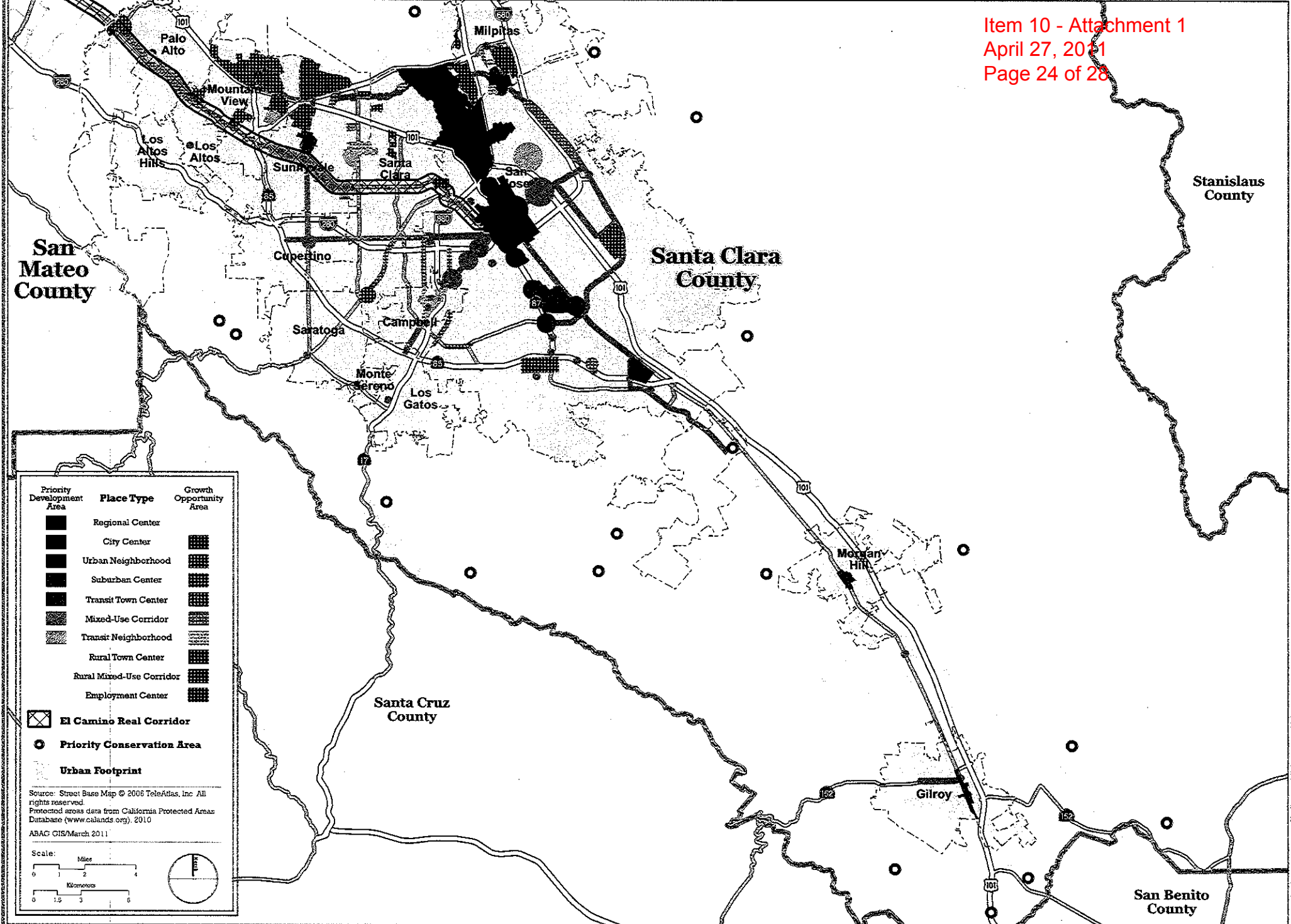
Urban Footprint

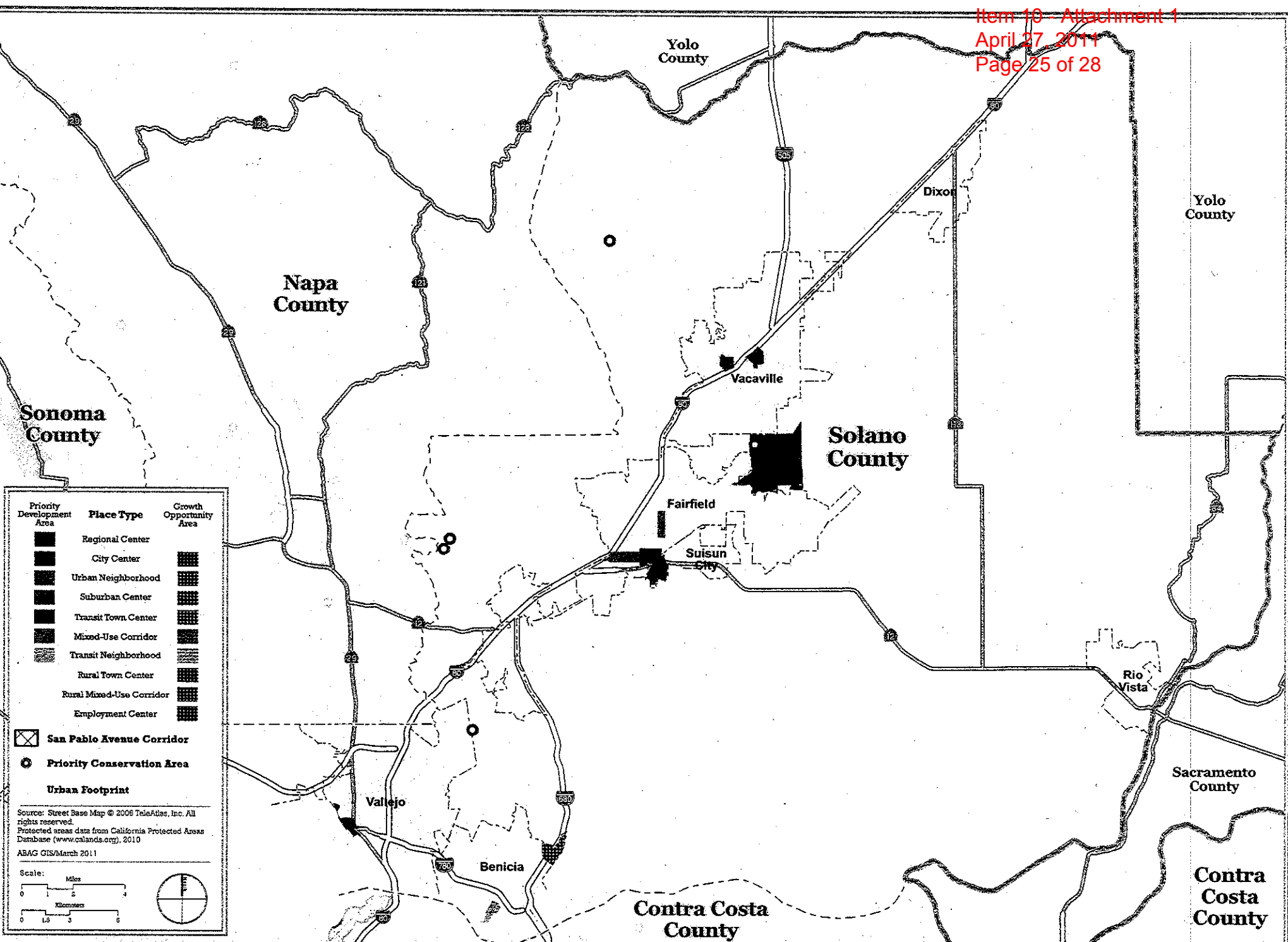
Source: Street Base Map © 2008 TeleAtlas, Inc. All rights reserved.
Protected areas data from California Protected Areas Database (www.calandis.org), 2010
ABAG GIS/March 2011

