



Alameda County Transportation Commission
meeting as a committee of the whole as the

PLANNING, POLICY AND LEGISLATION COMMITTEE

MEETING NOTICE

Monday, February 14, 2011, 11:00 A.M.
1333 Broadway, Suite 300, Oakland, California 94612

Commission Chair
Mark Green, Mayor - Union City

Commission Vice Chair
Scott Haggerty, Supervisor - District 1

ACTransit
Greg Harper, Director

Alameda County
Supervisors
Nadia Lockyer - District 2
Wilma Chan - District 3
Nate Milley - District 4
Keith Carson - District 5

BART
Thomas Blalock, Director

City of Alameda
Beverly Johnson, Councilmember

City of Albany
Farid Javandel, Mayor

City of Berkeley
Laurie Capitelli, Councilmember

City of Dublin
Tim Strantl, Mayor

City of Emeryville
Ruth Atkin, Councilmember

City of Fremont
Suzanne Chan, Vice Mayor

City of Hayward
Olden Henson, Councilmember

City of Livermore
Marshall Kamena, Mayor

City of Newark
Luis Freitas, Vice Mayor

City of Oakland
Councilmembers
Larry Reid
Rebecca Kaplan

City of Piedmont
John Chiang, Vice Mayor

City of Pleasanton
Jennifer Hosterman, Mayor

City of San Leandro
Joyce R. Starosciak, Councilmember

Executive Director
Arthur L. Dao

Chair: Director Greg Harper
Vice Chair: Councilmember Olden Henson
Members: Supervisor Scott Haggerty
Mayor Mark Green
Councilmember Joyce Starosciak
Staff Liaisons: Beth Walukas
Executive Director: Arthur L. Dao
Clerk of the Commission: Gladys V. Parmelee

Supervisor Keith Carson
Mayor Jennifer Hosterman
Mayor Marshall Kamena
Tess Lengyel

AGENDA

*Copies of Individual Agenda Items are Available on the
Alameda CTC Website – www.AlamedaCTC.org*

1 PLEDGE OF ALLEGIANCE

2 PUBLIC COMMENT

Members of the public may address the Committee during “Public Comment” on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Anyone wishing to comment should make their desire known to the Chair.

3 CONSENT CALENDAR

3A. Minutes of January 10, 2011 – **page 1**

4 PLANNING

D/A

4A. Discussion of 2011 CMP Update – CMP Requirements Review and Recommendations – **page 5**

4B. Approval of Tri-Valley Triangle Study Final Plan Recommendations: Projects Re-Sequencing – **page 47**

- 4C. Review Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/Transportation Expenditure Plan Information – **page 61**
- 4D. Receive Update on MTC's Call For Projects Process – **page 77**
- 4E. Discussion of MTC's Committed Funding and Project Policy – **page 89**
- 4F. Receive Presentation on Bay Bridge Crossing Study – **page 97**
- 4G. Receive Report on Environmental Documents/General Plan Amendments Reviewed – **page 121**

5	LEGISLATION AND POLICY	I/A
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- 5A. Legislative Update – Approval of legislative positions – **page 133**

6	STAFF AND COMMITTEE MEMBER REPORTS
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7	ADJOURNMENT/NEXT MEETING: MARCH 14, 2011
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Key: A – Action Item; I – Information Item; D - Discussion Item
(#) All items on the agenda are subject to action and/or change by the Committee

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

Glossary of Acronyms

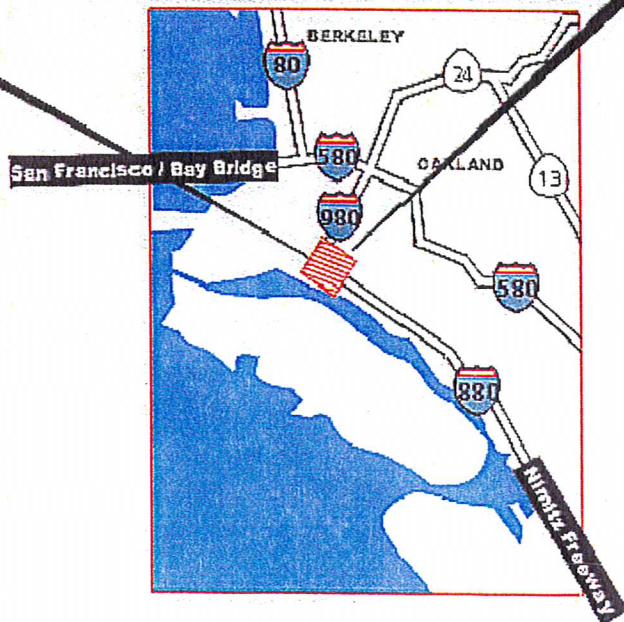
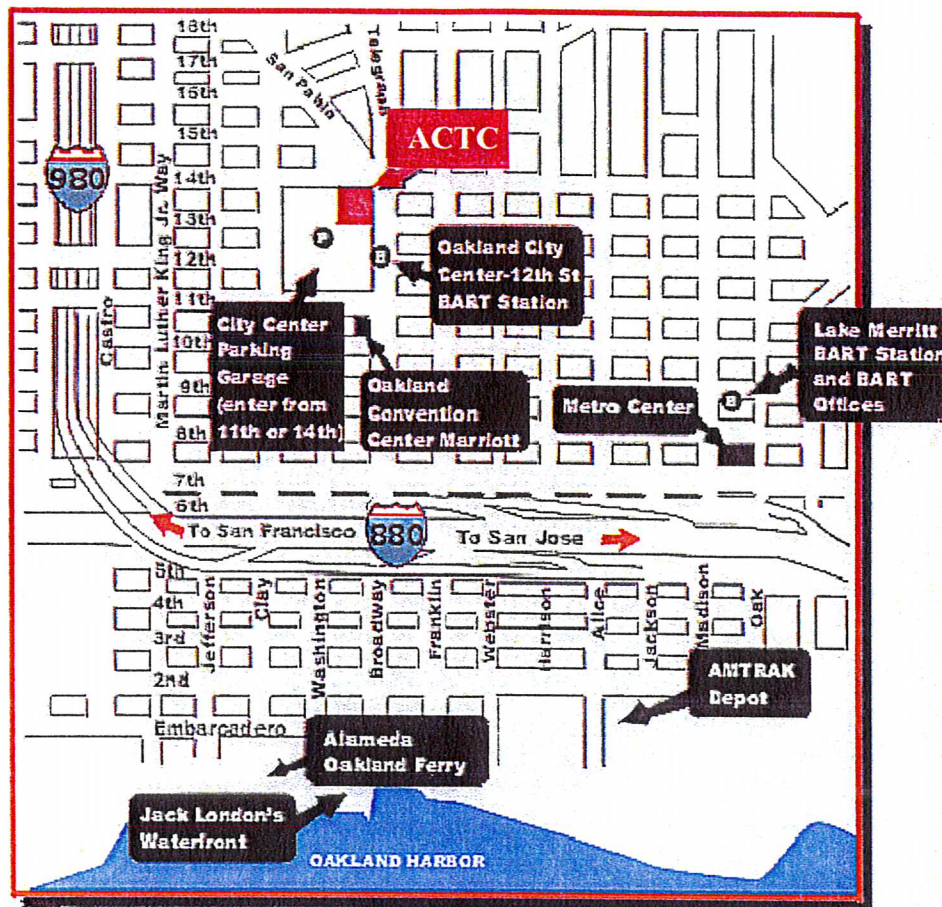
ABAG	Association of Bay Area Governments	MTS	Metropolitan Transportation System
ACCMA	Alameda County Congestion Management Agency	NEPA	National Environmental Policy Act
ACE	Altamont Commuter Express	NOP	Notice of Preparation
ACTA	Alameda County Transportation Authority (1986 Measure B authority)	PCI	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

ALAMEDA

County Transportation Commission

ACCM A ■ 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



Public Transportation Access

BART: City/Center 12th
Street Station

AC Transit:

Lines 1, 1R, 11, 12, 13, 14,
15, 18, 40, 51, 63, 72, 72M,
72R, 88, 314, 800, 801,
802, 805, 840

Auto Access

- Traveling South: Take 11th
Street exit from I-980 to
11th Street
- Traveling North: Take 11th
Street/Convention Center
Exit from I-980 to 11th
Street
- Parking:
City Center Garage –
Underground Parking,
enter from 11th or 14th
Street



**Alameda County Transportation Commission
PLANNING, POLICY AND LEGISLATION COMMITTEE**

MINUTES OF JANUARY 10, 2011

Chair Greg Harper convened the meeting at 11:1 AM.

1. PLEDGE OF ALLEGIANCE

2. PUBLIC COMMENT

There was no public comment.

3. CONSENT CALENDAR

A motion to approve the consent calendar was made by Mayor Green; a second was made by Mayor Hosterman. The motion passed 8-0.

4. PLANNING

4A Approval of 2011 Congestion Management Program (CMP) Update Schedule and Issues

Saravana Suthanthira requested the Committee to recommend that the Commission approve the 2011 CMP schedule and summary of issues to address in the update of the 2011 CMP. Committee members commented that the CMP should be used as a tool to better manage and formulate strategies for an effective Alameda County transportation system. A motion to approve staff recommendation was made by Mayor Kamena; a second was made by Mayor Hosterman. The motion passed 8-0.

4.B Review of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/Transportation Expenditure Plan Information

Beth Walukas gave a presentation on SCS/RTP and CWTP-TEP. She stated that the purpose of her presentation was to alert the Committee members about issues and opportunities requiring input in the near term and to provide an opportunity for Committee feedback. She discussed the different regional activities and countywide planning activities and the initial vision scenario. She also presented a summary of the breakout sessions held at the Commission Retreat on December 17, 2010. The following were the key themes of the breakout sessions: (a) Get incentives right; (b) Private sector must be at the table; (c) Land use reform is not just about housing; (d) Need to provide rich and diverse transportation choices; (e) Whatever is built must also be operated and maintained; (f) New technologies must continue to be developed and utilized; and g) Project and program priorities must emphasize all modes.

The following concerns were raised during the discussion of this item: (1) How much knowledge on SCS do the different city councils in Alameda County have?; (2) What role does the Alameda CTC have in developing the SCS in the future? Will it be the coordinating body in the county?; (3) How

often can information be provided to the city councils so that they can receive a continuous flow of information?, and (4) Alameda CTC may need to be more aggressive in providing information now to the different city councils and boards of directors. This item was for information only.

