

BOARD RETREAT NOTICE

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Executive Director
Art Dao

Friday, December 17, 2010, 8:30 a.m.

**University Union Bldg, Room 311
California State University, East Bay
(CSUEB Hayward Hills Campus)**

**25800 Carlos Bee Blvd., Hayward,
California 94542-3061**
(see map of CSUEB Hayward Hills
Campus on last page of agenda)

Chair: Mark Green
Vice Chair: Scott Haggerty

Executive Director: Arthur L. Dao
Interim Clerk of
the Commission: Gladys V. Parmelee

AGENDA

*Copies of Individual Agenda Items are Available on the:
Alameda CTC Website -- www.alamedactc.org*

- | | | |
|---|-------------------------|----------|
| 1. Continental Breakfast | 8:30 – 9:00 a.m. | |
| 2. Welcome and Meeting Overview | 9:00 – 9:10 a.m. | I |
| Welcome, introductions and overview of meeting outcomes and logistics. | | |
| 3. Roll Call | | |
| 4. Public Comment | 9:10 – 9:15 a.m. | |
| Members of the public may address the Board during “Public Comment” on any item <u>not</u> on the agenda. Public comment on an agenda item will be heard as part of that specific agenda item. Only matters within the Commission’s jurisdictions may be addressed. If you wish to comment make your desire known by filling out a speaker card and handing it to the Clerk of the Commission. Please wait until the Chair calls your name. Walk to the microphone when called; give your name, and your comments. Please be brief and limit comments to the specific subject under discussion. Please limit your comment to three minutes. | | |
| 5. Approval of Consent Calendar | 9:15 – 9:25 a.m. | A |
| 5A. Approval of formation of a Subcommittee to select a logo for the Alameda CTC - page 1 | | |
| 5B. Approval of Countywide Transportation Plan and Expenditure Plan Steering Committee meeting dates and times – page 3 | | |

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|--|--------------------------------|----------|
| 6. Overview of Major Successes in 2010 | 9:25 – 9:45 a.m. | I |
| This presentation will recap major project, program and administrative successes during 2010. Commission members will briefly present project and program implementation successes related to the work of the Alameda CTC in their jurisdictions. | | |
| 7. Moving Forward: Setting the Stage for Decades to Come | 9:45 – 10:15 a.m. | I |
| This session will focus on major mandated efforts that place California at the forefront in Green House Gases reductions and how it affects transportation through regional efforts with the Sustainable Communities Strategy and Regional Transportation Plan Development. A presentation on the development of the Countywide Transportation and Expenditure Plan implementation and its relationship to the development of the Regional SCS/RTP will be made. | | |
| 8. Break | 10:15 – 10:30 a.m. | |
| 9. Bringing It Home: Facilitated Breakout Discussions | 10:30 – 11:30 a.m. | I |
| What do these efforts really mean to local communities? How should the Alameda CTC and its members get educated, involved and active in these processes? What should Alameda CTC do to craft transportation plans that address these efforts? Breakout sessions will focus on specific planning areas. | | |
| 10. Break | 11:30 – 11:45 a.m. | |
| 11. Getting It Right | 11:45 a.m. – 12:15 p.m. | I |
| Recap of breakout discussion outcomes and potential next steps for Alameda County. This discussion will flow into discussion of development of the legislative platform. | | |
| 12. Lunch | 12:15 – 1:00 p.m. | |
| 13. Legislative Overview: Washington DC and Sacramento Overview | 1:00 – 1:30 p.m. | I |
| Update and overview on what is happening in DC and Sacramento as a result of the elections. Recap of work accomplished since the elections and what to look forward to in the coming year. Discuss how to translate the earlier policy discussion into a legislative platform. | | |
| 14. Defining the 2011 Legislative Platform | 1:30 – 1:50 p.m. | A |
| Review and comment on the draft 2011 Alameda CTC legislative program – page 5 | | |
| 15. Adjournment | 2:00 p.m. | |

Key: A – Action Item; I – Information/Discussion Item

(#) All items on the agenda are subject to action and/or change by the Alameda CTC Board.

*PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH
ENVIRONMENTAL SENSITIVITIES MAY ATTEND*

Accommodations/Accessibility:

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

Driving Directions: to the CSUEB Hayward Hills Campus:

From I-880 South

Follow I-880 to the Jackson St. East turnoff in Hayward. As you come off the freeway, go to the first signal and make a right turn on Santa Clara. Santa Clara will turn into Harder Road. Follow Harder Road 1-1/2 miles up to the hill to the CSUEB .

From San Jose, Fremont, Union City and Surrounding Areas

From I-880 North take the Jackson St. east turnoff in Hayward. As you come off the freeway go to the first signal and make a right turn on Santa Clara. Santa Clara will turn into Harder Road. Follow Harder Road 1-1/2 miles up to the hill to the CSUEB.

From I-580 South

Follow I-580 to Hayward exiting at the 238/South Hayward turnoff. This brings you to Foothill Blvd. Follow Foothill, staying in the left lane. You will reach a major intersection, follow signs that say "Mission Blvd". Follow Mission Blvd. to Carlos Bee Blvd. Make a left turn there and stay in the right lane. CSUEB is at the top of the hill.