Scale: Miles
0 0.25 0.5 1
Kilometers
0 0.5 1 2









Cloverdale

Lake County

Healdsburg

Sonoma County

Windsor

Santa Rosa

Napa County

Sebastopol

Rohnert Park

Cotati

Sonoma

Petaluma

Marin County

Solano County

Pacific Ocean

Priority Development Area	Place Type	Growth Opportunity Area
	Regional Center	
	City Center	
	Urban Neighborhood	
	Suburban Center	
	Transit Town Center	
	Mixed-Use Corridor	
	Transit Neighborhood	
	Rural Town Center	
	Rural Mixed-Use Corridor	
	Employment Center	

Priority Conservation Area

Urban Footprint

Source: Street Base Map © 2006 TeleAtlas, Inc. All rights reserved.
Protected areas data from California Protected Areas Database (www.calands.org), 2010

ARAG GIS/March 2011

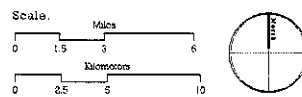


Figure 1

Target Results

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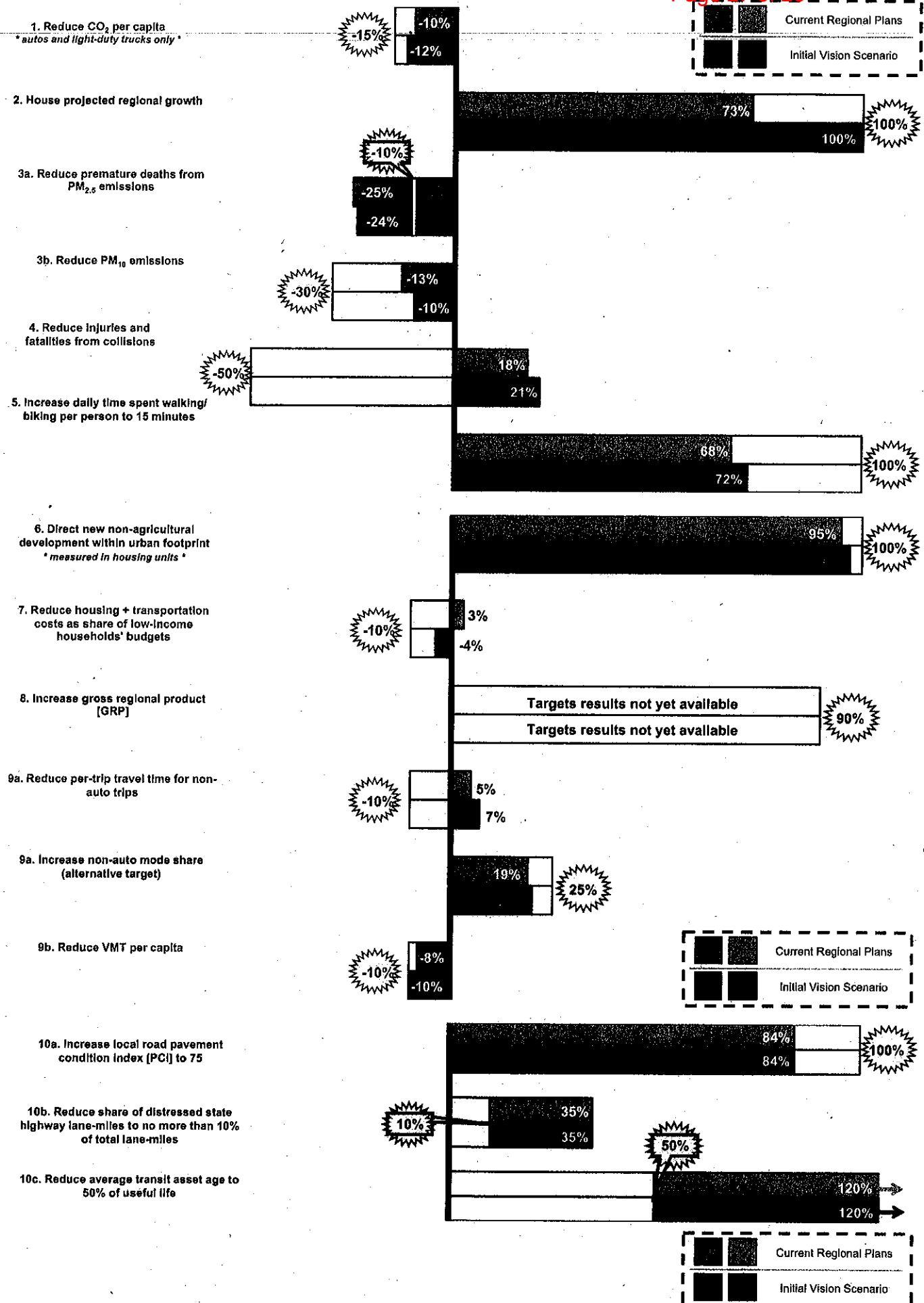


Figure 2

Sustainable Communities Strategy Planning Process: Phase 2 Detail for 2011*

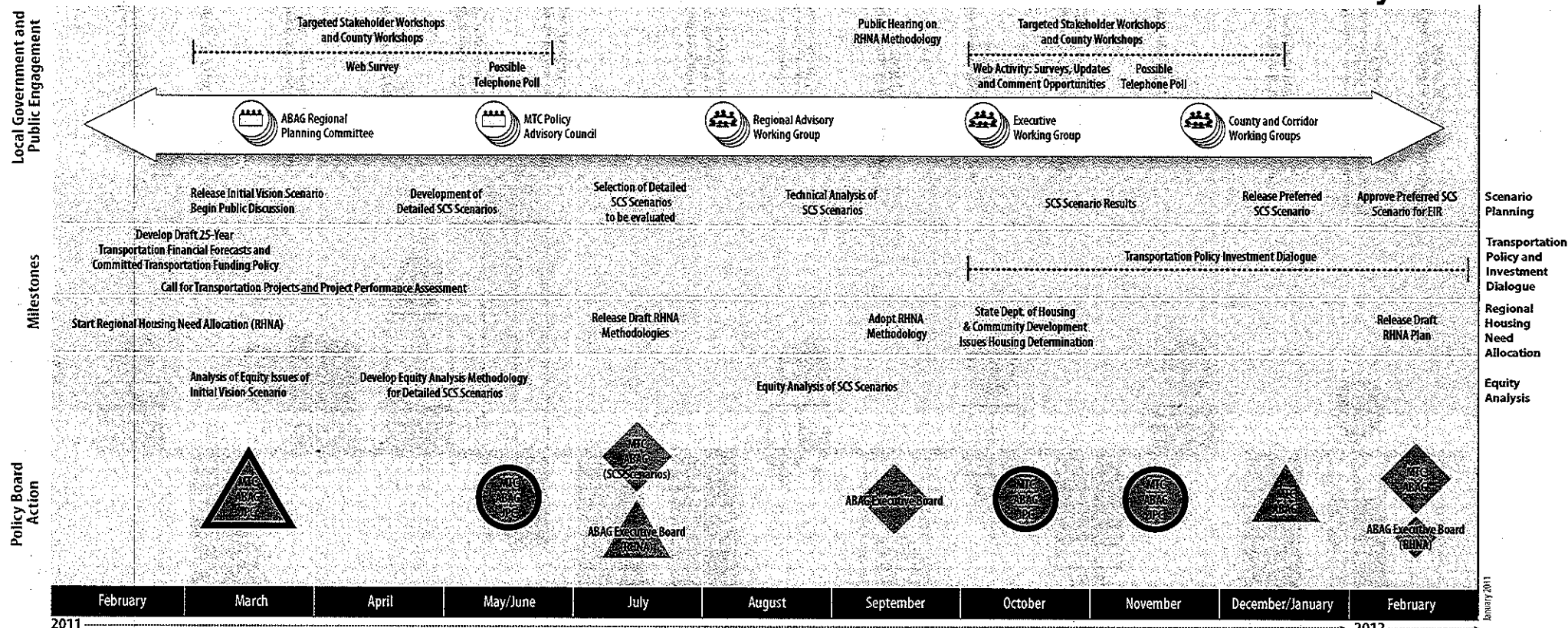
Phase 2: Scenario Planning, Transportation Policy & Investment Dialogue, and Regional Housing Need Allocation