5 LEGISLATION AND POLICY

5A. Approval of 2011 Alameda CTC Legislative Program

Tess Lengyel gave an update on the state and federal legislative program. She said that the State budget was released today by Governor Brown. The budget included \$12.5 billion in state spending reductions. The budget also included \$1 billion rainy day fund.

Ms. Lengyel also presented the Alameda CTC draft legislative program for FY 2011012. She stated that some of the highest priorities in 2011 will be to: (a) participate in the federal transportation bill reauthorization; (b) address the challenges of declining revenues and modified revenue allocation structures such as the results of Propositions 22 and 26 on the gas tax swap; (c) implement climate change legislative mandates; and (d) work within a changed legislative governing body structure at the federal level and new leadership at the state level. She requested the Committee to recommend that the Commission approve the 2011 Alameda CTC legislative program. A motion to approve staff recommendation was made by Supervisor Carson; a second was made by Supervisor Haggerty. The motion passed 8-0.

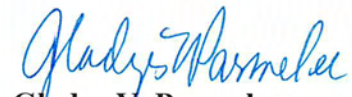
6 STAFF AND COMMITTEE MEMBER REPORTS

Arthur Dao invited the Committee members to the following events: (a) ribbon cutting ceremony for LAVTA's Tri-Valley Rapid on January 13th in Livermore; (b) Central County Transportation Forum on January 20th at the Hayward City Hall; and (c) a reception dinner to celebrate ABAG's 50th anniversary and MTC's 40th anniversary to be held on January 21st at the Claremont Hotel in Oakland.

7 ADJOURNMENT/NEXT MEETING: NOVEMBER 8, 2010

Chair Harper adjourned the meeting at 12:26 p.m.

Attest by:



Gladys V. Parmelee
Clerk of the Commission

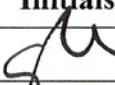

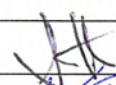
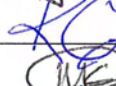
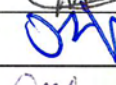

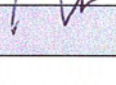
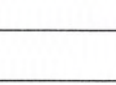
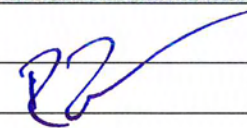
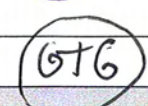
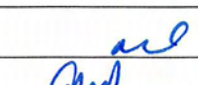
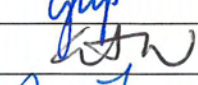
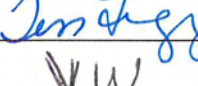
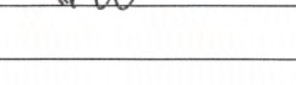

PLANNING, POLICY AND LEGISLATION COMMITTEE MEETING

ROSTER OF MEETING ATTENDANCE

January 10, 2011

11:00 a.m.

1333 Broadway, Suite 300, Oakland, CA 94612

BOARD MEMBERS	Initials	ALTERNATES	Initials
Chair : Greg Harper – AC Transit		Rocky Fernandez – AC Transit	
Vice Chair: Olden Henson – City of Hayward		Marvin Peixoto – City of Hayward	
Members:			
Scott Haggerty – County of Alameda, District 1		Bill Harrison – City of Fremont	
Keith Carson – County of Alameda, District 5		Kriss Worthington – City of Berkeley	
Marshall Kamena – City of Livermore		Michael Gregory – City of San Leandro	
Jennifer Hosterman – City of Pleasanton		Robert Franklin - BART	
Joyce Starosciak – City of San Leandro		– City of San Leandro	
Mark Green – City of Union City		Emily Duncan – City of Union City	
LEGAL COUNSEL			
Zack Wasserman – WRBD			
Neal Parish – WRBD			
Geoffrey Gibbs - GLG			
STAFF			
Arthur L. Dao – Executive Director			
Gladys Parmelee – Executive Assistant and Clerk of the Commission			
Beth Walukas – Manager of Planning			
Tess Lengyel – Programs and Public Affairs Manager			
Victoria Winn – Administrative Assistant III			

STAFF	Initials	STAFF	Initials
Patricia Reavey - Director of Finance	A3	Anees Azad - Manager of Finance & Admin.	
Yvonne Chan - Accounting Manager		Lei Lam - Senior Accountant	
Christina Muller - Administrative Manager		Arun Goel - Associate Transportation Engineer	
Ray Akkawi - Manager of Project Delivery		Linda Adams - Executive Assistant	
Cyrus Minoofar - Manager of ITS		Liz Brazil - Contracts Administrator	
Matt Todd - Manager of Programming	MT	Jacki Taylor - Programming Liaison	
Saravana Suthanthira - Senior Transportation Planner	SR	Laurel Poeton - Engineering Assistant	
Diane Stark - Senior Transportation Planner		Vicki Winn - Administrative Assistant III	VW
Vivek Bhat - Senior Transportation Engineer		Libby Hendrickson - Administrative Assistant II	LB
John Hemiup - Senior Transportation Engineer		Myrna Portillo - Administrative Assistant I	MP
Steve Haas - Senior Transportation Engineer		Claudia Leyva - Administrative Assistant III	CDL
Bijan Yarjani - Senior Transportation Engineer			

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	Bob Vinn	Livermore	925-960-4516	
2.	CHARIE ZAMERON HAYS	ACTIA	135	
3.	TRISH REAVEY	ACTIA	510-267-6130	
4.	Sharon Powers	PAPCO		
5.	Clara Sample	PAPCO	510-489-0363	
6.	Jan Angel	ALA Co Sos #1	925-551-6995	
7.				
8.				
9.				
10.				
11.				
12.				



Memorandum

DATE: February 3, 2011

TO: Planning, Policy and Legislation Committee

FROM: Saravana Suthanthira, Senior Transportation Planner

SUBJECT: Discussion of 2011 CMP Update: CMP Requirements Review and Recommendations

Recommendations

It is recommended that the Commission review and provide input on the proposed options for using the Congestion Management Program as a tool to better manage and formulate strategies for an effective transportation system in Alameda County.

This item is for information only. No action is requested.

Summary

Alameda CTC is now the congestion management agency for Alameda County, taking over this role from the Alameda County Congestion Management Agency (ACCMA). In this role, Alameda CTC is required to use the Congestion Management Program (CMP) to identify strategies to address congestion problems in Alameda County. The Congestion Management Program document is required to be in conformance with the CMP legislation. The CMP was first adopted by the ACCMA Board in October 1991 and has been updated every two years since.

The schedule and issues for the 2011 CMP update were approved by the Alameda CTC Board at its meeting on January 27, 2011. The Board directed staff to review the CMP legislation and to use this update of the CMP as an opportunity to take a fresh look at transportation issues and ways to formulate strategies to better address congestion problems in Alameda County. This memorandum reviews the current CMP, the CMP legislation and related activities of the ACCMA and the Alameda CTC, and identifies potential areas for improvement and makes recommendations for next steps.

Discussion

The CMP legislation (Attachment 1) stipulates that five specific elements form the core CMP, and also specifies certain other requirements and exemptions that the CMP is required to comply with. The five elements are:

- Traffic Level of Service Standards
- Performance Element
- Travel Demand Element
- Land Use Analysis Program
- Capital Improvement Program.

The following sections include detailed discussion and analysis of these core elements and the other CMP requirements. Table 1 provides an overview of the required elements and highlights major points.

Required CMP Elements:

1. *Traffic Level of Service Standards – Designation of the CMP roadway system*

The designated CMP roadway system is the regionally significant core roadway network for Alameda County for moving the majority of people and goods. This system must be monitored biennially using the adopted Level of Service (LOS) standards, and if any segment fails to meet the minimum required standards (subject to application of mandated exemptions), then a deficiency plan is required to be prepared to improve the segment. Attachment 2 shows the CMP roadway network for Alameda County.

The law mandates that the designated CMP roadway system include all state highways and “principal arterials.” However, the law provides no guidance or definition as to what constitutes a principal arterial. Therefore, the 1991 CMP adopted an approach consistent with the core concept of the CMP legislation: identify a system of roadways that carry a majority of the vehicle trips countywide over time to be included in the CMP network. Using the countywide travel model and average minimum daily traffic volume of 30,000 trips as the threshold that would produce a system of roadways carrying at least 70% of the vehicle miles traveled (VMT) countywide, the CMA developed the CMP network shown in Attachment 2. Since then, the selection criteria (30,000 daily traffic volume) and the methodology (voluntary designation by the local jurisdiction) for adding new roadways to the CMP network have been reviewed periodically and will be reviewed as part of the 2011 update as described below.

The 2009 CMP suggested that the selection criteria for principal arterials should be reevaluated in the 2011 update, in light of the changed land use and travel patterns that have occurred in the county since 1991. Further, since the development of the CMP roadway system in 1991, only one roadway, a 1.7 mile segment of Hegenberger Road between I-880 and Doolittle Drive, has been added to the system. While there may be other roadways that meet the principal arterial criteria now and hence potentially could be added to the CMP system, adding a new principal arterial on the CMP system is considered to be a liability by the local jurisdictions largely because they will be required to prepare a deficiency plan to improve any newly added segment that drops to LOS F, without any new funding to support that effort. Therefore, the adopted approach to add any new roadways to the CMP roadway system in the existing CMP is through voluntary designation by the local jurisdictions.

Recommendation: The above dilemma prevents the agency from getting a truly complete picture regarding congestion and developing strategies in the context of a comprehensive countywide transportation system. In order to identify a true regionally significant system that carries highest volumes of traffic and keeping in mind the current fiscal situation and impacts being experienced by the local jurisdictions, the following are recommended for consideration:

- Reevaluate the criteria for identifying principal arterials including using the countywide model to assess the minimum daily traffic volume threshold that would carry 70% of county traffic.
- Identify the principal arterials that will be part of the CMP system applying the new criteria. The legislation states that any roadway that is once part of the CMP system cannot be removed; therefore, if any of the existing CMP roadways don't meet the new criteria, they will still stay on the CMP system.
- For the addition of new roadways based on the newly established criteria:
 - Develop an approach for adding new roadways to the CMP network
 - Adopt a formal policy that gives preference to funding to improve any deficient segments. An adopted policy could provide additional encouragement to the local jurisdictions to nominate new roadways for the CMP roadway system. If adopted, this policy will apply to the existing and newly identified deficient segments.

2. Performance Element – Required application of performance measures

The CMP law states that a set of performance measures be adopted that will evaluate current and future multi-modal system performance for the movement of people and goods. At a minimum, these measures must incorporate highway and roadway system performance, and measures established for the frequency and routing of public transit and for the coordination of transit service provided by separate operators. In this regard, the CMP currently includes a set of multi-modal performance measures and prepares a 'Performance Report on the State of the Transportation System' annually using these performance measures on the Alameda County Transportation System (Attachment 3).