From San Francisco Bay Bridge

Cross the Bay Bridge and get on I-880 South. Exit the Jackson St. East turnoff in Hayward. As you come off the freeway go to first signal and make a right turn on Santa Clara. Santa Clara will turn into Harder Road. Follow Harder Road 1-1/2 miles up to the hill to the CSUEB.

From San Mateo Bridge (Highway 92)

Heading East on the San Mateo bridge, highway 92 turns into Jackson St. As you come off the freeway, go to the first signal and make a right turn onto Santa Clara. Santa Clara will turn into Harder Road. Follow Harder Road 1-1/2 miles up to the hill to the CSUEB.

From Walnut Creek and San Ramon Areas via I-680 South

Take I-680 South to I-580 West. Take Castro Valley turnoff. As you come off the freeway make 3 immediate left turns (following the Hayward signs) this will bring you heading down Center Street. At the bottom of the hill, at the next light make a right turn onto "B" Street. Follow "B" Street to Mission Blvd., turn left on Mission Blvd. Follow Mission Blvd. to Carlos Bee Blvd. Make a left turn there and stay in the right lane. CSUEB is at the top of the hill.

Public Transportation to the CSUEB Hayward Hills Campus:

AC Transit operates Bus #60 between the Hayward BART station and the CSUEB Hayward Hills Campus. Fees, and complete schedules, and maps are available on AC Transit's Rider Info site (<http://www.actransit.org/>).

Bus #60 Eastbound Schedule:

| Hayward BART | Campus Dr. & Second St. | Warren Hall, Cal State East Bay |
|--------------|-------------------------|---------------------------------|
| 733a | 742a | 750a |
| 748a | 757a | 805a |
| 753a | 802a | 810a |
| 813a | 822a | 830a |
| 833a | 842a | 850a |
| 853a | 902a | 910a |
| 913a | 922a | 930a |
| 933a | 942a | 950a |
| 953a | 1002a | 1010a |
| 1013a | 1022a | 1030a |
| 1033a | 1042a | 1050a |
| 1053a | 1102a | 1110a |
| 1113a | 1122a | 1130a |
| 1133a | 1142a | 1150a |
| 1153a | 1202p | 1210p |
| 1213p | 1222p | 1230p |
| 1233p | 1242p | 1250p |
| 1253p | 102p | 110p |
| 113p | 122p | 130p |
| 133p | 142p | 150p |
| 153p | 202p | 210p |

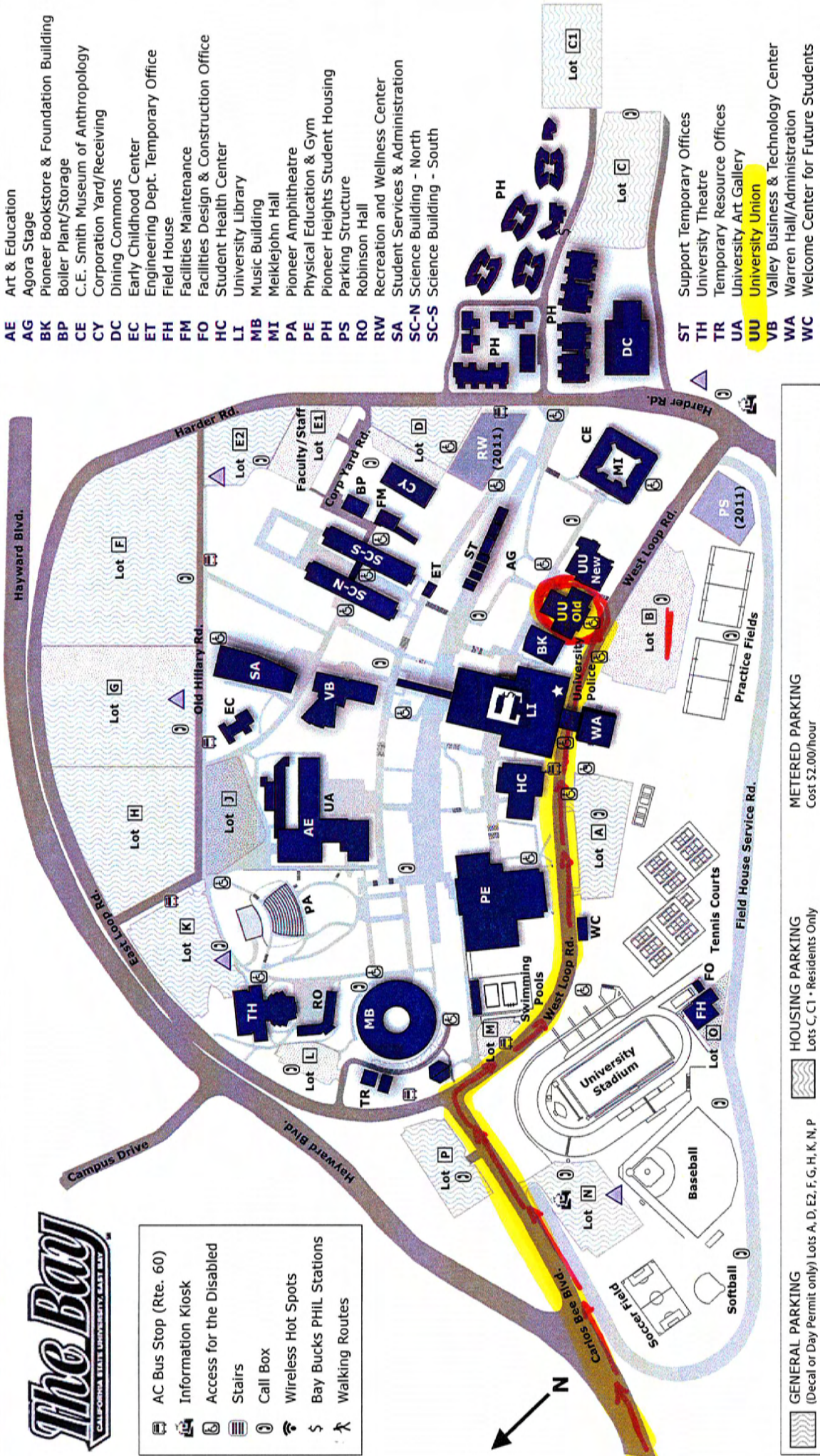
Bus #60 Westbound Schedule:

| Warren Hall, Cal State East Bay | Campus Dr. & Second St. | Hayward BART |
|---------------------------------|-------------------------|--------------|
| 1010a | 1015a | 1024a |
| 1030a | 1035a | 1044a |
| 1050a | 1055a | 1104a |
| 1110a | 1115a | 1124a |
| 1130a | 1135a | 1144a |
| 1150a | 1155a | 1204p |
| 1210p | 1215p | 1224p |
| 1230p | 1235p | 1244p |
| 1250p | 1255p | 104p |
| 110p | 115p | 124p |
| 130p | 135p | 144p |
| 150p | 155p | 204p |
| 210p | 215p | 224p |
| 230p | 235p | 244p |
| 250p | 255p | 304p |
| 305p | 310p | 319p |
| 310p | 315p | 324p |
| 330p | 335p | 344p |
| 338p | 343p | 352p |
| 350p | 355p | 404p |
| 410p | 415p | 424p |

CSUEB HAYWARD HILLS CAMPUS MAP



- AC Bus Stop (Rte. 60)
- Information Kiosk
- Access for the Disabled
- Stairs
- Call Box
- Wireless Hot Spots
- Bay Bucks PHIL Stations
- Walking Routes



- GENERAL PARKING**
 (Decal or Day Permit only) Lots A, D, E2, F, G, H, K, N, P
- FACULTY/STAFF PARKING**
 Lots B, D, E1, G, J, L, M, O
 Students & Visitors after 5 p.m. with permit
- HOUSING PARKING**
 Lots C, C1 • Residents Only
 Per-Day Permit Dispensers
 Cost \$10.00/day \$5.00/weekend
 Cash only, except for E2 and G,
 which also accept credit cards
- METERED PARKING**
 Cost \$2.00/hour
 Lot K (10-hour limit); portions of Lot D and West Loop Rd. (1-hour limits)
SPACES FOR THE DISABLED
 Lots A through G, J through M, O, Music Bldg., and West Loop Rd.

- AE Art & Education
- AG Agora Stage
- BK Pioneer Bookstore & Foundation Building
- BP Boiler Plant/Storage
- CE C.E. Smith Museum of Anthropology
- CY Corporation Yard/Receiving
- DC Dining Commons
- EC Early Childhood Center
- ET Engineering Dept. Temporary Office
- FH Field House
- FM Facilities Maintenance
- FO Facilities Design & Construction Office
- HC Student Health Center
- LI University Library
- MB Music Building
- MI Meiklejohn Hall
- PA Pioneer Amphitheatre
- PE Physical Education & Gym
- PH Pioneer Heights Student Housing
- PS Parking Structure
- RW Robinson Hall
- SA Recreation and Wellness Center
- SC-N Student Services & Administration
- SC-S Science Building - North
- SC-S Science Building - South
- ST Support Temporary Offices
- TH University Theatre
- TR Temporary Resource Offices
- UA University Art Gallery
- UU University Union
- VB Valley Business & Technology Center
- WA Warren Hall/Administration
- WC Welcome Center for Future Students