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OneBayArea



*Subject to change

Policy Board Actions Meeting for Discussion/Public Comment JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment Decision Document Release JOINT document release by ABAG and MTC

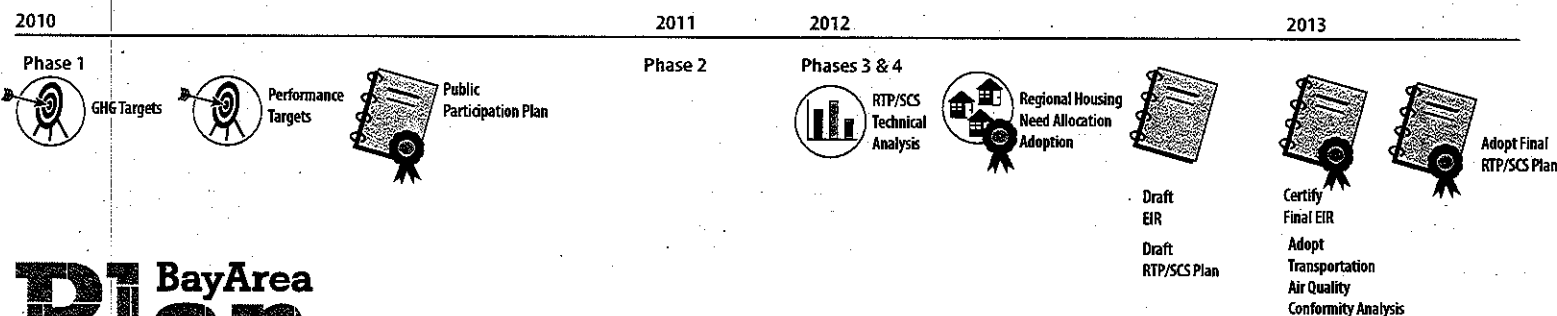
For more information on key actions and decisions and how to get involved, visit OneBayArea.org

ABAG - ABAG Administrative Committee

JPC - Joint Policy Committee

MTC - MTC Planning Committee

Multi-Year Effort



Phase Two Actions/Decisions:

- Initial Vision Scenario
- Financial Forecasts
- Detailed SCS Scenarios
- RHNA Methodology
- Preferred SCS Scenario
- Draft RHNA Plan

BayArea
Plan



Office of the City Manager

CONSENT CALENDAR
March 29, 2011

To: Honorable Mayor and Members of the City Council

From:  Phil Kamlarz, City Manager

Submitted by: Andrew Clough, Acting Director, Public Works

Subject: Alameda Countywide Transportation Plan Update & Transportation
Expenditure Plan Development

RECOMMENDATION

Adopt a Resolution authorizing the City Manager to submit a list of transportation projects and programs, consistent with City Council direction as advised by the Transportation Commission, to the 2012 Alameda Countywide Transportation Plan, which, upon adoption, will be included in the Metropolitan Transportation Commission's Regional Transportation Plan.

FISCAL IMPACTS OF RECOMMENDATION

There are no current fiscal impacts. The Project List indicates the City's intention to seek funds to carry out the project within a 25-year planning time horizon. It is not necessary to identify local matching funds for these projects at this time. As transportation funds become available, generally through Calls for Projects, match requirements will be specified. City staff will seek Council approval for all grant applications and identify required matching funds, on a case-by-case basis.

The Council's action will provide guidance to the City Manager and the City's elected representatives to the Alameda County Transportation Commission (ACTC) and Metropolitan Transportation Commission (MTC) to participate in the development of the 2012 Alameda Countywide Transportation Plan (CWTP). Upon adoption, the CWTP will be included in the Metropolitan Transportation Commission Regional Transportation Plan. Projects and programs must be in the CWTP to be eligible for many state, federal and regional transportation funds. The project funding requested establishes the maximum amount that can be allocated from state and federal transportation funds to a project, and can only be changed by an amendment to the CWTP, which is updated every four years.

CURRENT SITUATION AND ITS EFFECTS

Several major transportation-related Plans are under development that will guide future transportation improvements in Alameda County and the San Francisco Bay Area. The

ACTC is currently updating the 2012 Alameda CWTP, which is a long-range policy document that guides transportation funding decisions for Alameda County's transportation system over a 25-year horizon, including capital, operating and maintenance for freeways, buses, rail, ferries, paratransit, biking and walking. The Plan is updated every four years and serves as a guide for transportation infrastructure investment decisions in Alameda County. Projects must be in the CTWP to be eligible for many regional, state and federal funding sources.

Additionally, the CWTP serves as Alameda County's input to MTC in their development of the Regional Transportation Plan (RTP), which is also underway in 2011. All projects requesting state or federal funding must be consistent with the RTP.

For the first time, the CWTP and RTP will require Alameda County and the Bay Area, respectively, to meet greenhouse gas (GHG) emission reduction targets set by the State of California under SB 375. In 2010, MTC adopted targets of a 7% GHG reduction by 2020, and a 15% GHG reduction by 2035.

To address SB 375 requirements and other needs, the CWTP and RTP are, also for the first time, required to develop a Sustainable Communities Strategy (SCS) to coordinate transportation and land use planning. The Alameda County SCS will be integrated with transportation improvements through the CWTP, and are expected to address transit oriented development, priority development areas, transportation pricing, parking management; transportation systems management and goods movement, as well as transit connectivity, maintenance and operations.

The ACTC has also begun development of a Transportation Sales Tax Expenditure Plan (TEP) for the county, which is closely related to the CWTP. The county's transportation sales tax (currently Measure B) is a key source of funding for transportation projects and programs, and all TEP projects and programs will be drawn from the CWTP. The TEP includes transportation infrastructure projects like roadway maintenance, bicycle, pedestrian, transit and paratransit improvements; and programs supporting biking, walking, transit and paratransit operations. The Transportation Expenditure Plan will be submitted to the voters of Alameda County for approval. If the plan appears on the 2012 ballot, as anticipated, it will require a 2/3 majority to pass.

To develop the Plans, ACTC is working with a Steering Committee, Community Advisory Working Group and Technical Advisory Working Group. These committees include representatives from fifteen local jurisdictions, six transit operators, and other community and agency stakeholders to identify and prioritize projects and programs. The plan development process is also committed to ensuring that the public involvement process provides underserved communities access to the project submittal process in compliance with Title VI of the Civil Rights Act of 1964.

MTC released a Call for Projects for the RTP/SCS in on March 1, 2011. The City must submit all Projects to the Alameda CTC before April 12 to be considered for inclusion in

the CWTP/TEP and the RTP/SCS. ACTC will coordinate the submittal of a Draft List to MTC for jurisdictions in the county by April 29. ACTC will subsequently hold Committee and Advisory Committee meetings to discuss the Draft List, and will bring a Final List to the ACTC Commission for approval on May 26.

City staff is recommending submittal of the 2012 City of Berkeley CWTP Projects List (Attachment 1, Exhibit A). The City is conducting public review and comment through the Transportation Commission, and through the City Council via this report. A previous draft of the 2012 CWTP Projects List was presented to the City's Transportation Commission on February 17, 2011. The Commission held a lengthy discussion, and requested that staff revise the Project list in a number of ways, which are reflected in the 2012 CTWP Projects List under consideration herein (Attachment 1, Exhibit A.)

The Transportation Commission's unanimous motion called for staff to "consolidate the projects on the proposed City of Berkeley 2012 CWTP Projects list to create a smaller number of projects to recommend to Council based on discussion, to include: increase funding request for Transit Oriented access projects; add unfunded 4th Bore mitigation projects and Parking Pricing projects to the list; "repackage" I-80 improvements as one project; add a dollar amount to zero-funded "vision list projects"; and bring the amended list back to the Transportation Commission's March 2011 meeting." At their March 17 meeting, the Transportation Commission reviewed an updated Project List and voted unanimously to support staff recommendations with minor changes. The requested changes have already been incorporated into Attachment 1, Exhibit A.

BACKGROUND

Every four years, the City of Berkeley submits new projects, updates existing projects, and may choose to support other agencies' requests for funds. Projects must be included in the CWTP to be eligible for many state, federal and regional transportation fund sources.