Recommendation: Based on direction from the Commission and a review of the legislation, the following recommendations are made to improve this element:

- Integrate the performance measures that are being developed for the Countywide Transportation Plan-Transportation Expenditure Plan (CWTP-TEP) process as they will better reflect the land use and transportation connection mandated by SB 375 related to reducing greenhouse gas emissions from automobiles and light trucks. The current measures should nest within new measures for the purposes of the tracking trends over time. Trends for the new measures could be reported if past data on the measures are available.
- For the required public transit performance measures as defined in the legislation, evaluate the existing public transit system in Alameda County in light of the current service-cuts and develop new measures. For assessing the coordination of transit services, identify better measures for reporting on gaps in transit coverage or lack of transit connectivity, and explore developing a strategy for improvement of the transit system.
 - As identified in the 2009 CMP, this could be done through developing a comprehensive countywide transit plan that is intended to address ways to improve transit frequency and service; improve coordination among operators, especially transfer opportunities in

the county and with adjacent counties; identify and close gaps in the transit systems; and identify better access to transit.

- Incorporate a performance measure for goods movement in the new set of performance measures. It should provide a momentum to move the proposal identified in the 2009 CMP to develop a Countywide Goods Movement Plan.

3. Travel Demand Management Element –Promoting alternative transportation methods

The CMP legislation states that the Travel Demand Management (TDM) Element be adopted to promote alternative transportation methods, including, but not limited to carpools, vanpools, bicycles, and park-and-ride lots; improvements in the balance between jobs and housing; and other strategies, including but not limited to flexible work hours, telecommuting, and parking management programs. In this regard, the Alameda CTC currently implements the Guaranteed Ride Home program and distributes a checklist to local jurisdictions to follow-up on the programs implemented by them as part of the Annual Conformity Finding Process. The Guaranteed Ride Home program has been successful and has resulted in a reduction of 3,100 drive alone trips per week. Other Alameda CTC TDM related programs include Safe Routes to Schools Program, Senior Travel Training Program and Bicycle Education Training.

Recommendation: Because available TDM alternatives are numerous, a coordinated and comprehensive approach would be more successful in getting more people to switch to alternative modes. Also, in view of the current added focus on the alternative transportation methods to reduce auto travel in the context of SB 375, and the regional RTP/SCS efforts and countywide CWTP-TEP efforts, the following recommendations are made for improving this element:

- Explore options for promoting alternative transportation methods through developing a countywide comprehensive TDM program in the context of land use and transportation connection and the regional efforts in reducing greenhouse gas (GHG) emissions from autos and light trucks.
 - The 2009 CMP identified the need for developing a countywide TDM program in conjunction with Transit Oriented Developments (TODs), now Planned Development Areas (PDAs), and a Parking Management Program.
 - Some of the options that could be considered in a TDM program could include, but not be limited to, promoting shuttle services to improve transit connectivity in order to increase transit ridership; exploring ways to increase the use of under-used Park and Ride lots to support transit; and encourage jurisdictions to require a comprehensive TDM program, if TDM is proposed as a mitigation measure in an Environmental Impact Report (EIR).

4. Capital Improvement Program – Using performance measures

The legislation requires the Capital Improvement Program (CIP) to be developed using the adopted performance measures to determine effective projects that maintain or improve the performance of the multimodal system for the movement of people and goods and to mitigate

transportation impacts identified pursuant to the CMP Land Use Analysis Program. It further adds that the program must conform to transportation-related vehicle emission air quality mitigation measures, and include any project that will increase the capacity of the multimodal system.

In terms of the conformance of CIP-CMP projects to the air quality mitigation measures, it is ensured through the Metropolitan Transportation Commission's Regional Transportation Improvement Program wherein the CIP is included. The Alameda CTC will continue to work to ensure that the intent of the legislation is met for the CIP.

5. Land Use Analysis Program – Assessment and mitigation of land use development impact on the transportation network

The intent of the legislation for the Land Use Analysis Program is to analyze the impacts of land use decisions made by local jurisdictions on the regional transportation systems, including an estimate of costs associated with mitigating those impacts. It encourages, to the extent possible, that impacts to the transportation system be identified using the performance measures adopted in the CMP. The legislation also states that this program may be implemented through the California Environmental Quality Act (CEQA) requirements and analysis to avoid duplication.

Currently, the CMP's Land Use Analysis Program requires local jurisdictions to inform the Alameda CTC about all (1) General Plan Amendments (GPAs) and (2) Notice of Preparations (NOPs) for Environmental Impact Reports (EIRs) for projects consistent with the General Plan. If it is determined that a CMP analysis is required based on applying trip generation criteria, a separate CMP analysis is required to be included in the environmental document using the countywide model to analyze the impact of the project on selected regional roadways, regional transit system, and countywide bicycle and pedestrian networks. A sample NOP/GPA response letter identifying these requirements is found in Attachment 4.

Recommendation: In order to effectively identify the impacts and related mitigation measures on the regional roadway, transit and bicycle and pedestrian network, the following recommendations are made:

- Update the NOP/GPA response letter to reflect the current focus on the PDAs and GHG emission reductions in view of SB 375.
- For projects that may cause impacts on roadways or intersections outside the jurisdiction proposing or reviewing the project, or that may affect longer corridors that traverse multiple jurisdictions, consider establishing a means for the project to contribute its fair financial share of any required mitigation measures. This may involve the collection and retention of the fair share contribution by Alameda CTC until such time the mitigation measure is implemented.
- Consider implementing a sub-regional transportation impact fee such as the Tri-Valley's Tri-Valley Transportation Development Fee (TVTDF) in the other three planning areas. If

the respective jurisdictions agree, the Alameda CTC could assist in moderating this fee process.

Other CMP Requirements

6. Land Use Analysis Program – Ability to require trip generators in other county to participate in the respective county’s Congestion Management Program

The CMP legislation states that – at the request of the agency, a local jurisdiction that owns, or is responsible for operation of, a trip generating facility in another county shall participate in the congestion management program of the county where the facility is located. Because many of the Alameda County travel corridors such as I-80, I-580, I-680, I-880, SR 24, SR 92, SR 84, San Pablo Avenue and Vasco Road traverse other counties, and because we share these congested corridors with adjacent counties, the CMP should explore the potential for sharing the costs for certain mitigation measures identified in the EIRs.

Recommendation: Alameda CTC has formed partnerships to cost share on large projects such as SR 24 Caldecott Tunnel 4th Bore, I-680 Express Lanes and I-80 Integrated Corridor Mobility (ICM) project. The same opportunity for cross county partnerships could be explored in the CMP Land Use Analysis Program. In this regard, the following recommendations are made to improve this element:

- For EIRs that identify transportation impacts in Alameda County corridors that traverse other counties and experience congestion because of the cross-county trips potentially generated by a specific development project, explore the potential of developing cross county partnerships for sharing the cost of implementing selected and related mitigation measures identified in the EIRs and of developing mutually agreeable strategies, solutions and improvements through the Land Use Analysis Program.

7. Infill Opportunity Zones – Update it to describe Infill Development Areas

The legislation regarding Infill Opportunity Zones had a sunset in December 2009. However, in view of the current regional and state level efforts regarding the importance of linking transportation and land use to reduce the greenhouse gas emissions through infill land use developments, it is important that a policy supporting designation of infill development areas in the county be included in the CMP. This will be consistent with the SCS requirement and CEQA requirements, and could streamline and promote the development of PDAs.

Recommendations: In this regard, the following recommendations are made:

- Explore ways of harmonizing policies, guidelines and regulations (e.g. deficiency plan) so that infill development is easier to implement.
- Investigate and develop criteria for designation of infill development areas in Alameda County and present it to the Commission for adopting a policy supporting such designation and for approval of those criteria.

8. Countywide Travel Demand Model – Model database to be consistent with the regional planning agency's database

This is for information purposes only as there is no further action needed. The legislation requires that the Alameda CTC as the CMA develop a computer model consistent with the data bases used by the Regional Planning Agency, in the case of Alameda County, Association of Bay Area Governments (ABAG), and that this model be used by the local jurisdictions to determine the quantitative impacts of development on the transportation system.

The Countywide transportation model is updated every two years to be consistent with ABAG's most recently adopted Projections, the land use and socio-economic database. Local jurisdictions up to this point have been permitted to redistribute housing and employment data to be more consistent with their adopted land use plans. However, with the SB 375 mandate, ABAG's Projections database will most likely be updated every 4 years, will be more closely coordinated with the local jurisdictions, will have to be more strictly defined with regional policies as defined in the Regional Transportation Plan and the Sustainable Communities Strategy and will be tied to the Regional Housing Needs Assessment (RHNA). These issues are being addressed as part of the CWTP-TEP update. ABAG recently developed the land use and socio-economic database for the Sustainable Community Strategy Base Case in close consultation with the jurisdictions, which Alameda CTC coordinated for Alameda County jurisdictions. It is expected that with these coordinated efforts between ABAG, local jurisdictions and Alameda CTC, the database developed by ABAG will be directly used in the countywide transportation model and will have better local acceptance.

Comments from ACTAC from their meeting on February 1, 2011

ACTAC reviewed this item at its meeting on February 1, 2011 and expressed that the proposed changes to the CMP are many and significant in terms of impacts to the local jurisdictions. They requested more time to discuss the recommendations with their respective city and county departments and to provide comments. Alameda CTC staff agreed that Board action on the item could be postponed until March, but indicated that it would be taken to the February PPLC meeting for their input and that staff would report to them on the comments received from ACTAC. The following are the additional specific comments received from ACTAC:

- In 1991, when Proposition 111 was enacted into law, there was an assumption that there would be new funds available for transportation; but over the years the transportation need has increased, but funding hasn't kept pace; therefore, there is not enough funding available to meet the intent of the original statutory requirements. There is concern that any additional requirements will result in the local jurisdictions bearing the burden to address. Given the decreasing and volatile funding situation, this should be considered when making recommendations for any additional requirements that would ultimately have to be implemented by local jurisdictions.
- ACTAC requested clarification on how the CMP and the proposed recommendations relate to CWTP, SCS and RTP process and requested that the two plans be distinct so that we are not duplicating efforts.
- ACTAC requested a comparison of how other CMAs in the Bay Area are implementing their CMPs and a summary on the pros and cons of applying the requirements particularly as it applies to Deficiency Plans.