Glossary of Acronyms

| | | | |
|-----------------|--|-------------------|--|
| ABAG | Association of Bay Area Governments | MTS | Metropolitan Transportation System |
| ACCMA | Alameda County Congestion Management Agency | NEPA | National Environmental Policy Act |
| ACE | Altamont Commuter Express | NOP | Notice of Preparation |
| ACTA | Alameda County Transportation Authority (1986 Measure B authority) | PCI | Pavement Condition Index |
| ACTAC | Alameda County Technical Advisory Committee | PSR | Project Study Report |
| ACTC | Alameda County Transportation Commission | RM 2 | Regional Measure 2 (Bridge toll) |
| ACTIA | Alameda County Transportation Improvement Authority (2000 Measure B authority) | RTIP | Regional Transportation Improvement Program |
| ADA | Americans with Disabilities Act | RTP | Regional Transportation Plan (MTC's Transportation 2035) |
| BAAQMD | Bay Area Air Quality Management District | SAFETEA-LU | Safe, Accountable, Flexible, Efficient Transportation Equity Act |
| BART | Bay Area Rapid Transit District | SCS | Sustainable Community Strategy |
| BRT | Bus Rapid Transit | SR | State Route |
| Caltrans | California Department of Transportation | SRS | Safe Routes to Schools |
| CEQA | California Environmental Quality Act | STA | State Transit Assistance |
| CIP | Capital Investment Program | STIP | State Transportation Improvement Program |
| CMAQ | Federal Congestion Mitigation and Air Quality | STP | Federal Surface Transportation Program |
| CMP | Congestion Management Program | TCM | Transportation Control Measures |
| CTC | California Transportation Commission | TCRP | Transportation Congestion Relief Program |
| EIR | Environmental Impact Report | TDA | Transportation Development Act |
| FHWA | Federal Highway Administration | TDM | Travel-Demand Management |
| FTA | Federal Transit Administration | TFCA | Transportation Fund for Clean Air |
| GHG | Greenhouse Gas | TIP | Federal Transportation Improvement Program |
| HOT | High occupancy toll | TLC | Transportation for Livable Communities |
| HOV | High occupancy vehicle | TMP | Traffic Management Plan |
| ITIP | State Interregional Transportation Improvement Program | TMS | Transportation Management System |
| LATIP | Local Area Transportation Improvement Program | TOD | Transit-Oriented Development |
| LAVTA | Livermore-Amador Valley Transportation Authority | TOS | Transportation Operations Systems |
| LOS | Level of service | TVTC | Tri Valley Transportation Committee |
| MTC | Metropolitan Transportation Commission | VHD | Vehicle Hours of Delay |
| | | VMT | Vehicle miles traveled |



ACCMA ■ 1333 Broadway, Suite 220 ■ Oakland, CA 94612 ■ PH: (510) 836-2560
ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

www.AlamedaCTC.org

Memorandum

DATE: December 10, 2010

TO: Alameda County Transportation Commission

FROM: Arthur L. Dao, Executive Director

SUBJECT: **Approval of Formation of a Sub-Committee to Select a Logo for the Alameda CTC**

Recommendations:

Approve the formation of a sub-committee comprised of the Chair, Vice-Chair and Chair of the Finance and Administration Committee to review, select and recommend a new logo for the Alameda CTC.

Summary:

In July 2010, the Alameda County Transportation Improvement Authority (ACTIA) and the Alameda County Congestion Management Agency (ACCMA) approved a Joint Powers Agreement forming the Alameda County Transportation Commission, which held its first meeting on July 22, 2010.

The Alameda CTC as a new entity requires branding to establish its recognition within the industry and with its partners. One element of branding is through development of a new logo. Several logo samples have been developed and through the work of a Commission subcommittee sample logos will be presented for review, commentary and/or approval. In addition, the subcommittee will review upcoming communications plans whereby the logo will be used. A final logo recommendation from the subcommittee will be made to the full Commission in early 2011.

Fiscal Impact:

There is no fiscal impact.

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ACCMA ■ 1333 Broadway, Suite 220 ■ Oakland, CA 94612 ■ PH: (510) 836-2560
ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

www.AlamedaCTC.org

Memorandum

DATE: December 10, 2010

TO: Alameda County Transportation Commission

FROM: Arthur L. Dao, Executive Director

SUBJECT: **Approval of the CWTP-TEP Steering Committee Meeting Date Change**

Recommendations:

Approve changing the Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan (TEP) Steering Committee meeting dates to the same day as the full Commission meetings beginning January 2011. If approved, it is recommended that the meetings be held from noon to 2 p.m.

Summary:

In March and April 2010, the ACTIA and ACCMA Boards formed the Countywide Transportation Update and Sales Tax Reauthorization Steering Committee to guide the development of the countywide plans, including the development of a countywide vision, establishment of other advisory groups and a preliminary implementation schedule. The Steering Committee has met four times, generally on the third Monday of the month. This recommendation is to change the regular meeting date to the same day as and prior to the full Commission meeting. It is recommended that the Steering Committee meet from noon to 2 p.m. on the fourth Thursday of the month.

Background:

The combined update of the Alameda County CWTP and the development of a new TEP will require incorporation of new planning and technical elements in the Countywide Transportation Plan, significant coordination amongst stakeholders, and outreach to the public. This new process for Alameda County aims to enhance the current countywide planning document by including countywide transportation operations and maintenance costs, while also retaining the capital investment costs. The aim of expanding the elements in the CWTP is to ensure that all the true costs for transportation in Alameda County are captured in the plan so it can serve as a planning, funding and advocacy guidance document. It is envisioned that the TEP would evolve from the development of the CWTP.

Development of these plans will require technical, political, public and stakeholder engagement. Establishment of three committees to implement a two-year process will provide guidance for the plans and will be inclusive of those interested in the process. The three committees that have been

established include the Steering Committee comprised of 13 Commission members, a Technical Advisory Working Group, and a Community Advisory Working Group. The TAWG and CAWG are advisory only and will provide input into the actions that will be taken by the Steering Committee.