The 2004 CWTP included four City of Berkeley projects, totaling \$15.2 million:

- Gilman/I-80 Interchange: \$1.5 million.
- Ashby BART/Ed Roberts Campus: \$5.2 million
- Downtown BART Plaza: \$5 million
- University Avenue Transit Enhancements: \$3.5 million

The City Council approved (Reso. 63,965-N.S.) the 2008 CWTP Project List, which consisted of 11 projects and requested \$44 million (Attachment 2.)

It should be noted that, in addition to Projects, the CWTP also includes many Programs with significant impacts on Berkeley, including local streets and roads maintenance transit service, bicycle and pedestrian programs, and freeway and arterial management.

The City's ACTC Board Member is Councilmember Capitelli (Alternate - Councilmember Worthington), and Mayor Bates is a MTC Commissioner representing the cities of Alameda County.

RATIONALE FOR RECOMMENDATION

In order for the City to be eligible for state, federal, and most regional transportation funds, the CWTP must include City of Berkeley projects. The City must submit projects to ACTC for inclusion in the CWTP by April 29, 2011.

The Recommended 2012 Project List (Attachment 1, Exhibit A) includes project rankings, funding requests, and brief project descriptions. The Project List is based on the 2008 Project List, which was approved by City Council and refined by staff in consultation with the Transportation Commission.

ALTERNATIVE ACTIONS CONSIDERED

No alternative action was considered; if Berkeley does not submit any projects to the CWTP/RTP, the City will not be eligible for project funding for the 2012-2016 period.

CONTACT PERSON

Farid Javandel, Transportation Manager, Public Works, 981-7061
Matt Nichols, Principal Transportation Planner, Public Works, 981-7068

Attachments:

1: Resolution

Exhibit A: City of Berkeley 2012 CWTP Projects List

2: 2008 City of Berkeley CWTP Projects List

3: ACTC/MTC Background Materials

4: Letter from Transportation Commission

RESOLUTION NO. ~~##,###~~-N.S.

CITY OF BERKELEY PROJECT SUBMITTAL TO 2012 ALAMEDA COUNTYWIDE
TRANSPORTATION PLAN

WHEREAS, the Metropolitan Transportation Commission, as the designated Metropolitan Planning Organization for the nine-county San Francisco Bay Area, is mandated by the federal government to draw up a Regional Transportation Plan (RTP) every four years to address the region's transportation needs; and

WHEREAS, pursuant to state law, the Alameda County Transportation Commission (ACTC) is responsible for preparing a transportation plan identifying goals, needs and investment priorities in the form of the Countywide Transportation Plan (CWTP), whose projects and programs are eligible for inclusion in the RTP, with the next CWTP update scheduled to be completed in 2012; and

WHEREAS, the City must submit Projects/Programs to ACTC for adoption in the 2012 Countywide Transportation Plan by April 29, 2011 in order to be competitive and eligible for transportation funds; and

WHEREAS, City of Berkeley desires to submit the Projects List for inclusion in the 2012 Alameda CWTP and RTP; and

WHEREAS, the City Manager provided staff recommendations of a Project/Program List for Council consideration; and

WHEREAS, the Transportation Commission reviewed staff recommendations on February 17, 2011, and resolved to advise City Council regarding the 2012 Projects List.

NOW THEREFORE, BE IT RESOLVED that the Council of the City of Berkeley authorizes the City Manager to submit a prioritized and financially constrained list of Projects, consistent with City Council direction, as advised by the Transportation Commission, to the 2012 Alameda Countywide Transportation Plan.

Exhibit A: 2012Alameda Countywide Transportation Plan City of Berkeley Projects List

Planning Commission

April 27, 2011

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(Adopted Plans, Council Resolutions)

Priority		Sponsor	Project	Amounts in millions		Project Description	CWTP 2012	Project Source (Adopted Plans, Council Resolutions)	Potential Funding Sources
2008	2012			Project Cost	Funding Request				
1		City of Berkeley	Interstate 80 Corridor Improvements						
1	1	City of Berkeley /ACTC	I-80/Gilman Street Interchange Improvements	\$9	\$9	Two roundabouts at I-80/Gilman.		<ul style="list-style-type: none"> Countywide Plan Project ALA050079, TIP# 21144 Council Special Project #224 	I-80 HOT Lane Revenue, STIP, CMAQ, \$1.2M SAFETEA-LU Earmark
NEW	1	City of Berkeley	I-80/University Avenue Interchange Improvements	\$50	\$8	Conceptual Design/Preliminary Engineering Phase		West Berkeley Circulation Master Plan (\$8M)	I-80 HOT Lane Revenue, STIP
5	1	City of Berkeley	I-80/Ashby Shellmound Interchange Improvements	\$40	\$2	Aquatic Park safety & access improvements, including Potter Street. Emeryville is I-80 Interchange project lead.		Special Project #549: I-80 Ashby Interchange Study	I-80 HOT Lane Revenue, STIP
	1	City of Berkeley /ACTC (Smart Corridor)	I-80 Corridor Improvements: Complete Streets, Smart Corridor, TOD and Transit Infrastructure, Priority Development Area	\$54	\$20	Improve multi-modal access for focused growth along I-80 Corridor.		<ul style="list-style-type: none"> MTC 2002 HOV, 2006-09 HOT Lane Studies Special Project #1040: Aquatic Park Connection West Berkeley Circulation Master Plan (\$16M) Special Project #1037: San Pablo Avenue Public Improvements Plan (\$11M) 	I-80 HOT Lane Revenue, Vehicle Registration Fee
7	1	City of Berkeley	Bay Trail Extension	\$11	\$11	Construct bicycle/pedestrian pathway from Bay Trail to Berkeley Marina East Lawn.		Bay Trail Spine Segment #4158; (& 4151, 4152, 4155, 4156, 4157)	I-80 HOT Lane Revenue, STIP-TE, Coastal Conservancy, WETA
9	1	City of Berkeley	I-80 Aquatic Park Soundwall	\$6	\$6	Design and construct sound wall on I-80 at Aquatic Park.		Special Project #119: Aquatic Park Sound Barrier	I-80 HOT Lane Revenue, STIP-TE
10	1	City of Berkeley	Railroad Crossing Improvements	\$40	\$11	Gilman grade separation. Quiet Zone recommendations.		Special Project #1064: Railroad Expansion Policy Issues: Includes Gilman grade separation (\$30M, Quiet Zone (\$10.7M)	I-80 HOT Lane Revenue, Port of Oakland, UPRR
11	1	City of Berkeley	Berkeley Ferry Terminal Access Improvements	\$35	\$5	Access improvements to proposed ferry terminal (structural roadway improvements, traffic signals, bus signage & shelters.		Departmental Initiative #923: Water Transit Authority Berkeley Ferry Site	I-80 HOT Lane Revenue, RM 2, WETA
3	1	City of Berkeley	I-80 Corridor Transit Service & Infrastructure	\$20	\$20	Restore Service to 2009 Levels to Higher Density neighborhoods. HOT Lane Transit Stations. Lifeline Service for low-income communities	Community-Based Transportation Plan Implementation	<ul style="list-style-type: none"> MTC 2002 HOV, 2006-09 HOT Lane Studies I-80 adjacent elements of South & West Berkeley Community-Based Transportation Plan West Berkeley Shuttle West Berkeley Circulation Master Plan AC Transit Service Plan 	Caltrans Environmental Justice Grant, AC Transit, MTC Lifeline
			TOTAL for I-80 Corridor Improvements	\$245	\$72				
			Transit and Transit-Oriented Development						
2	2	City of Berkeley	Transit-Oriented Development Access Infrastructure	\$70	\$25	Multi-modal improvements to support focused development.	Transportation and Land Use Program Bicycle and Pedestrian Program	<ul style="list-style-type: none"> Special Project #995: BART Plaza and Transit Area Project (\$2M) Departmental Initiative #922: University Ave Strategic Plan Special Project #1037: San Pablo Ave Public Improvements Plan (\$11M) Critical Initiative #1080: Downtown Area Plan Special Project #1011: South Berkeley Plan (draft) Berkeley Pedestrian Plan Center Street Garage (BART parking) (\$25M) Center Street Plaza (\$3M) 	CMAQ, \$400K UC LRDP, BART, \$1.8M TLC grant
NEW	8	City of Berkeley/AC Transit	Transit Service Restoration and Enhancement	\$50	\$50	Restoration of AC Transit service. Implementation of City's Transit First Policy. Development of service improvements to Trunk Lines 51 and 1R. Traffic signal transit optimization.		<ul style="list-style-type: none"> Transit-First Policy (Council Resolution 58,731-N.S.) AC Transit Line 51 and 1R Studies Employee Easy Pass Program Youth Transit Passes 	Restore State transit funding to adequate levels.
NEW	9	City of Berkeley/AC Transit	Downtown Berkeley Transit Center	\$25	\$4	Needs Assessment and Capital Project Development for Downtown Transit Center.			Transit Center Development Funds (Measure B)