- When developing multi-model LOS standards, ACTAC recommended that Alameda CTC work with the jurisdictions and the bus operators to establish modal priority for each area/street to address conflicts between modes.
- In the current CMP, the Land Use Analysis Program it would be helpful to clearly state the threshold of significance.
- It is not clear how the CIP, applying the performance measures, will score Operations and Maintenance projects.

Fiscal Impact

None

Attachments

Attachment A - Copy of the CMP legislation

Attachment B - CMP Roadway Network

Attachment C - Summary of Performance Measures from the Annual Performance Report on the State of the Countywide Transportation System

Attachment D - Response Letter to Notice of Preparation (NOP) of Environmental Document

Attachment E - 2011 CMP Update Presentation Slides

Table 1 – Summary of CMP Legislation Analysis, Current CMP Activities and Recommendations

CMP Element	Legislation Requirement	What is currently being done by Alameda CTC	Recommendation
Required CMP Elements			
1. Traffic Level of Service Standards	<p>a. Adopt LOS standards for designated roadway system</p> <p>b. Roadway system to include all state highways and principal arterials</p> <p>c. Deficiency Plan to be prepared if roadway performs below LOS F that was not LOS F in 1991</p>	<p>a. Yes</p> <p>b. Yes</p> <p>b.1. Principal arterials are selected based on adopted approach since legislation provides no guidance</p> <p>b.2. Adding new principal roadways to the CMP network is voluntary as it has potential financial liability, which prevents Alameda CTC from getting complete picture of true regionally significant roadway network and related congestion.</p> <p>c. Yes</p>	<ul style="list-style-type: none"> o Re-evaluate and update the criteria for selecting principal arterials o Identify new roadways that could be part of the CMP system applying the new criteria o Adopt a policy to give funding preference to improve deficient segments o Develop an approach for adding new roadways to the CMP network in future CMPs
2. Performance Measures Element	a. Adopt a set of performance measures to evaluate multi-modal system performance for the movement of people and goods.	a. Yes – An annual performance report is prepared by Alameda CTC on the State of the Transportation System with respect to these measures	<ul style="list-style-type: none"> o Integrate the performance measures developed from the CWT/TP-TEP and RTP/SCS process as appropriate o Evaluate the existing public transit system in the county, including developing a strategy for improvement of the transit system or a potential

CMP Element	Legislation Requirement	What is currently being done by Alameda CTC	Recommendation
	b. At a minimum these measures must include roadway and transit related measures	b. Yes, roadway, transit and bicycle measures are included	comprehensive countywide transit plan
3. Travel Demand Management Element	a. Adopt TDM to promote alternative transportation methods	a. Yes. Alameda CTC is currently implementing five different options	<ul style="list-style-type: none"> o To be more successful in getting more people switch to alternative modes, explore developing a countywide comprehensive TDM program in the context of the SB 375 related efforts at local and regional level
4. Capital Improvement Program	a. Develop CIP using adopted performance measures b. CIP must conform to air quality mitigation measures	a. Yes b. Yes, ensured through the air quality conformity in the RTIP prepared by MTC	<ul style="list-style-type: none"> o Continue to be in conformance with the legislation
5. Land Use Analysis Program	a. Adopt a program to analyze the impacts of land use decisions made by the local jurisdictions on the regional transportation systems	a. Yes, it's done through reviewing and commenting on General Plan Amendments (GPA), Notice of Preparation (NOP) for environmental documents and Environmental Impact Reports (EIR)	<ul style="list-style-type: none"> o Update NOP/GPA response letter to reflect current focus on Preferred Development Areas and greenhouse gas related efforts in view of SB 375 o For projects that may impact long travel corridors that traverse multiple jurisdictions, consider establishing a means for the project to contribute its fair share of required mitigation measures. o Consider implementing a sub-regional transportation impact fee in the other three Planning Areas similar to Tri Valley's Transportation Development Fee

CMP Element	Legislation Requirement	What is currently being done by Alameda CTC	Recommendation
Other CMP Requirements			
6. Land Use Analysis Program	a. Ability to require trip generators in other counties to participate in the respective county's CMP	a. None yet	<ul style="list-style-type: none"> o For congested cross county corridors, explore sharing the cost for implementing related mitigation measures o For long term corridor improvements for such corridors, explore establishing cross county partnerships to develop mutually agreeable strategies for improvements
7. Infill Opportunity Zones	a. The legislation related to Infill Opportunity Zone had a sunset in December 2009	a. None yet	<ul style="list-style-type: none"> o In view of the current efforts regarding importance of land use and transportation connection in the context of SB 375, explore ways of harmonizing policies, guidelines and regulation so that infill development is easier to implement
8. Countywide Travel Demand Model	a. Model Database to be consistent with the Regional Planning Agency's (ABAG's) database	<p>a.1 Yes, countywide model is updated every two years to be consistent with ABAG's most recently updated database</p> <p>a.2 The database will potentially be directly used in the countywide model and will have better acceptance from the jurisdictions. Updates to the Countywide Model would only be required every four years</p>	<ul style="list-style-type: none"> o None needed.

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APPENDIX A

Congestion Management Program Legislation**GOVERNMENT CODE SECTION 65080**

65088. The Legislature finds and declares all of the following:

(a) Although California's economy is critically dependent upon transportation, its current transportation system relies primarily upon a street and highway system designed to accommodate far fewer vehicles than are currently using the system.

(b) California's transportation system is characterized by fragmented planning, both among jurisdictions involved and among the means of available transport.

(c) The lack of an integrated system and the increase in the number of vehicles are causing traffic congestion that each day results in 400,000 hours lost in traffic, 200 tons of pollutants released into the air we breathe, and three million one hundred thousand dollars (\$3,100,000) added costs to the motoring public.

(d) To keep California moving, all methods and means of transport between major destinations must be coordinated to connect our vital economic and population centers.

(e) In order to develop the California economy to its full potential, it is intended that federal, state, and local agencies join with transit districts, business, private and environmental interests to develop and implement comprehensive strategies needed to develop appropriate responses to transportation needs.

(f) In addition to solving California's traffic congestion crisis, rebuilding California's cities and suburbs, particularly with affordable housing and more walkable neighborhoods, is an important part of accommodating future increases in the state's population because homeownership is only now available to most Californians who are on the fringes of metropolitan areas and far from employment centers.

(g) The Legislature intends to do everything within its power to remove regulatory barriers around the development of infill housing, transit-oriented development, and mixed use commercial development in order to reduce regional traffic congestion and provide more housing choices for all Californians.

(h) The removal of regulatory barriers to promote infill housing, transit-oriented development, or mixed use commercial development does not preclude a city or county from holding a public hearing nor finding that an individual infill project would be adversely impacted by the surrounding environment or transportation patterns.

65088.1. As used in this chapter the following terms have the following meanings:

(a) Unless the context requires otherwise, "regional agency" means the agency responsible for preparation of the regional transportation improvement program.

(b) Unless the context requires otherwise, "agency" means the agency responsible for the preparation and adoption of the congestion management program.

(c) "Commission" means the California Transportation Commission.

(d) "Department" means the Department of Transportation.

(e) "Local jurisdiction" means a city, a county, or a city and county.

(f) "Parking cash-out program" means an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. "Parking subsidy" means the difference between the out-of-pocket amount paid by an employer on a regular basis in order to secure the availability of an employee parking space not owned by the employer and the price, if any, charged to an employee for use of that space. A parking cash-out program may include a requirement that employee participants certify that they will comply with guidelines established by the employer designed to avoid neighborhood parking problems, with a provision that employees not complying with the guidelines will no longer be eligible for the parking cash-out program.

(g) "Infill opportunity zone" means a specific area designated by a city or county, pursuant to subdivision (c) of Section 65088.4, zoned for new compact residential or mixed use development within one-third mile of a site with an existing or future rail transit station, a ferry terminal served by either a bus or rail transit service, an intersection of at least two major bus routes, or within 300 feet of a bus rapid transit corridor, in counties with a population over 400,000. The mixed use development zoning shall consist of three or more land uses that facilitate significant human interaction in close proximity, with residential use as the primary land use supported by other land uses such as office, hotel, health care, hospital, entertainment, restaurant, retail, and service uses. The transit service shall have maximum scheduled headways of 15 minutes for at least 5 hours per day. A qualifying future rail station shall have broken ground on construction of the station and programmed operational funds to provide maximum scheduled headways of 15 minutes for at least 5 hours per day.

(h) "Interregional travel" means any trips that originate outside the boundary of the agency. A "trip" means a one-direction vehicle movement. The origin of any trip is the starting point of that trip. A roundtrip consists of two individual trips.

(i) "Level of service standard" is a threshold that defines a deficiency on the congestion management program highway and roadway system which requires the preparation of a deficiency plan. It is the intent of the Legislature that the agency shall use all elements of the program to implement strategies and actions that avoid the creation of deficiencies and to improve multimodal mobility.

(j) "Multimodal" means the utilization of all available modes of travel that enhance the movement of people and goods, including, but not limited to, highway, transit, non-motorized, and demand management strategies including, but not limited to, telecommuting. The availability and practicality of specific multimodal systems, projects, and strategies may vary by county and region in accordance with the size and complexity of different urbanized areas.

(k) "Performance measure" is an analytical planning tool that is used to quantitatively evaluate transportation improvements and to assist in determining effective implementation actions, considering all modes and strategies. Use of a performance measure as part of the program does not trigger the requirement for the preparation of deficiency plans.

(l) "Urbanized area" has the same meaning as is defined in the 1990 federal census for urbanized areas of more than 50,000 population.

(m) "Bus rapid transit corridor" means a bus service that includes at least four of the following attributes:

- (1) Coordination with land use planning.
- (2) Exclusive right-of-way.
- (3) Improved passenger boarding facilities.
- (4) Limited stops.
- (5) Passenger boarding at the same height as the bus.
- (6) Prepaid fares.
- (7) Real-time passenger information.
- (8) Traffic priority at intersections.

- (9) Signal priority.
- (10) Unique vehicles.

65088.3. This chapter does not apply in a county in which a majority of local governments, collectively comprised of the city councils and the county board of supervisors, which in total also represent a majority of the population in the county, each adopt resolutions electing to be exempt from the congestion management program.

65088.4. (a) It is the intent of the Legislature to balance the need for level of service standards for traffic with the need to build infill housing and mixed use commercial developments within walking distance of mass transit facilities, downtowns, and town centers and to provide greater flexibility to local governments to balance these sometimes competing needs.