More information about these committees and the development of the CWTP and TEP can be found on the Alameda CTC website by pressing the Planning button on the home page

Fiscal Impact:

There is no fiscal impact.



Memorandum

DATE: December 10, 2010

TO: Alameda County Transportation Commission

FROM: Arthur L. Dao, Executive Director
Tess Lengyel, Programs and Public Affairs Manager

SUBJECT: Draft 2011 Alameda CTC Legislative Program

Recommendations:

Review and comment on the draft 2011 Alameda CTC Legislative Program.

Summary:

The Alameda CTC's Legislative Program will guide legislative actions and policy direction on legislative issues during the year.

Some of the highest priorities in 2011 will be to participate in the federal transportation bill reauthorization, address the challenges faced with declining revenues or modified revenue allocation structures (such as the results of Propositions 22 and 26 on the gas tax swap), implementation of climate change legislative mandates, and to work within a changed legislative governing body structure at the federal level (particularly in the House) and new leadership at the state level.

Background:

Each year, the Alameda CTC will adopt a Legislative Program to provide direction for its legislative and policy activities for the year. This will be the first formal legislative program adopted by the Alameda CTC.

The purpose of the Legislative Program is to establish funding, regulatory and administrative principles to guide Alameda CTC's legislative advocacy in the coming year. The program is intended to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, DC.

This draft legislative program builds upon the former ACTIA and ACCMA legislative programs to focus on the federal bill reauthorization, project and program implementation, and climate change.

The draft 2011 Legislative Program is divided into six sections:

- Federal Transportation Bill Reauthorization
- Transportation Funding
- Project Delivery
- Multi-modal and Transit Oriented Development

- Transportation and Social Equity
- Climate Change

Our state and federal lobbyists will be scheduling meetings in early spring with various Legislators in Sacramento and Washington, D.C. to discuss the Alameda CTC legislative needs in 2011. We invite Board members interested in participating in these meetings.

Attachment A

Draft 2011 Alameda CTC Legislative Program

DRAFT 2011 LEGISLATIVE PROGRAM

Introduction

Each year, the Alameda County Transportation Commission (Alameda CTC) will adopt a Legislative Program to provide direction for its legislative and policy activities for the year.

The purpose of the Legislative Program is to establish funding, regulatory and administrative principles to guide Alameda CTC's legislative advocacy in the coming year. The program is intended to be flexible, allowing opportunities to pursue legislative and administrative opportunities that may arise during the year, and to respond to the changing political processes in Sacramento and Washington, DC.

While Alameda CTC is required to fulfill the roles and responsibility of the voter mandated transportation expenditure plan and the roles of a congestion management agency, the current transportation climate with respect to reauthorization of the federal transportation bill, climate change issues, demographic shifts, and other policy development in the Bay Area affects the direction of state and federal advocacy efforts by the Alameda CTC. Further, Alameda CTC projects and programs can be advanced by additional funding and policy decisions supported through a legislative program.

Finally, there are increasing efforts to implement a more substantially integrated transportation system that provides substantial funding to all modes to advance mobility, access and quality infrastructure that supports the economy and advances healthy communities and the environment, particularly through the requirements of SB 375 and the development of a Sustainable Communities Strategy (SCS).

This legislative program recognizes significant countywide, regional, state and federal activities that have or will impact transportation funding and implementation in the coming years. Some of these include:

- Continued state and federal budget shortfalls that have the potential to negatively impact transportation funding for project planning, development and implementation;
- Results of the November 2010 elections supporting Propositions 22 and 26 change the requirements for how transportation funding in California is structured by disallowing certain fund uses and requiring reaffirmation or redefinition of current state funding structures. Namely this refers to the gas tax swap enacted in spring 2010 which will need to be reaffirmed in the State legislature by 2/3 support before November 2011, and certain fund usage as a result of the gas tax swap appear to be ineligible as a result of Proposition 22 requiring a method to reallocate those funds;
- Renewal efforts for the Federal Surface Transportation Bill;
- Updates to the Alameda County Countywide Transportation Plan that will flow into the next update of the Regional Transportation Plan (RTP), which requires development of a SCS as part of the RTP;

- Reauthorization of Alameda County's half-cent transportation sales tax measure, anticipated to be placed on the November 2012 ballot;
- Implementation of the vehicle registration fee in Alameda County, which authorized a countywide vehicle registration fee up to \$10; and
- Shifts in demographic trends currently underway and projected within the next 20 years.

The 2011 draft Legislative Program is divided into six sections:

- Federal Transportation Bill Reauthorization
- Transportation Funding
- Project Delivery
- Multi-modal and Transit Oriented Development
- Transportation and Social Equity
- Climate Change

The first section regarding Federal Transportation Bill Reauthorization is specific to federal legislative efforts, while the remaining sections relate broadly to both state and federal legislative and administrative issues as applicable.