Page 7 of 22 -
 Adopted Plans, Council Resolutions

Priority				Amounts in millions					
2008	2012	Sponsor	Project	Project Cost	Funding Request	Project Description	CWTP 2012	Project Source (Adopted Plans, Council Resolutions)	Potential Funding Sources
			Bicycle & Pedestrian Projects						
3	3	City of Berkeley	Complete Streets: Streetscape Improvements & Pedestrian Plan Implementation	\$32	\$20	Implement Pedestrian Master Plan and Countwide Pedestrian Plan, San Pablo Public Improvements Plan, South & West Berkeley Transportation Plan.	Bicycle and Pedestrian Program	<ul style="list-style-type: none">Berkeley Pedestrian Plan (\$19.6 Capital Improvements)Departmental Initiative #30: ADA Transition PlanDepartmental Initiative #922: University Avenue Strategic PlanSpecial Project #1037: San Pablo Ave Public Improvements Plan (est. \$11M)South & West Berkeley Community Based Transportation Plan (est. \$1.5M capital)Low Impact Development Repaving (incl. permeable paving, bioswales, biofiltration)	Est. \$250K/yr Measure B Bike \$60K/yr TDA Article 3 \$275K/yr General Fund (Sidewalk, ADA)
8	4	City of Berkeley	Complete Streets: Roadway Network Improvements	\$11	\$5	Southside roadway reversion to 2-way. Shattuck Ave/Square 2-way west leg. West Berkeley Circulaton Master Plan. Adeline/Ashby corridor.	Non-Capacity Increasing Local Road Intersection Modifications and Channelization (This is an MTC Programmatic Category)	<ul style="list-style-type: none">Critical Initiative #4 - Southside Plan ImplementationCritical Initiative #1080 - Downtown PlanCritical Initiative #1041 - West Berkeley Circulation Master PlanDepartmental Initiative #936: Traffic Signal Priorities	Bicycle/Ped Funds, Measure B, VRF
4	5	City of Berkeley	Bicycle Plan Implementation	\$20	\$20	Implementation of Berkeley Bicycle Plan and Countywide Bicycle Plan	Bicycle and Pedestrian Program	<ul style="list-style-type: none">Countywide Bicycle PlanBerkeley Bicycle Plan	Local funds: \$125K (\$6.6M over 20 yrs from Measure B), TDA3, General Fund
NEW	7	City of Berkeley	Ashby/State Route 13 Corridor Improvements	\$30	\$30	Safety & Access Improvements on Ashby/SR 13. Emergency Evacuation Infrastructure (undergrounding utilities on evacuation route.)	Bicycle and Pedestrian Program Disaster Response & Transportation System Resilience	<ul style="list-style-type: none">Transportation Commission Ashby Corridor Project ListSafe Routes to SchoolsBerkeley and Countywide Bicycle PlanBerkeley and Countywide Pedestrian Plan	\$2M 4th Bore Settlement Funds, FEMA
			Parking & TDM						
6	6	City of Berkeley	Parking Management & TDM Program	\$5	\$2	Parking pricing, unbundling of parking, Parking Cash-Out	Parking Management	<ul style="list-style-type: none">Departmental Initiative #918: Off-Street Parking Sign Program	FHWA, CMAQ, local parking revenue
			TOTAL PROJECT COSTS	\$483	\$226				

Attachment 2: 2008 City of Berkeley CWTP Projects List						
City of Berkeley Projects for the Alameda Countywide Transportation Plan/Regional Transportation 2035 Plan						
City Council Priority, adopted 1/29/08	Sponsor	Project Description	Project Cost (\$ in millions)	Funding Request (\$ in millions)	Comments	Funding Plan for remaining amount
1	City of Berkeley	Gilman I-80 Interchange Improvements	7	5.5	Council Special Project #224 PSR under development	\$1.2M SAFETEA-LU Earmark, \$0.3 Local match
2	City of Berkeley	Transit-Oriented Development Infrastructure	5.9	5	Special Project #995: BART Downtown Improvements Plan (PSRe draft) Departmental Initiative #922: University Avenue Strategic Plan Special Project #1037: San Pablo Ave Public Improvements Plan Critical Initiative #1080: Downtown Area Plan (draft) Special Project #925: Pedestrian Plan (draft) Special Project #1011: South Berkeley Plan (draft)	Workforce Housing \$150K TLC Planning Grant \$90K (completed)
3	City of Berkeley	Streetscape & Pedestrian Improvements	38	6	Special Project #925: Pedestrian Plan (\$25M; \$13M unidentified) Departmental Initiative #30: ADA Transition Plan Departmental Initiative #922: University Avenue Strategic Plan Special Project #1037: San Pablo Ave Public Improvements Plan (est. \$11M) South & West Berkeley Community Based Transportation Plan (est. \$1.5M capital)	Est. \$250K/yr Measure B Bike \$60K/yr TDA Article 3 \$275K/yr General Fund (Sidewalk, ADA)
4	City of Berkeley	Bicycle Plan Implementation	12.4	6	Countywide Bicycle Plan Berkeley Bicycle Plan, adopted 2000. Departmental Initiative #928: Bikestation Special Project #512: 9th St. Bicycle Blvd.	Local funds: \$125K (\$6.6M over 20 yrs from Measure B), TDA3, General Fund
5	City of Berkeley	Ashby I-80 Interchange/Aquatic Park Access Improvements	2	2	Special Project #549: I-80 Ashby Interchange Study Special Project #1040: Aquatic Park Connection Local streetscape, paving and minor interchange improvements.	Planning and Conceptual Design Phase

City of Berkeley Projects for the Alameda Countywide Transportation Plan/Regional Transportation 2035 Plan						
City Council Priority, adopted 1/29/08	Sponsor	Project Description	Project Cost (\$ in millions)	Funding Request (\$ in millions)	Comments	Funding Plan for remaining amount
6	City of Berkeley	Berkeley Parking Pricing Program	11	3	Pricing and Focused Growth are top MTC strategies to achieve RTP goals. Citywide Pay/Display equipment Dynamic Parking Signage Departmental Initiative #918: Off-Street Parking Sign Program	Citywide Pay/Display Parking Pricing Program Dynamic Parking Signage Local funds: Meter revenue
7	City of Berkeley	Bay Trail Berkeley	13.1	2	Bay Trail Spine Segment #4158; (& 4151, 4152, 4155, 4156, 4157)	
8	City of Berkeley	Local Road Network Improvements	11	5.5	Critical Initiative #4 - Southside Plan Implementation Critical Initiative #1080 - Downtown Plan Critical Initiative #1041 - West Berkeley Circulation Master Plan Departmental Initiative #936: Traffic Signal Priorities	Potential local funds: AC Transit BRT, UC LRDP
9	City of Berkeley	I-80 Soundwall	6	6	Special Project #119: Aquatic Park Sound Barrier	
10	City of Berkeley	Railroad Crossing Improvements	16.3	2	Special Project #1064: Railroad Expansion Policy Issues Includes Gilman grade separation (\$15.8M, other crossing improvements (\$0.5M)	Proposed \$2M will enable planning/design, not capital. Potential other funders: UPRR, Port of Oakland, US DOT
11	City of Berkeley	Berkeley Ferry Terminal	35	1	Departmental Initiative #923: Water Transit Authority Berkeley Ferry Site	Potential other funds: Regional Measure 2, Water Emergency Transit Authority
TOTAL			157.7	44		



Memorandum

DATE: February 3, 2011

TO: CWTP-TEP Technical Advisory Working Group

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. Staff will also share the report with the CWTP-TEP Committees and Working Groups. The purpose of the 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.