(b) Notwithstanding any other provision of law, level of service standards described in Section 65089 shall not apply to the streets and highways within an infill opportunity zone. The city or county shall do either of the following:

(1) Include these streets and highways under an alternative area wide level of service standard or multimodal composite or personal level of service standard that takes into account both of the following:

(A) The broader benefits of regional traffic congestion reduction by citing new residential development within walking distance of, and no more than one-third mile from, mass transit stations, shops, and services, in a manner that reduces the need for long vehicle commutes and improves the jobs-housing balance.

(B) Increased use of alternative transportation modes, such as mass transit, bicycling, and walking.

(2) Approve a list of flexible level of service mitigation options that includes roadway expansion and investments in alternate modes of transportation that may include, but are not limited to, transit infrastructure, pedestrian infrastructure, and ridesharing, vanpool, or shuttle programs.

(c) The city or county may designate an infill opportunity zone by adopting a resolution after determining that the infill opportunity zone is consistent with the general plan and any applicable specific plan. A city or county may not designate an infill opportunity zone after December 31, 2009.

(d) The city or county in which the infill opportunity zone is located shall ensure that a development project shall be completed within the infill opportunity zone not more than four years after the date on which the city or county adopted its resolution pursuant to subdivision (c). If no development project is completed within an infill opportunity zone by the time limit imposed by this subdivision, the infill opportunity zone shall automatically terminate.

65088.5. Congestion management programs, if prepared by county transportation commissions and transportation authorities created pursuant to Division 12 (commencing with Section 130000) of the Public Utilities Code, shall be used by the regional transportation planning agency to meet federal requirements for a congestion management system, and shall be incorporated into the congestion management system.

65089. (a) A congestion management program shall be developed, adopted, and updated biennially, consistent with the schedule for adopting and updating the regional transportation improvement program, for every county that includes an urbanized area, and shall include every city and the county. The program shall be adopted at a noticed public hearing of the agency. The program shall be developed in consultation with, and with the cooperation of, the transportation planning agency, regional transportation providers, local governments, the department, and the air pollution control district or the air quality management district, either by the county transportation commission, or by another public agency, as designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population in the incorporated area of the county.

(b) The program shall contain all of the following elements:

(1) (A) Traffic level of service standards established for a system of highways and roadways designated by the agency. The highway and roadway system shall include at a minimum all state highways and principal arterials. No highway or roadway designated as a part of the system shall be removed from the system. All new state highways and principal arterials shall be designated as part of the system, except when it is within an infill opportunity zone. Level of service (LOS) shall be measured by Circular 212, by the most recent version of the Highway Capacity Manual, or by a uniform methodology adopted by the agency that is consistent with the Highway Capacity Manual. The determination as to whether an alternative method is consistent with the Highway Capacity Manual shall be made by the regional agency, except that the department instead shall make this determination if either:

(i) The regional agency is also the agency, as those terms are defined in Section 65088.1

(ii) The department is responsible for preparing the regional transportation improvement plan for the county.

(B) In no case shall the LOS standards established be below the level of service E or the current level, whichever is farthest from level of service A except when the area is in an infill opportunity zone. When the level of service on a segment or at an intersection fails to attain the established level of service standard outside an infill opportunity zone, a deficiency plan shall be adopted pursuant to Section 65089.4.

(2) A performance element that includes performance measures to evaluate current and future multimodal system performance for the movement of people and goods. At a minimum, these performance measures shall incorporate highway and roadway system performance, and measures established for the frequency and routing of public transit, and for the coordination of transit service provided by separate operators. These performance measures shall support mobility, air quality, land use, and economic objectives, and shall be used in the development of the capital improvement program required pursuant to paragraph (5), deficiency plans required pursuant to Section 65089.4, and the land use analysis program required pursuant to paragraph (4).

(3) A travel demand element that promotes alternative transportation methods, including, but not limited to, carpools, vanpools, transit, bicycles, and park-and-ride lots; improvements in the balance between jobs and housing; and other strategies, including, but not limited to, flexible work hours, telecommuting, and parking management programs. The agency shall consider parking cash-out programs during the development and update of the travel demand element.

(4) A program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems, including an estimate of the costs associated with mitigating those impacts. This program shall measure, to the extent possible, the impact to the transportation system using the performance measures described in paragraph (2). In no case shall the program include an estimate of the costs of mitigating the impacts of interregional travel. The program shall provide credit for local public and private contributions to improvements to regional transportation systems. However, in the case of toll road facilities, credit shall only be

allowed for local public and private contributions which are unreimbursed from toll revenues or other state or federal sources. The agency shall calculate the amount of the credit to be provided. The program defined under this section may require implementation through the requirements and analysis of the California Environmental Quality Act, in order to avoid duplication.

(5) A seven-year capital improvement program, developed using the performance measures described in paragraph (2) to determine effective projects that maintain or improve the performance of the multimodal system for the movement of people and goods, to mitigate regional transportation impacts identified pursuant to paragraph (4). The program shall conform to transportation-related vehicle emission air quality mitigation measures, and include any project that will increase the capacity of the multimodal system. It is the intent of the Legislature that, when roadway projects are identified in the program, consideration be given for maintaining bicycle access and safety at a level comparable to that which existed prior to the improvement or alteration. The capital improvement program may also include safety, maintenance, and rehabilitation projects that do not enhance the capacity of the system but are necessary to preserve the investment in existing facilities.

(c) The agency, in consultation with the regional agency, cities, and the county, shall develop a uniform data base on traffic impacts for use in a countywide transportation computer model and shall approve transportation computer models of specific areas within the county that will be used by local jurisdictions to determine the quantitative impacts of development on the circulation system that are based on the countywide model and standardized modeling assumptions and conventions. The computer models shall be consistent with the modeling methodology adopted by the regional planning agency. The data bases used in the models shall be consistent with the data bases used by the regional planning agency. Where the regional agency has jurisdiction over two or more counties, the data bases used by the agency shall be consistent with the data bases used by the regional agency.

(d) (1) The city or county in which a commercial development will implement a parking cash-out program that is included in a congestion management program pursuant to subdivision (b), or in a deficiency plan pursuant to Section 65089.4, shall grant to that development an appropriate reduction in the parking requirements otherwise in effect for new commercial development.

(2) At the request of an existing commercial development that has implemented a parking cash-out program, the city or county shall grant an appropriate reduction in the parking requirements otherwise applicable based on the demonstrated reduced need for parking, and the space no longer needed for parking purposes may be used for other appropriate purposes.

(e) Pursuant to the federal Intermodal Surface Transportation Efficiency Act of 1991 and regulations adopted pursuant to the act, the department shall submit a request to the Federal Highway Administration Division Administrator to accept the congestion management program in lieu of development of a new congestion management system otherwise required by the act.

65089.1. (a) For purposes of this section, "plan" means a trip reduction plan or a related or similar proposal submitted by an employer to a local public agency for adoption or approval that is designed to facilitate employee ridesharing, the use of public transit, and other means of travel that do not employ a single-occupant vehicle.

(b) An agency may require an employer to provide rideshare data bases; an emergency ride program; a preferential parking program; a transportation information program; a parking cash-out program, as defined in subdivision (f) of Section 65088.1; a public transit subsidy in an amount to be determined by the employer; bicycle parking areas; and other noncash value programs which encourage or facilitate the use of alternatives to driving alone. An employer may

offer, but no agency shall require an employer to offer, cash, prizes, or items with cash value to employees to encourage participation in a trip reduction program as a condition of approving a plan.

(c) Employers shall provide employees reasonable notice of the content of a proposed plan and shall provide the employees an opportunity to comment prior to submittal of the plan to the agency for adoption.

(d) Each agency shall modify existing programs to conform to this section not later than June 30, 1995. Any plan adopted by an agency prior to January 1, 1994, shall remain in effect until adoption by the agency of a modified plan pursuant to this section.

(e) Employers may include disincentives in their plans that do not create a widespread and substantial disproportionate impact on ethnic or racial minorities, women, or low-income or disabled employees.

(f) This section shall not be interpreted to relieve any employer of the responsibility to prepare a plan that conforms with trip reduction goals specified in Division 26 (commencing with Section 39000) of the Health and Safety Code, or the Clean Air Act (42 U.S.C. Sec. 7401 et seq.).

(g) This section only applies to agencies and employers within the South Coast Air Quality Management District.

65089.2. (a) Congestion management programs shall be submitted to the regional agency. The regional agency shall evaluate the consistency between the program and the regional transportation plans required pursuant to Section 65080. In the case of a multicounty regional transportation planning agency, that agency shall evaluate the consistency and compatibility of the programs within the region.

(b) The regional agency, upon finding that the program is consistent, shall incorporate the program into the regional transportation improvement program as provided for in Section 65082. If the regional agency finds the program is inconsistent, it may exclude any project in the congestion management program from inclusion in the regional transportation improvement program.

(c) (1) The regional agency shall not program any surface transportation program funds and congestion mitigation and air quality funds pursuant to Section 182.6 and 182.7 of the Streets and Highways Code in a county unless a congestion management program has been adopted by December 31, 1992, as required pursuant to Section 65089. No surface transportation program funds or congestion mitigation and air quality funds shall be programmed for a project in a local jurisdiction that has been found to be in nonconformance with a congestion management program pursuant to Section 65089.5 unless the agency finds that the project is of regional significance.

(2) Notwithstanding any other provision of law, upon the designation of an urbanized area, pursuant to the 1990 federal census or a subsequent federal census, within a county which previously did not include an urbanized area, a congestion management program as required pursuant to Section 65089 shall be adopted within a period of 18 months after designation by the Governor.

(d) (1) It is the intent of the Legislature that the regional agency, when its boundaries include areas in more than one county, should resolve inconsistencies and mediate disputes which arise between agencies related to congestion management programs adopted for those areas.

(2) It is the further intent of the Legislature that disputes which may arise between regional agencies, or agencies which are not within the boundaries of a multicounty regional transportation planning agency, should be mediated and resolved by the

Secretary of Business, Housing and Transportation Agency, or an employee of that agency designated by the secretary, in consultation with the air pollution control district or air quality management district within whose boundaries the regional agency or agencies are located.

(e) At the request of the agency, a local jurisdiction that owns, or is responsible for operation of, a trip-generating facility in another county shall participate in the congestion management program of the county where the facility is located. If a dispute arises involving a local jurisdiction, the agency may request the regional agency to mediate the dispute through procedures pursuant to subdivision (d) of Section 65089.2. Failure to resolve the dispute does not invalidate the congestion management program.