Federal Transportation Bill Reauthorization Legislative Priorities

The Safe Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users, SAFETEA-LU, expired on September 30, 2009 and has been continued at its same funding level through three separate continuing resolutions. Congressman Oberstar's draft bill was not advanced in the 111th Congress due to the lack of a funding mechanism for the \$450 billion bill. With changes in the House and Senate, a new bill will be crafted and the funding levels may be well below Oberstar's proposed \$450 billion plan.

It is recommended in the draft 2011 Alameda CTC Legislative Program continue support of the California Consensus Principles which are intended to provide a uniform statewide position on surface transportation policies to Congress and the President. These principles were developed over the summer of 2008 with a broad array of transportation stakeholders throughout California which included many transportation agencies, Caltrans, the Business Transportation and Housing Agency, and the Governor. It is also recommended that the Commission continue support of Alameda County's "Principles Plus" which support specific areas of importance not fully articulated in the California Consensus Principles on SAFETEA-LU. The Consensus Principles and Principles Plus are listed below:

California Consensus Principles

1. Ensure the financial integrity of the Highway Trust Fund

The financial integrity of the transportation trust fund is at a crossroads. Current user fees are not keeping pace with needs or even the authorized levels in current law. In the long-term, the per-gallon fees now charged on current fuels will not provide the revenue or stability needed,

especially as new fuels enter the marketplace. This authorization will need to stabilize the existing revenue system and prepare the way for the transition to new methods of funding our nation's transportation infrastructure.

- Maintain the basic principle of a user-based, pay-as-you-go system.
- Continue the budgetary protections for the Highway Trust Fund and General Fund supplementation of the Mass Transportation Account.
- Assure a federal funding commitment that supports a program size based on an objective analysis of national needs, which will likely require additional revenue.
- To diversify and augment trust fund resources, authorize states to implement innovative funding mechanisms such as tolling, variable pricing, carbon offset banks, freight user fees, and alternatives to the per-gallon gasoline tax that are accepted by the public, and fully dedicated to transportation.
- Minimize the number and the dollar amount of earmarks, reserving them only for those projects in approved transportation plans and programs.

2. Rebuild and maintain transportation infrastructure in a good state of repair.

Conditions on California's surface transportation systems are deteriorating while demand is increasing. This is adversely affecting the operational efficiency of our key transportation assets, hindering mobility, commerce, quality of life and the environment.

- Give top priority to preservation and maintenance of the existing system of roads, highways, bridges and transit.
- Continue the historic needs-based nature of the federal transit capital replacement programs.

3. Establish goods movement as a national economic priority.

Interstate commerce is the historic cornerstone defining the federal role in transportation. The efficient movement of goods, across state and international boundaries, increases the nation's ability to remain globally competitive and generate jobs.

- Create a new federal program and funding sources dedicated to relieving growing congestion at America's global gateways that are now acting as trade barriers and creating environmental hot spots.
- Ensure state and local flexibility in project selection.
- Recognize that some states have made a substantial investment of their own funds in nationally significant goods movement projects and support their investments by granting them priority for federal funding to bridge the gap between need and local resources.
- Include adequate funding to mitigate the environmental and community impacts associated with goods movement.

4. Enhance mobility through congestion relief within and between metropolitan areas.

California is home to six of the 25 most congested metropolitan areas in the nation. These mega-regions represent a large majority of the population affected by travel delay and exposure to air pollutants.

- Increase funding for enhanced capacity for ALL modes aimed at reducing congestion and promoting mobility in the most congested areas.
- Provide increased state flexibility to implement performance-based infrastructure projects and public-private partnerships, including interstate tolling and innovative finance programs.
- Consolidate federal programs by combining existing programs using needs, performance-based, and air quality criteria.
- Expand project eligibility within programs and increase flexibility among programs.

5. Strengthen the federal commitment to safety and security, particularly with respect to rural roads and access.

California recognizes that traffic safety involves saving lives, reducing injuries and optimizing the uninterrupted flow of traffic on the state's roadways. California has completed a comprehensive Strategic Highway Safety Plan.

- Increase funding for safety projects aimed at reducing fatalities, especially on the secondary highway system where fatality rates are the highest.
- Support behavioral safety programs – speed, occupant restraint, driving under the influence of alcohol or drugs, road-sharing, etc. -- through enforcement and education.
- Address licensing, driver improvement, and adjudication issues and their impact on traffic safety.
- Assess and integrate emerging traffic safety technologies, including improved data collection systems.
- Fund a national program to provide security on our nation's transportation systems, including public transit.

6. Strengthen comprehensive environmental stewardship.

Environmental mitigation is part of every transportation project and program. The federal role is to provide the tools that will help mitigate future impacts and to cope with changes to our environment.

- Integrate consideration of climate change and joint land use-transportation linkages into the planning process.
- Provide funding for planning and implementation of measures that have the potential to reduce emissions and improve health such as new vehicle technologies, alternative fuels, clean transit vehicles, transit-oriented development and increased transit usage, ride-sharing, and bicycle and pedestrian travel.
- Provide funding to mitigate the air, water and other environmental impacts of transportation projects.

7. Streamline Project Delivery

Extended processing time for environmental clearances, federal permits and reviews, etc. add to the cost of projects. Given constrained resources, it is all the more critical that these clearances and reviews be kept to the minimum possible consistent with good stewardship of natural

resources.