February 2011 Update:

This report focuses on the month of February 2011. A summary of countywide and regional planning activities for the next three months is found in Attachment A and a three year schedule is found in Attachment B. Highlights include MTC Call for Project Guidance, Letter from Alameda County Planning Directors to MTC and ABAG, 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, draft guidance for the call for projects, 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.asp?e=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) Letter from Alameda County Planning Directors to ABAG and MTC

The Alameda County Planning Directors submitted the attached letter to ABAG and MTC (Attachment C) regarding the SCS Initial Vision Scenario process. While indicated their underlying support for the process, they made three recommendations:

- a) ABAG/MTC specifically request City and County elected leaders to authorize staff to participate in developing alternative plans for PDAs to be used in the Vision Scenario that may go beyond existing local policies and plans;
- b) ABAG/MTC should 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;
- c) ABAG/MTC should use the SCS EIR as an opportunity to harmonize regional policies, guidelines and regulations so that infill development is easier to accomplish.

3) 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		
Alameda	February 1		Yes
Albany	January 18	Presentation	Yes
Berkeley	January 25	Information to Council	
	January 19	Presentation to Planning Commission	Yes
Dublin	January 25	Information to Council	Yes
	January 29	District 1 Workshop	Yes
Emeryville	January 18	Working Session	Yes
Fremont	January 29	District 1 Workshop	
Hayward	January 18	Working Session	Yes
Livermore	February 28	Information to Council	
	January 29	District 1 Workshop	Yes

Jurisdiction	Date to Council/Board	Type of item	Completed?
Newark	February 24		
Oakland	February 15	Presentation to Council	
	February 2	Presentation to Planning Commission	Yes
Piedmont	February 7		
Pleasanton	February 1 (tentative)		Yes
	January 29	District 1 Workshop	Yes
San Leandro	February 22	Working Session or Information to Council	
Union City	January 25	Presentation	Yes
AC Transit	No presentation scheduled at this time		
BART	January 27 (tentative)		Yes

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

Committee	Regular Meeting Date and Time	Next Meeting
CWTP-TEP Steering Committee	4 th Thursday of the month, noon Location: Alameda CTC	February 24, 2011 March 24, 2011
CWTP-TEP Technical Advisory Working Group	**NEW DATE AND TIME** 2nd Thursday of the month, 1:30 p.m. Location: Alameda CTC	February 10, 2011 March 10, 2011
CWTP-TEP Community Advisory Working Group	1 st Thursday of the month, 3:00 p.m. Location: Alameda CTC	February 3, 2011 March 3, 2011
SCS/RTP Regional Advisory Working Group	1 st Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	February 1, 2011 March 1, 2011
SCS/RTP Performance Target Ad Hoc Committee	Varies Location: MetroCenter, Oakland	February 7, 2011
SCS/RTP Equity Ad Hoc Committee	Location: MetroCenter, Oakland	February 9, 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	TBD	

Attachments:

Attachment A: Summary of Next Quarter Countywide and Regional Planning Activities

Attachment B: Three Year CWTP-TEP Planning Schedule

Attachment C: Letter from Alameda County Planning Directors to ABAG/MTC regarding SCS Process

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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 milestones is attached (Attachment B). 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 investment both new and existing that will begin around the early spring timeframe.

Key Dates and Opportunities for Input

The key dates shown in Attachment B 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 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