65089.3. The agency shall monitor the implementation of all elements of the congestion management program. The department is responsible for data collection and analysis on state highways, unless the agency designates that responsibility to another entity. The agency may also assign data collection and analysis responsibilities to other owners and operators of facilities or services if the responsibilities are specified in its adopted program. The agency shall consult with the department and other affected owners and operators in developing data collection and analysis procedures and schedules prior to program adoption. At least biennially, the agency shall determine if the county and cities are conforming to the congestion management program, including, but not limited to, all of the following:

- (a) Consistency with levels of service standards, except as provided in Section 65089.4.
- (b) Adoption and implementation of a program to analyze the impacts of land use decisions, including the estimate of the costs associated with mitigating these impacts.
- (c) Adoption and implementation of a deficiency plan pursuant to Section 65089.4 when highway and roadway level of service standards are not maintained on portions of the designated system.

65089.4. (a) A local jurisdiction shall prepare a deficiency plan when highway or roadway level of service standards are not maintained on segments or intersections of the designated system. The deficiency plan shall be adopted by the city or county at a noticed public hearing.

(b) The agency shall calculate the impacts subject to exclusion pursuant to subdivision (f) of this section, after consultation with the regional agency, the department, and the local air quality management district or air pollution control district. If the calculated traffic level of service following exclusion of these impacts is consistent with the level of service standard, the agency shall make a finding at a publicly noticed meeting that no deficiency plan is required and so notify the affected local jurisdiction.

(c) The agency shall be responsible for preparing and adopting procedures for local deficiency plan development and implementation responsibilities, consistent with the requirements of this section. The deficiency plan shall include all of the following:

- (1) An analysis of the cause of the deficiency. This analysis shall include the following:
 - (A) Identification of the cause of the deficiency.
 - (B) Identification of the impacts of those local jurisdictions within the jurisdiction of the agency that contribute to the deficiency. These impacts shall be identified only if the calculated traffic level of service following exclusion of impacts pursuant to subdivision (f) indicates that the level of service standard has not been maintained, and shall be limited to impacts not subject to exclusion.
- (2) A list of improvements necessary for the deficient segment or intersection to maintain the minimum level of service otherwise required and the estimated costs of the improvements.

(3) A list of improvements, programs, or actions, and estimates of costs, that will (A) measurably improve multimodal performance, using measures defined in paragraphs (1) and (2) of subdivision (b) of Section 65089, and (B) contribute to significant improvements in air quality, such as improved public transit service and facilities, improved non-motorized transportation facilities, high occupancy vehicle facilities, parking cash-out programs, and transportation control measures. The air quality management district or the air pollution control district shall establish and periodically revise a list of approved improvements, programs, and actions that meet the scope of this paragraph. If an improvement, program, or action on the approved list has not been fully implemented, it shall be deemed to contribute to significant improvements in air quality. If an improvement, program, or action is not on the approved list, it shall not be implemented unless approved by the local air quality management district or air pollution control district.

(4) An action plan, consistent with the provisions of Chapter 5 (commencing with Section 66000), that shall be implemented, consisting of improvements identified in paragraph (2), or improvements, programs, or actions identified in paragraph (3), that are found by the agency to be in the interest of the public health, safety, and welfare. The action plan shall include a specific implementation schedule. The action plan shall include implementation strategies for those jurisdictions that have contributed to the cause of the deficiency in accordance with the agency's deficiency plan procedures. The action plan need not mitigate the impacts of any exclusions identified in subdivision (f). Action plan strategies shall identify the most effective implementation strategies for improving current and future system performance.

(d) A local jurisdiction shall forward its adopted deficiency plan to the agency within 12 months of the identification of a deficiency. The agency shall hold a noticed public hearing within 60 days of receiving the deficiency plan. Following that hearing, the agency shall either accept or reject the deficiency plan in its entirety, but the agency may not modify the deficiency plan. If the agency rejects the plan, it shall notify the local jurisdiction of the reasons for that rejection, and the local jurisdiction shall submit a revised plan within 90 days addressing the agency's concerns. Failure of a local jurisdiction to comply with the schedule and requirements of this section shall be considered to be nonconformance for the purposes of Section 65089.5.

(e) The agency shall incorporate into its deficiency plan procedures, a methodology for determining if deficiency impacts are caused by more than one local jurisdiction within the boundaries of the agency.

(1) If, according to the agency's methodology, it is determined that more than one local jurisdiction is responsible for causing a deficient segment or intersection, all responsible local jurisdictions shall participate in the development of a deficiency plan to be adopted by all participating local jurisdictions.

(2) The local jurisdiction in which the deficiency occurs shall have lead responsibility for developing the deficiency plan and for coordinating with other impacting local jurisdictions. If a local jurisdiction responsible for participating in a multi-jurisdictional deficiency plan does not adopt the deficiency plan in accordance with the schedule and requirements of paragraph (a) of this section, that jurisdiction shall be considered in nonconformance with the program for purposes of Section 65089.5.

(3) The agency shall establish a conflict resolution process for addressing conflicts or disputes between local jurisdictions in meeting the multi-jurisdictional deficiency plan responsibilities of this section.

(f) The analysis of the cause of the deficiency prepared pursuant to paragraph (1) of subdivision (c) shall exclude the following:

- (1) Interregional travel.
- (2) Construction, rehabilitation, or maintenance of facilities that impact the system.
- (3) Freeway ramp metering.
- (4) Traffic signal coordination by the state or multi-jurisdictional agencies.

(5) Traffic generated by the provision of low-income and very low income housing.

(6) (A) Traffic generated by high-density residential development located within one-fourth mile of a fixed rail passenger station, and

(B) Traffic generated by any mixed use development located within one-fourth mile of a fixed rail passenger station, if more than half of the land area, or floor area, of the mixed use development is used for high density residential housing, as determined by the agency.

(g) For the purposes of this section, the following terms have the following meanings:

(1) "High density" means residential density development which contains a minimum of 24 dwelling units per acre and a minimum density per acre which is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance. A project providing a minimum of 75 dwelling units per acre shall automatically be considered high density.

(2) "Mixed use development" means development which integrates compatible commercial or retail uses, or both, with residential uses, and which, due to the proximity of job locations, shopping opportunities, and residences, will discourage new trip generation.

65089.5. (a) If, pursuant to the monitoring provided for in Section 65089.3, the agency determines, following a noticed public hearing, that a city or county is not conforming with the requirements of the congestion management program, the agency shall notify the city or county in writing of the specific areas of nonconformance. If, within 90 days of the receipt of the written notice of nonconformance, the city or county has not come into conformance with the congestion management program, the governing body of the agency shall make a finding of nonconformance and shall submit the finding to the commission and to the Controller.

(b) (1) Upon receiving notice from the agency of nonconformance, the Controller shall withhold apportionments of funds required to be apportioned to that nonconforming city or county by Section 2105 of the Streets and Highways Code.

(2) If, within the 12-month period following the receipt of a notice of nonconformance, the Controller is notified by the agency that the city or county is in conformance, the Controller shall allocate the apportionments withheld pursuant to this section to the city or county.

(3) If the Controller is not notified by the agency that the city or county is in conformance pursuant to paragraph (2), the Controller shall allocate the apportionments withheld pursuant to this section to the agency.

(c) The agency shall use funds apportioned under this section for projects of regional significance which are included in the capital improvement program required by paragraph (5) of subdivision (b) of Section 65089, or in a deficiency plan which has been adopted by the agency. The agency shall not use these funds for administration or planning purposes.

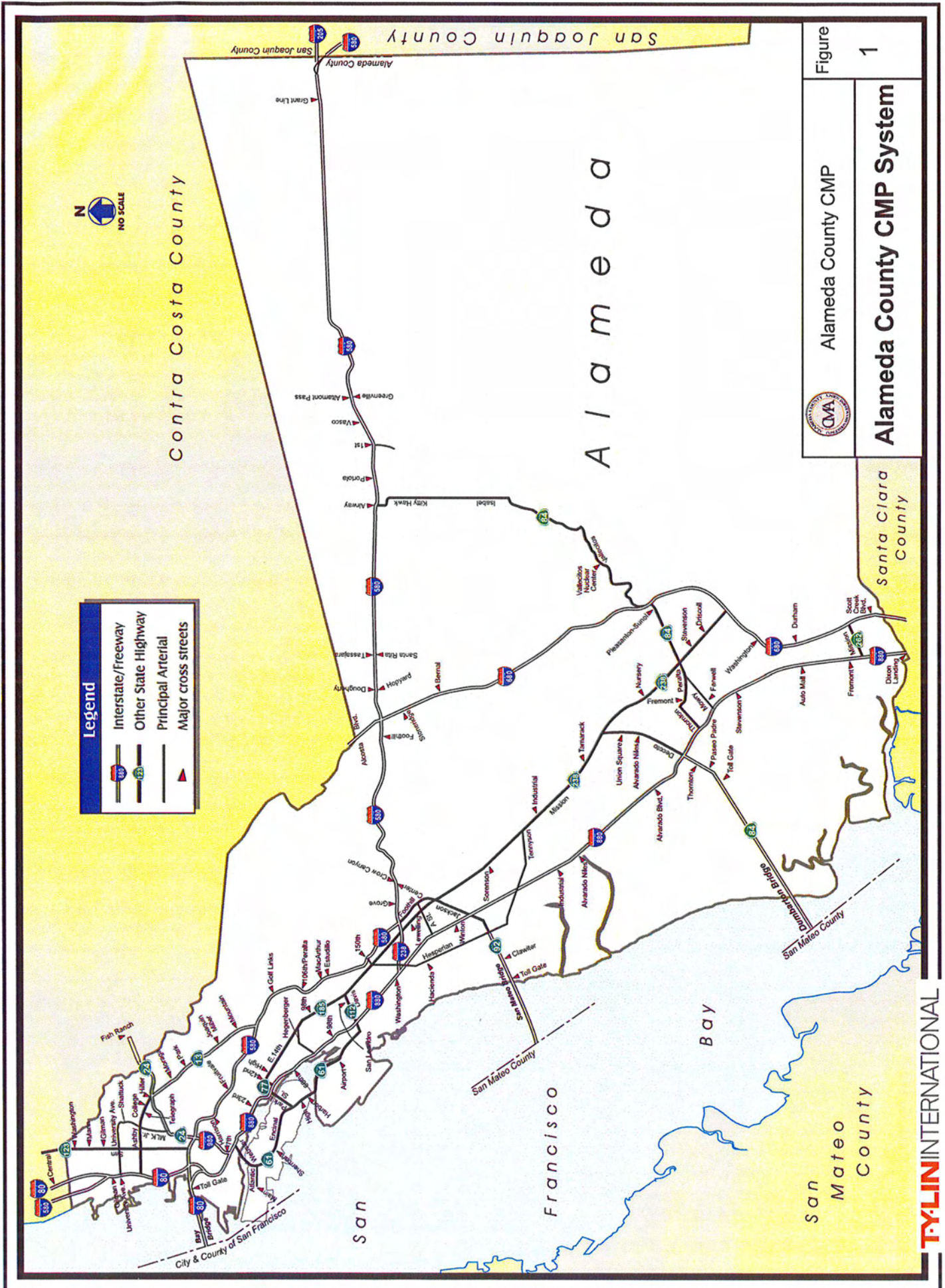
65089.6. Failure to complete or implement a congestion management program shall not give rise to a cause of action against a city or county for failing to conform with its general plan, unless the city or county incorporates the congestion management program into the circulation element of its general plan.