- Increase opportunities for state stewardship through delegation programs for NEPA, air quality conformity, transit projects, etc.
- Increase state flexibility for using at-risk design and design-build.
- Ensure that federal project oversight is commensurate to the amount of federal funding.
- Require federal permitting agencies to engage actively and collaboratively in project development and approval.
- Integrate planning, project development, review, permitting, and environmental processes to reduce delay.

“Principles Plus”

Support the following efforts to address on-going transportation needs in Alameda County, including:

- **Support methods to increase the gas tax and alternative methods of financing.** As the primary source of funding for surface transportation, the gas tax needs to be modified to allow for increases over time. Without the ability to increase the gas tax purchasing power, and in the absence of other funding methods, transportation funding will continue to decline. Alternative methods of financing such as high-occupancy toll lanes, public-private partnerships, and other user-based-type fees are important elements to continue critical investments in our core transportation infrastructure and should be allowed, provided they protect the public investment.
- **Support rewarding states that provide significant funding into the transportation systems.** California is considered a “Self-Help” state, one that raises funds both locally and statewide to fund local, state and federal transportation projects. Over time, federal funds have provided a smaller share of the overall funding need in California. Each year, the Bay Area taxpayers alone provide almost \$1 billion in local funds to support the transportation system, and California as a whole provides billions of dollars into transportation to support one of the top ten highest producing economies in the world. The infusion of \$20 billion for transportation bonds approved by voters in 2006 is on top of this amount, as well as the vehicle registration fees approved in five out of seven Bay Area counties in November 2010. These effort must be acknowledged and rewarded by providing priority funding for California’s projects, bonus federal matching funds or simple increases in overall funding commensurate with the state’s investment.
- **Increase funding for and flexibility of transit investments.** This effort directly addresses the need to shift a portion of trips away from auto use to address climate change and to reduce congestion. With legislative mandates to implement a Sustainable Communities Strategy aimed at integrating land use and transportation decisions to reduce greenhouse gas emissions and meet the State’s goals, more emphasis on transit and access to transit will be made to address goal attainment.
 - Support funding to assist in completion of Alameda CTC’s remaining sales tax

- funded transit projects.
 - Support increasing, combining and integrating federal funding programs for seniors and disabled, and ensure flexibility of these programs to address the dramatically increasing senior population in Alameda County and the country.
 - Support transit safety and security programs that are not at the expense of existing transit funding, but rather augment transit funding.
 - Increase transit funding flexibility to allow for transit operations to reduce service cuts, seek more transit operating funds, and allow operators to provide school related services as well as flexible services for senior transport.
- **Increase funding for non-motorized transportation.** This effort recognizes the opportunity for walking and biking to address GHG reduction goals, particularly for access to transit and with specialized educational programs that support and encourage shifts in mode uses to reduce vehicle miles traveled and emissions.
 - Recognize non-motorized transportation, also known as active transportation, as a viable mode for reducing VMT, increasing transit use, supporting effective climate change, and increasing the health of communities.
 - Support funding for active transportation in the federal bill, and in particular, fund the approved Active Transportation Program – *Active Alameda: Kids, Commuters and Community*.
 - This program is focused on walking and biking access to transit, connecting communities through urban greenways, and inspiring people to walk and bike through programs such as Safe Routes to Schools and Safe Routes for Seniors
 - The program is broadly supported throughout Alameda County as shown by the wide array of support for the program, including the Alameda County Board of Supervisors, the Alameda County Mayor’s Conference, and cities throughout the County.
 - Support completion of major trail networks throughout the County, with priority for the East Bay Greenway, Iron Horse Trail and the Bay Trail.

General Legislative Issues

The following legislative areas are related to both federal and state legislative efforts as applicable.

Transportation Funding

Over the past several years, additional local sales tax measures have surpassed the 2/3 voter hurdle, voters have supported statewide bond measures to fund transportation infrastructure throughout the state, and in November 2010, five out of seven counties in the Bay Area approved increasing the vehicle registration fees to fund transportation improvements. These advances in funding demonstrate the public’s will to fund essential infrastructure and transportation programs, and underscore the need for improving the quality of our transportation systems.

However, while voters are willing to support measures to increase funding, Alameda County, the state and country continue to face profound transportation funding challenges, which become increasingly exacerbated over time. The purchasing power of the gas tax, which has not been

increased since the early 1990's, has not kept pace with current and projected growth. At the same time, environmental review times are often too long causing implementation delays.

General Transportation Funding Priorities

- Support legislation requiring the gas tax to be adjusted regularly to support its "buying power".
- Protect and increase funding for Alameda CTC projects in the State Transportation Improvement Program (STIP), the federal transportation bill and other funding sources.
- Support legislation that protects and provides increased funding for operating, maintaining, rehabilitating, and improving transportation infrastructure, including state highways, public transit and paratransit, local streets and roads, bicycle and pedestrian facilities, and goods movement.
- Support efforts that give priority funding to voter approved measures.
- Oppose efforts that negatively affect the ability to implement voter approved measures.
- Support legislation that improves the ability of the Commission and its partners to deliver, enhance or augment Alameda CTC projects and programs.
- Support seeking, acquiring and implementing grants that advance Alameda CTC planning, funding and delivery of projects and programs.
- Support Alameda County as a recipient of funds to implement pilot programs that support innovative project implementation or transportation funding mechanisms.
- Support legislation that encourages regional cooperation and coordination to develop, promote and fund solutions to regional problems.