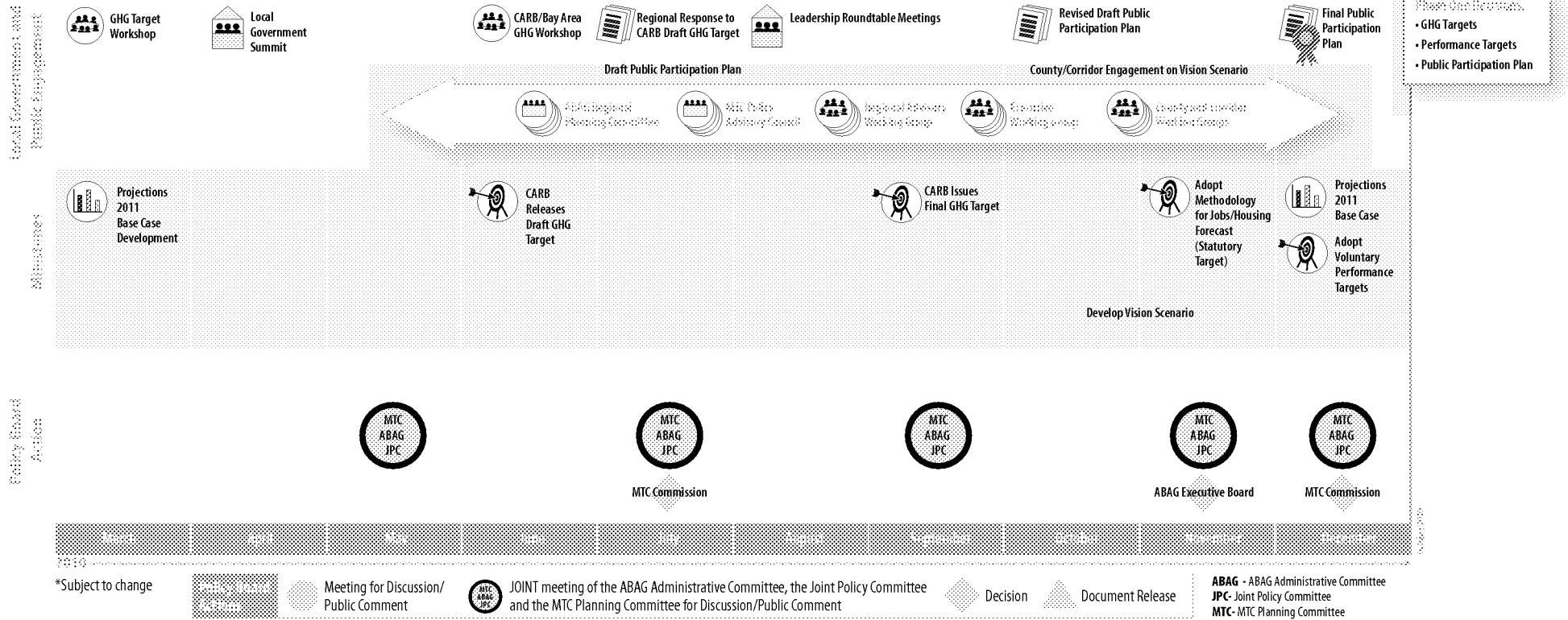
Outreach: January 2012 – June 2012

Adopt CWTP and TEP: July 2012

TEP Submitted for Ballot: August 2012

Sustainable Communities Strategy Planning Process: Phase 1 Detail for 2011

Phase 1: Performance Targets and Vision Scenario



Sustainable Communities Strategy Planning Process: Phase 2 Detail for 2011

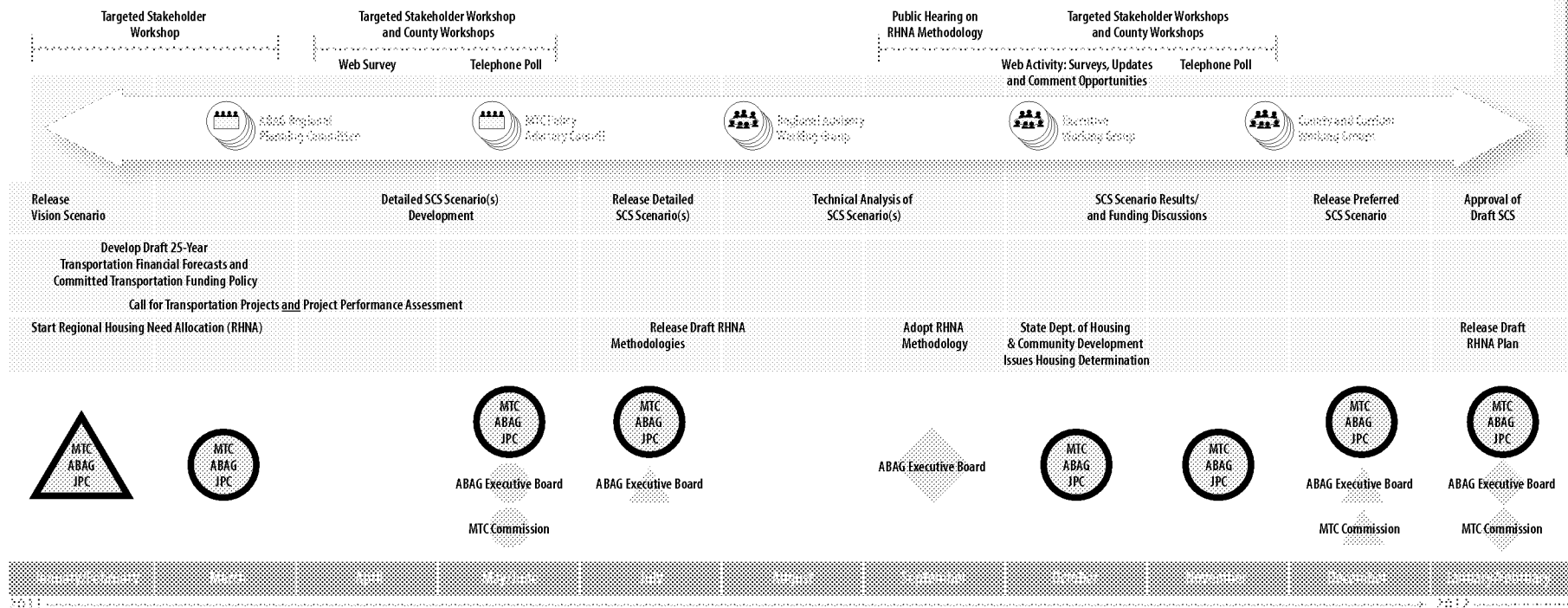
Phase 2: Scenario Planning, Transportation Policy & Investment Dialogue, and Regional Housing Need Allocation

OneBayArea

For Government and Public Engagement

Milestones

Policy Board Action



- Phase Two Deliverables:
- Vision Scenarios
 - Financial Forecasts
 - Detailed SCS Scenarios
 - RHNA Methodology
 - Preferred SCS Scenario
 - Draft RHNA Plan

- Stakeholder Meetings:
- Vision Scenarios
 - Financial Forecasts
 - Detailed SCS Scenarios
 - RHNA Methodology
 - Preferred SCS Scenario
 - Draft RHNA Plan

*Subject to change



Meeting for Discussion/
Public Comment



JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment



Decision



Document Release



Joint document release by ABAG, JPC and MTC



Joint document release by ABAG, JPC and MTC



Joint document release by ABAG, JPC and MTC



Joint document release by ABAG, JPC and MTC



Joint document release by ABAG, JPC and MTC



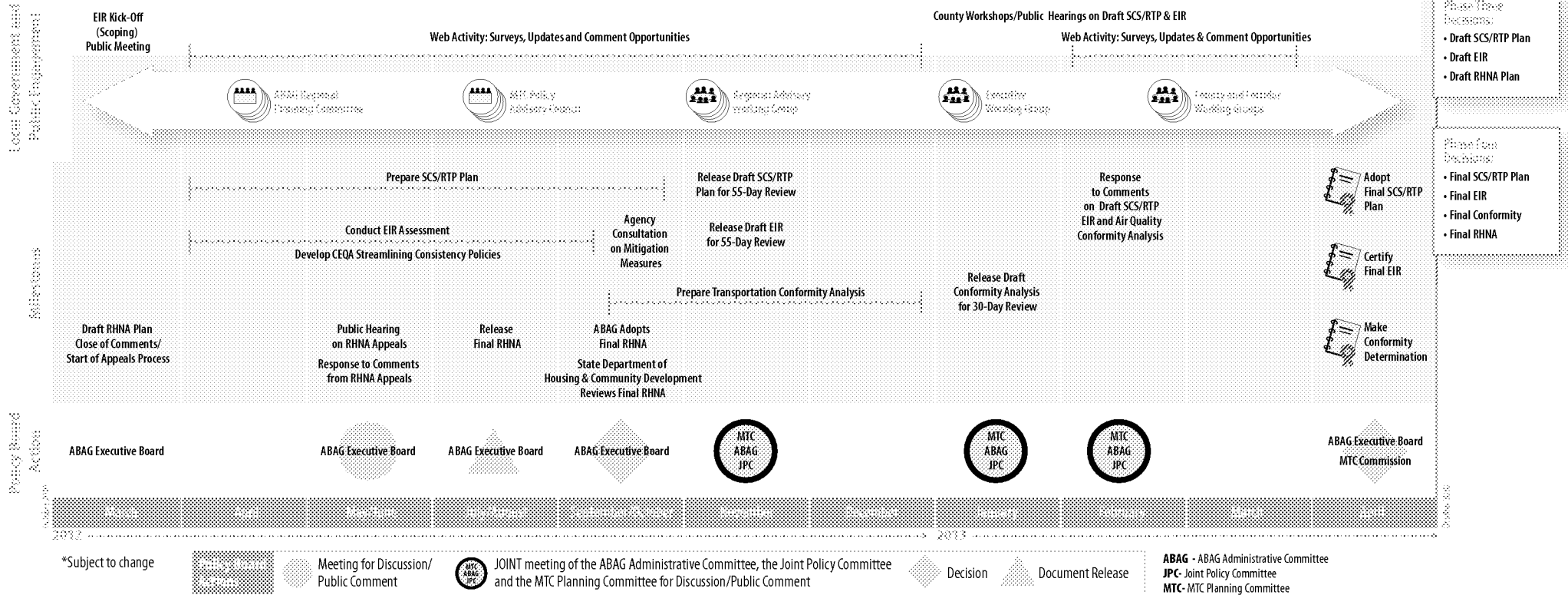
Joint document release by ABAG, JPC and MTC

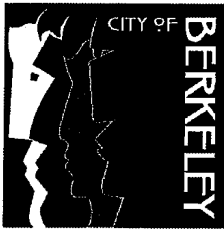
ABAG - ABAG Administrative Committee
JPC - Joint Policy Committee
MTC - MTC Planning Committee

Sustainable Communities Strategy Planning Process: Phases 3 & 4 Details for 2012-2013*

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


Phase 4: Plan Adoption





Transportation Commission

March 18, 2011

To: Honorable Mayor and Members of the City Council
From: Ann Smulka, Chair, Transportation Commission 
RE: **Alameda Countywide/ Regional Transportation Plan
Supplemental Recommendations for Berkeley Projects**

At its March 17 regular meeting yesterday evening, the Transportation Commission voted unanimously to support staff recommendations listed in the attached Draft of Exhibit A: 2012 CWTP City of Berkeley Projects for the 2010 Alameda Countywide Transportation Plan/Regional Transportation Plan with the following additions:

1. To I-80 Corridor Improvements (4th Project)
 - add the words "and transit" before infrastructure
 - change project cost to \$54 million
 - change funding request to \$20 million
2. To I-80 Corridor Improvements (4th and 9th Projects)
 - Add "MTC 2002 HOV Study/MTC HOT Study" to Project Source column
3. To Ashby/State Route 13 Corridor Improvements
 - Add "Emergency Evacuation Infrastructure"
 - Change Project Cost to \$30 million
 - Change Funding Request to \$30 million

It was further moved to transmit these recommendations to Council for consideration at its March 29 Meeting.

The motion was moved and seconded by Commissioners Bruzzone and Froehle.
Ayes: Broadbuss, Bruzzone, Carlton, Froehle, Goddard, Lang, McCaughrin, Smulka
Noes: None; Abstain: None; Absent: None
The motion passed by unanimous vote 8-0-0-0.