65089.7. A proposed development specified in a development agreement entered into prior to July 10, 1989, shall not be subject to any action taken to comply with this chapter, except actions

required to be taken with respect to the trip reduction and travel demand element of a congestion management program pursuant to paragraph (3) of subdivision (b) of Section 65089.

65089.9. The study steering committee established pursuant to Section 6 of Chapter 444 of the Statutes of 1992 may designate at least two congestion management agencies to participate in a demonstration study comparing multimodal performance standards to highway level of service standards. The department shall make available, from existing resources, fifty thousand dollars (\$50,000) from the Transportation Planning and Development Account in the State Transportation Fund to fund each of the demonstration projects. The designated agencies shall submit a report to the Legislature not later than June 30, 1997, regarding the findings of each demonstration project.

65089.10. Any congestion management agency that is located in the Bay Area Air Quality Management District and receives funds pursuant to Section 44241 of the Health and Safety Code for the purpose of implementing paragraph (3) of subdivision (b) of Section 65089 shall ensure that those funds are expended as part of an overall program for improving air quality and for the purposes of this chapter.



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Attachment C

PERFORMANCE MEASURE	Congestion (Vehicle Hours of Delay)
OBJECTIVE OF CMP	Air Quality / Economic
2008-2009 RESULTS	<p>Congestion decreased on most of the top 10 corridors in 2008, with 53,000 VHD in 2008, which is down from 63,900 VHD in 2007, a decrease of 17 percent.</p> <p>Congestion on eastbound I-80 across the bridge in the afternoon peak decreased seven percent compared with 2007.</p> <p>Congestion on EB I-580 in the afternoon decreased by 29 percent compared to 2007</p>
OBSERVATION	The congestion reduced along most corridors in the county likely due to the economic downturn.

PERFORMANCE MEASURE	Road Maintenance (PCI)
OBJECTIVE OF CMP	Economic
2008-2009 RESULTS	<p>Excellent: 10 percent</p> <p>Very Good: 23 percent</p> <p>Good: 23 percent</p> <p>Fair: 23 percent</p> <p>Poor: 15 percent</p> <p>Very Poor: six percent</p>
OBSERVATION	Percentage of roads reported to be in good or satisfactory condition was stable (reduced by one percent). This is an average among 15 jurisdictions.

PERFORMANCE MEASURE	Accidents
OBJECTIVE OF CMP	Mobility / Air Quality / Economic
2008-2009 RESULTS	<p>The following changes in total number of accidents occurred since 2007:</p> <p>I-680 had a 25 percent reduction.</p> <p>I-580 had a 24 percent reduction.</p> <p>SR-84 had a 30 percent reduction.</p> <p>I-238 had an eight percent increase.</p>
OBSERVATION	<p>Accident rates generally reduced in 2008, with the exception of I-238.</p> <p>Reductions may have been influenced by lessened congestion associated with the economic downturn.</p>

Table ES.1—Performance of Alameda County Transportation System

ROADWAYS

PERFORMANCE MEASURE	Congestion (Level of Service)
OBJECTIVE OF CMP	Mobility / Air Quality
2008-2009 RESULTS	<p>Freeways: Uncongested (LOS A, B, C): increased by 11 percent; Moderately congested (LOS D and E): decreased by 10 percent; Severely congested LOS F): decreased by one percent</p> <p>Arterials: Uncongested increased three percent; moderately congested decreased four percent; and severely congested remained the same.</p>
OBSERVATION	From 2006 to 2008, freeways improved and arterials remained steady.

PERFORMANCE MEASURE	Average Speed
OBJECTIVE OF CMP	Mobility / Air Quality / Land Use
2008-2009 RESULTS	<p>Freeways: 51 mph for the afternoon peak</p> <p>Freeways: 52 for the morning peak</p> <p>Arterials: 26 mph for the afternoon peak</p>
OBSERVATION	Average speeds increased slightly (1.6 to 3.2 miles per hour) for arterials and free-ways.

PERFORMANCE MEASURE	Travel Time (Origin and Destination)
OBJECTIVE OF CMP	Mobility / Air Quality / Land Use
2008-2009 RESULTS	In general, transit trips continue to take 2 to 5.5 times longer than auto for the 10 travel location pairs studied. Consistently, Fremont-Pleasanton has the highest transit travel times, which are over 5.5 times longer than auto.
OBSERVATION	Overall, auto travel time has reduced and transit times have increased since 2006. Most transit delay is associated with transfer between lines.



TRANSIT

PERFORMANCE MEASURE	Ridership
OBJECTIVE OF CMP	Air Quality / Economic / Land Use
2008-2009 RESULTS	Transit ridership in terms of total annual passenger boardings decreased by 2.3 percent in 2008 compared to 2007.
OBSERVATION	Likely due to the economic downturn.

PERFORMANCE MEASURE	Service Coordination
OBJECTIVE OF CMP	Mobility / Air Quality
2008-2009 RESULTS	Transfer facilities are located at BART, AMTRAK, ACE, Dublin and Livermore Transit Centers, two malls, Greyhound and ferry terminals
OBSERVATION	BART offers the greatest number of transfer opportunities.

PERFORMANCE MEASURE	Vehicle Maintenance
OBJECTIVE OF CMP	Air Quality
2008-2009 RESULTS	Bus Service: Miles between mechanical road calls reduced for Union City Transit, increased for LAVTA, and stayed stable for AC Transit. Rail: Mean time between service delays reduced by 11 percent for BART, beginning to reverse a five-year upward trend, and reduced by 17 percent for ACE.
OBSERVATION	Improvements in transit vehicle maintenance can be attributed to aggressive maintenance programs and operational improvements. Decreases in maintenance are attributed to aging fleets.



TRANSIT

PERFORMANCE MEASURE	Routing
OBJECTIVE OF CMP	Mobility / Air Quality / Land Use
2008-2009 RESULTS	Transit service coverage and passenger boardings both reduced by two percent.
OBSERVATION	Reduction in transit service coverage and passenger boardings parallel the downturn in the economy.

PERFORMANCE MEASURE	Frequency
OBJECTIVE OF CMP	Mobility / Air Quality / Land Use
2008-2009 RESULTS	LAVTA cut fixed route service 30 percent the end of FY 2008-2009; Union City Transit terminated some of the Sunday service.
OBSERVATION	Reductions in transit frequency in 2008 show a response to the economic downturn, combined with a response to state budget cuts.

BICYCLE

PERFORMANCE MEASURE	Countywide Bike Plan
OBJECTIVE OF CMP	Mobility / Air Quality
2008-2009 RESULTS	Twelve High Priority projects showed progress in environmental, design and funding in 2008.
OBSERVATION	Bicycle facilities are progressing.



Pedestrian Access

The CMA Board and ACTIA adopted the first Countywide Strategic Pedestrian Plan in October 2006. The Pedestrian Plan identifies and prioritizes pedestrian improvements and programs to increase walking and improve safety on a countywide level. Performance measures to monitor progress toward the Plan's goals and objectives are being developed, and may include:

- Completed Projects
- Pedestrian Counts
- Pedestrian Collisions with Motor Vehicles

■ Completed Projects

Funding for capital projects in the Pedestrian Plan are focused in areas of countywide significance, defined as "places that serve pedestrians traveling to and from a variety of locations through Alameda County and beyond." Three targeted areas and corresponding capital projects and programs include providing access to:

- Transit
- Activity Centers
- Inter-jurisdictional Trails

Four projects of countywide significance completed in FY 2008-2009, include:

- City of Alameda: Atlantic/Webster Streets Intersection Improvements;
- Hayward: San Francisco Bay Trail Eden Landing;
- San Leandro: San Francisco Bay Trail Oakland/San Leandro Connector; and
- Oakland: San Francisco Bay Trail Tidewater Segment.

■ Pedestrian Counts

As shown in Appendix D-1 the UC Berkeley Traffic Safety Center in 2009 and MTC in 2002 collected data to measure pedestrian mobility trends. Pedestrians were counted in the weekday afternoons at three intersections in Berkeley, Dublin and San Leandro. In comparing the two data sources by year, two locations (Dublin and San Leandro) showed an increase, while Berkeley counts remained relatively stable. Additional research on pedestrian mobility is underway.

■ Pedestrian Collisions with Motor Vehicles

In 2008, the reported countywide motor-vehicle-involved pedestrian collisions, resulting in injuries and fatalities, increased by nearly 4 percent, to 682 pedestrians since 2004 (see Appendix D-2). The rate of collisions has remained steady with more people walking.

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ALAMEDA

County Transportation
Commission

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

Attachment D

Date:

To:

Address:

Email:

SUBJECT: Comments on the Notice of Preparation of a Draft Environmental Impact Report (DEIR) for City of xxxxxxxxxxxx

Dear Ms./Mr:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for a Draft Environmental Impact Report (DEIR) for the City of xxxxxxxxxxxx. The Project Area covers.....:

Details added here

The Alameda County Transportation Commission (Alameda CTC), on behalf of the Alameda County Congestion Management Agency (ACCMA) through the powers delegated to Alameda CTC by the joint powers agreement which created Alameda CTC, respectfully submits the following comments:

- The City of Oakland adopted Resolution No. on establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). If the proposed project is expected to generate at least 100 p.m. peak hour trips over existing conditions, the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model for projection years 2015 and 2035 conditions. Please note the following paragraph as it discusses the responsibility for modeling.
 - The CMP was amended on March 26th, 1998 so that local jurisdictions are responsible for conducting the model runs themselves or through a consultant. The Alameda CTC and ACCMA have a Countywide model that is available for this purpose. The City of and the ACCMA signed a Countywide Model Agreement on Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.