Major Transportation Funding Priorities related to Alameda CTC Projects and Programs

While transportation funding has many general categories for legislative advocacy as listed above, the following specific project and program related areas for 2011 are:

- **Support Advancement of Major Transit Projects.**
 - Support funding and advancement of AC Transit's Bus Rapid Transit Project.
 - Support funding for implementation efforts to advance the Dumbarton Rail and BART to Livermore projects.
- **Increase funding and flexibility for transit**
 - Support efforts to increase funding for transit, increase the flexibility of that funding to address climate change, senior population increases, transit security, and transit operations, particularly to reduce service cuts.
 - Protect funding intended for transit. In particular, support efforts that ensure anticipated transit funds are delivered to transit operators.
- **Increase funding and resources for non-motorized transportation**
 - Continue support of the national Active Transportation effort sponsored by Rails to

- Trails Conservancy to increase non-motorized transportation funding in the upcoming federal transportation bill.
- Support full implementation of the East Bay Greenway project and all related project development and implementation efforts. Alameda CTC is the project sponsor for this project.

Project Delivery

Delivery of new transportation infrastructure expeditiously is a key element in ensuring mobility of people and goods while protecting air and environmental quality, jobs and a high quality of life. However, delivery of projects is often bogged down by the multiple stages and long time frames of current project delivery processes, including environmental clearance and mitigation, design, right of way and project financing. To that end, support innovative ways to deliver projects quickly which reduce costs to taxpayers and provide essential transportation mobility options.

- Support legislation that improves environmental streamlining, including requiring specific time frames for state and federal reviews and approvals, to expedite project delivery while ensuring appropriate environmental protection and mitigation.
- Support legislation that improves the ability to deliver Alameda CTC projects and programs in a timely and cost-effective manner and that makes the best use of contracting flexibility.
- Support innovative project delivery methods including the design-build and design-sequencing methods of contracting for transportation projects, and public/private partnerships.
- Support the expansion of HOT lane implementation opportunities in Alameda County and the Bay Area.

Multi-Modal and Transit Oriented Development

Transportation in the Bay Area must serve the multiple needs of its populace. There is not one single transportation type that serves all people, nor delivery of all goods. Voters supported multi-modal options for Alameda County when they approved the 2000 Measure B, as well as the Vehicle Registration Fee, Measure F, in November 2010. Support legislation that furthers the transportation options and choices in Alameda County.

- Support efforts that encourage, fund and provide incentives and/or reduce barriers for developing around transportation centers and for encouraging the use of transit, walking and biking.
- Support efforts that expedite delivery of transit-oriented development and other efforts that enhance the effectiveness of public transit and non-motorized modes of transportation and that are supported by local communities.
- Support efforts that ensure multi-modal transportation systems that provide multiple choices for transportation consumers.
- Support efforts that increase the amount and flexibility of transportation projects and programs that support senior and disabled mobility and their access to transit.

Transportation and Social Equity

All people rely on transportation to meet some basic needs, whether that is delivery of food, goods, or simply movement from one place to another. Transportation systems must serve all of society to meet the mobility needs of youth, seniors, disabled, working people, and people at all income levels in our communities. Creating a balanced system with multiple transportation options ensures access for all transportation users.

- Support efforts that provide additional funding and increased flexibility for transportation services for seniors, disabled and low income people (i.e. senior shuttles, travel training, volunteer transportation support services, low-income scholarship programs)
- Support efforts to maintain and expand women, minority and small business participation in state and local contracting procedures.
- Support efforts that provide incentives for employees/employers to utilize/offer public transportation or alternatives to the auto to commute to work.
- Support efforts that invest in transportation to serve transit-dependent communities that provide enhanced access to goods, services, jobs and education.

Climate Change

In 2006, AB32, the California Global Solutions Warming Act, was signed by the Governor and two years later SB 375, the Redesigning Communities to Reduce Greenhouse Gases Act, which focuses on climate change by aligning transportation and housing planning and funding was also signed. Development of a new transportation expenditure plan and the update of the countywide transportation plan will require adherence with SB 375 mandates and must be supportive of the region's Sustainable Communities Strategy to enable the County's projects to be incorporated into the RTP.

- Support climate change legislation that provides funding for innovative infrastructure (i.e. hydrogen fuel cell vehicles, hydrogen fueling stations, electric charging stations, etc.), operations and programs that relieve congestion, improve air quality, reduce GHG emissions, support economic development, and support the planning and implementation efforts associated with this work.
- Support climate change legislation that expands transit services and supports safe, efficient and clear connections to transit services, including walking and biking infrastructure and programs.
- To achieve necessary increases in public transit ridership to address GHG emissions from the transportation sources, legislation should support funding that augments transit funding and does not replace it, does not create unfunded mandates, and has well thought out planning and implementation efforts.