Attachment: City of Berkeley Projects for the 2012 Alameda Countywide Transportation Plan/Regional Transportation Plan, Attachment 1 (DRAFT 3, 3/17/2011)

Priority	2008	2012	Sponsor	Project	Project Cost	Funding Request	Project Description	CWTP 2012	Page 20 of 22 - (Adopted Plans, Council Resolutions)	Potential Funding Sources
			City of Berkeley /ACTC	I-80/Gilman Street Interchange Improvements	\$9	\$9	Two roundabouts at I-80/Gilman.		<ul style="list-style-type: none"> Countywide Plan Project ALA050079, TIP# 21144 Council Special Project #224 	I-80 HOT Lane Revenue, STIP, CMAQ, \$1.2M SAFETEA-LU Earmark
NEW		1	City of Berkeley	I-80/University Avenue Interchange Improvements	\$50	\$8	Conceptual Design/Preliminary Engineering Phase		West Berkeley Circulation Master Plan (\$8M)	I-80 Hot Lane Revenue, STIP
		5	City of Berkeley	I-80/Ashby Shellmound Interchange Improvements	\$40	\$2	Aquatic Park safety & access improvements, including Potter Street. Emeryville is I-80 Interchange project lead.		Special Project #549: I-80 Ashby Interchange Study	I-80 HOT Lane Revenue, STIP
		1	City of Berkeley /ACTC (Smart Corridor)	I-80 Corridor Improvements: Complete Streets, Smart Corridor, TOD Infrastructure, Priority Development Area <i>Transit</i>	\$27 <i>54</i>	\$10 <i>20</i>	Improve multi-modal access for focussed growth along I-80 Corridor.	DRAFT SUBJECT TO CHANGE WORK IN PROGRESS	<ul style="list-style-type: none"> Special Project #1040: Aquatic Park Connection West Berkeley Circulation Master Plan (\$16M) Special Project #1037: San Pablo Avenue Public Improvements Plan (\$11M) <i>MTC 2002 HOV study / MTC HOT</i> 	I-80 HOT Lane Revenue, Vehicle Registration Fee
		7	City of Berkeley	Bay Trail Extension	\$11	\$11	Construct bicycle/pedestrian pathway from Bay Trail to Berkeley Marina East Lawn.		Bay Trail Spine Segment #4158; (& 4151, 4152, 4155, 4156, 4157)	I-80 HOT Lane Revenue, STIP-TE, Coastal Conservancy, WETA
		9	City of Berkeley	I-80 Aquatic Park Soundwall	\$6	\$6	Design and construct sound wall on I-80 at Aquatic Park.		Special Project #119: Aquatic Park Sound Barrier	I-80 HOT Lane Revenue, STIP-TE
		10	City of Berkeley	Railroad Crossing Improvements	\$40	\$11	Gilman grade separation. Quiet Zone recommendations.		Special Project #1064: Railroad Expansion Policy Issues: Includes Gilman grade separation (\$30M, Quiet Zone (\$10.7M)	I-80 HOT Lane Revenue, Port of Oakland, UPRR
		11	City of Berkeley	Berkeley Ferry Terminal Access Improvements	\$35	\$5	Access improvements to proposed ferry terminal (structural roadway improvements, traffic signals, bus signage & shelters.		Departmental Initiative #923: Water Transit Authority Berkeley Ferry Site	I-80 HOT Lane Revenue, RM 2, WETA
		3	City of Berkeley	I-80 Corridor Transit Service	\$20	\$20	Restore Service to 2009 Levels to Higher Density neighborhoods. Lifeline Service for low-income communities	Community-Based Transportation Plan Implementation	<ul style="list-style-type: none"> I-80 adjacent elements of South & West Berkeley Community-Based Transportation Plan West Berkeley Shuttle <i>MTC 2002 HOV study</i> West Berkeley Circulation Master Plan AC Transit Service Plan 	Caltrans Environmental Justice Grant, AC Transit, MTC Lifeline <i>MTC HOT</i>
		2	City of Berkeley	Transit-Oriented Development Access Infrastructure	\$70	\$25	Multi-modal improvements to support focused development.	Transportation and Land Use Program Bicycle and Pedestrian Program	<ul style="list-style-type: none"> Special Project #995: BART Downtown Improvements Plan Departmental Initiative #922: University Ave Strategic Plan Special Project #1037: San Pablo Ave Public Improvements Plan Critical Initiative #1080: Downtown Area Plan (draft) Special Project #1011: South Berkeley Plan (draft) Berkeley Pedestrian Plan Center Street Garage (BART parking) (\$25M) Center Street Plaza (\$?) 	CMAQ, \$400K UC LRDP, BART, \$1.8M TLC grant
		3	City of Berkeley	Complete Streets: Streetscape Improvements & Pedestrian Plan Implementation	\$32	\$20	Implement Pedestrian Master Plan and Countwide Pedestrian Plan, San Pablo Public Improvements Plan, South & West Berkeley Transportation Plan.	Bicycle and Pedestrian Program	<ul style="list-style-type: none"> Berkeley Pedestrian Plan (\$19.6 Capital Improvements) Departmental Initiative #30: ADA Transition Plan Departmental Initiative #922: University Avenue Strategic Plan Special Project #1037: San Pablo Ave Public Improvements Plan (est. \$11M) South & West Berkeley Community Based Transportation Plan (est. \$1.5M capital) Low Impact Development Repaving (permeable paving, bioswales, biofiltration) 	Est. \$250K/yr Measure B Bike \$60K/yr TDA Article 3 \$275K/yr General Fund (Sidewalk, ADA)
		8	City of Berkeley	Complete Streets: Roadway Network Improvements	\$11	\$5	Southside roadway reversion to 2-way. Shattuck Ave/Square 2-way west leg. West Berkeley Circulation Master Plan. Adeline/Ashby corridor.	Non-Capacity Increasing Local Road Intersection Modifications and Channelization (This is an MTC Programmatic Category)	<ul style="list-style-type: none"> Critical Initiative #4 - Southside Plan Implementation Critical Initiative #1080 - Downtown Plan Critical Initiative #1041 - West Berkeley Circulation Master Plan Departmental Initiative #936: Traffic Signal Priorities 	<i>Bike Ped Safety Funds</i>

this list used as basis for next round of Meas B

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Priority		Sponsor	Project	Amounts In		Project Description	CWTP 2012	Project Source (Adopted Plans, Council Resolutions)	Potential Funding Sources
2008	2012			Project Cost	Funding Request				
4	4	City of Berkeley	Bicycle Plan Implementation	\$20	\$20	Implementation of Berkeley Bicycle Plan and Countywide Bicycle Plan	Bicycle and Pedestrian Program	<ul style="list-style-type: none"> Countywide Bicycle Plan Berkeley Bicycle Plan 	Local funds: \$125K (\$6.6M over 20 yrs from Measure B), TDA3, General Fund
6	5	City of Berkeley	Parking Management & TDM Program	\$5	\$2	Parking pricing, unbundling of parking, Parking Cash-Out	Parking Management	<ul style="list-style-type: none"> Departmental Initiative #918: Off-Street Parking Sign Program 	FHWA, CMAQ, local parking revenue
NEW	6	City of Berkeley	Ashby/State Route 13 Corridor Improvements <i>Emergency Eoac infra street</i>	\$5 <i>30</i>	\$2 <i>30</i>	Safety & Access Improvements on Ashby/SR 13	Bicycle and Pedestrian Program	<ul style="list-style-type: none"> Transportation Commission Ashby Corridor Project List Safe Routes to Schools Berkeley and Countywide Bicycle Plan Berkeley and Countywide Pedestrian Plan 	\$2M 4th Bore Settlement Funds
NEW	7	City of Berkeley/AC Transit	Transit Service Restoration and Enhancement	\$50	\$50	Restoration of AC Transit service. Implementation of City's Transit First Policy. Development of service improvements to Trunk Lines 51 and 1R. Traffic signal transit optimization.		<ul style="list-style-type: none"> Transit-First Policy (Council Resolution 58,731-N.S.) AC Transit Line 51 and 1R Studies Employee Easy Pass Program Youth Transit Passes 	
NEW	8	City of Berkeley/AC Transit	Downtown Berkeley Transit Center	\$25	\$4	Needs Assessment and Capital Project Development for Downtown Transit Center.			Transit Center Development Funds (Measure B)
TOTAL PROJECT COSTS				\$100	\$100				

< 6% of 11 Billion b/c Berkeley doesn't provide all transit costs for Berkeley.