Potential impacts of the project on the Metropolitan Transportation System (MTS) need to be addressed. (See 2009 CMP Figure 2). The MTS roads in the city of in the project study area are;

- The DEIR should address all potential impacts of the project on the MTS roadway and transit systems. These include MTS roadways as shown in the attached map as well as BART and AC Transit. Potential impacts of the project must be addressed for 2015 and 2035 conditions.
 - Please note that the ACCMA and Alameda CTC have *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2009 CMP for more information).
 - For the purposes of CMP Land Use Analysis, 2000 Highway Capacity Manual is used.
- The adequacy of any project mitigation measures should be discussed. On February 25, 1993, the ACCMA Board adopted three criteria for evaluating the adequacy of DEIR project mitigation measures:
 - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
 - Project mitigation measures must be fully funded to be considered adequate;
 - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).

The DEIR should include a discussion on the adequacy of proposed mitigation measures relative to these criteria. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and what would be the effect on LOS if only the funded portions of these projects were assumed to be built prior to project completion.

- Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2009 CMP, Chapter 4). Transit service standards are 15-30 minute headways for bus service and 3.75-15 minute headways for BART during peak hours. The DEIR should address the issue of transit funding as a mitigation measure in the context of the Alameda CTC / ACCMA policies discussed above.
- The DEIR should also consider demand-related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most

efficient use of existing facilities (see 2009 CMP, Chapter 5). The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Site Design Guidelines Checklist may be useful during the review of the development proposal. A copy of the checklist is enclosed.

- The EIR should consider opportunities to promote countywide bicycle routes identified in the Alameda Countywide Bicycle Plan, which was approved by the ACCMA Board in October 2006. The approved Countywide Bike Plan is available at <http://www.accma.ca.gov/pages/HomeBicyclePlan.aspx>.
- The Alameda Countywide Strategic Pedestrian Plan, developed by the Alameda County Transportation Improvement Authority (ACTIA), was adopted by both the ACTIA and ACCMA Boards in September 2006 and October 2006, respectively. The EIR should consider opportunities to promote pedestrian improvements identified in the Plan through the project development review process. The approved Plan is available at http://www.actia2022.com/ped-toolkit/Full_Ped_Plan.pdf
- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.
- Local jurisdictions are encouraged to consider a comprehensive Transit Oriented Development (TOD) Program, including environmentally clearing all access improvements necessary to support TOD development as part of the environmental documentation.

Thank you for the opportunity to comment on this Notice of Preparation. Please do not hesitate to contact me at 510.350.2334 if you require additional information.

Sincerely,

Laurel Poeton
Engineering Assistant

Cc: Beth Walukas, Manager of Planning
File: CMP – Environmental Review Opinions – Responses - 2010

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Staff Liaisons:

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CAWG Coordinator
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dstark@accma.ca.gov

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

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

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

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2011 Congestion Management Program Update

Presentation to PPLC

February 14, 2011

Slide 1



CMP Update – Board Direction

- Take a fresh look at using the CMP as a tool to improve and formulate strategies for effective transportation system in Alameda County

Slide 2



CMP Update – Board Direction

- Review current CMP
- Review the CMP legislation and related activities of the agency
- Identify potential areas for improvement
- Develop recommendations for next steps

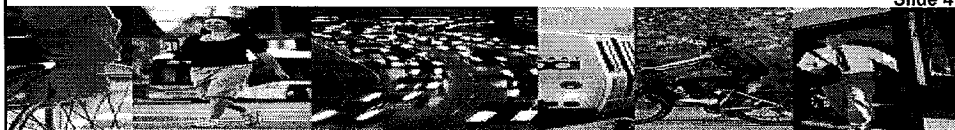
Slide 3



CMP – Required Core Elements

- Level of Service Standards
- Performance Element
- Travel Demand Element
- Land Use Analysis Program
- Seven Year Capital Improvement Program
- Other - Countywide Travel Demand Model

Slide 4



Core Element – LOS Standards

Legislative Requirements	Recommendation
<ul style="list-style-type: none"> • Adopt LOS Standards • Designated Roadway System to include State Highways and Principal Arterials • Deficiency Plan 	<ul style="list-style-type: none"> • Re-evaluate and update criteria for selecting Principal Arterials • Identify new roadways that meets new criteria • Adopt policy to give funding preference to improve deficient segment • Develop approach for adding new roadways to CMP network

Slide 5



Core Element – Performance Measures

Legislative Requirements	Recommendation
<ul style="list-style-type: none"> • Adopt Performance Measures (at a minimum for roadway and transit) to evaluate multimodal system performance of people and goods 	<ul style="list-style-type: none"> • Integrate performance measures developed from CWTP-TEP and RTP/SCS process as appropriate • Evaluate the existing public transit system in the county, including developing a strategy for <ul style="list-style-type: none"> ▪ Improvement of transit system or a potential comprehensive countywide transit plan

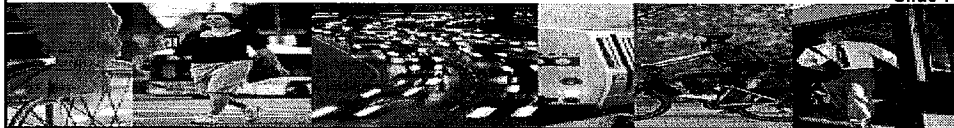
Slide 6



Core Element – TDM

Legislative Requirements	Recommendation
<ul style="list-style-type: none"> Adopt Travel Demand Management program to promote alternative transportation methods 	<ul style="list-style-type: none"> Explore developing a countywide comprehensive TDM program in the context of SB 375 related efforts <ul style="list-style-type: none"> 2009 CMP identified developing a countywide program in conjunction with PDAs and Parking Management Other options

Slide 7



Core Element – CIP

Legislative Requirements	Recommendation
<ul style="list-style-type: none"> Develop a CIP using performance measures to determine effective projects to maintain and improve performance of multimodal system CIP must Conform to air quality mitigation measures 	<ul style="list-style-type: none"> Continue to work to ensure that legislative intent is met for the CIP

Slide 8



Core Element – Land Use Analysis Program

Legislative Requirements	Recommendation
<ul style="list-style-type: none"> Adopt a program to analyze the impacts of land use decisions made by the local jurisdictions on the regional transportation systems 	<ul style="list-style-type: none"> Update NOP/GPA letter For projects that may impact long corridors that traverse multiple jurisdictions, consider establishing a means for the project to contribute its fair share of required mitigation measures Consider implementing a sub-regional transportation fee in the other three planning areas

Slide 9



Others – Land Use Analysis Program

Legislative Requirements	Recommendation
<ul style="list-style-type: none"> Ability to require trip generators in other county to participate in the respective county's CMP 	<ul style="list-style-type: none"> For EIRs that identify impacts on Alameda County Corridors and experience congestion due to cross-county trips generated by a project, explore the potential of developing cross county partnerships for – <ul style="list-style-type: none"> sharing the cost for implementing related mitigation measures developing mutually agreeable strategies, solution and improvements

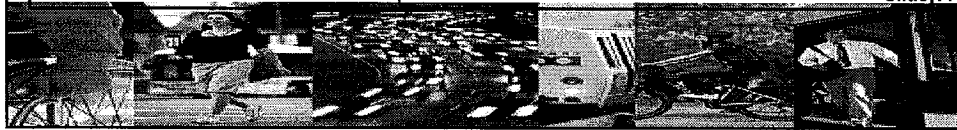
Slide 10



Others – Infill Opportunity Zones

Legislative Requirements	Recommendation
<ul style="list-style-type: none">The legislation related to Infill Opportunity Zone had a sunset in December 2009	<ul style="list-style-type: none">In view of the current efforts regarding importance of land use and transportation connection in the context of SB 375<ul style="list-style-type: none">Explore ways of harmonizing policies, guidelines and regulation so that infill development is easier to implementDevelop criteria for designation of infill development in Alameda CountyPresent to Board a policy supporting designation for adoption

Slide 11



Questions?

Slide 12





Memorandum

DATE: February 2, 2011

TO: Planning, Policy and Legislation Committee

FROM: Beth Walukas, Manager of Planning
Saravana Suthanthira, Senior Transportation Planner

SUBJECT: Approval of Tri-Valley Triangle Study Final Plan Recommendations: Projects Re-Sequencing

Recommendations

It is recommended that the Commission reconsider the project implementation sequencing included in the Tri-Valley Triangle Study Final Plan that was approved by the Alameda County Congestion Management Agency's (ACCMA) Board on June 26, 2007. The Commission is also requested to approve the project implementation sequencing included in the attached Hybrid 1A Option (Attachment A) with the following condition:

- The Tri-Valley transportation and priorities commitments in the executed *Policy Statement Regarding Transportation Priorities and Commitments in the Tri-Valley* (Attachment C) be implemented, specifically with Stoneridge Drive be constructed, open to traffic and connected to El Charro Road before construction can begin on State Route 84 as a four lane facility between Pigeon Pass and Interstate 680.

Summary

The ACCMA, now Alameda CTC, working with the local and regional partners from 2004 through 2007 on the Tri-Valley Triangle Study Final Plan, developed a long range plan for sequencing and implementing transportation projects that would benefit the region in the I-580, I-680 and Route 84 corridors. The Study was led by an appointed Policy Advisory Committee and supported by a Technical Advisory Committee. At its March 26, 2007 meeting, the Policy Advisory Committee could not reach consensus on a final plan and forwarded two options to the ACCMA Board for consideration: Hybrid 1A and Hybrid 1 (Attachments A and B). The only difference between the two options is that Hybrid 1A added the State Route 84 project as project number 7 and Hybrid 1 did not include State Route 84 at all.

In 2007, the ACCMA Board considered both options at its April and again at its June meetings and ultimately approved a variation of Hybrid 1, which added State Route 84 as project number 12. In Fall 2010, the four Tri-Valley jurisdictions developed an agreement entitled Policy Statement Regarding Transportation Priorities and Commitments in the Tri-Valley (Attachment C) that identified local and regional transportation priorities and commitments in the Tri-Valley area. The Policy Statement includes a request to Alameda CTC for approval of Hybrid 1A from the Triangle Study and includes

State Route 84 Widening as Project 7 on the list. In view of the local consensus on the local and regional transportation priorities and based on their request, the Alameda CTC Board is requested to reconsider the Tri-Valley Triangle Study sequencing and implementation of projects and approve Hybrid 1A on condition that local transportation priorities agreed to in the Policy Statement Regarding Transportation Priorities and Commitments in the Tri-Valley be implemented, including that Stoneridge Drive be constructed, open to traffic and connected to El Charro Road before construction can begin on State Route 84 between Pigeon Pass and Interstate 680.

Discussion

The I-580, I-680 and State Route 84 corridors in the Tri-Valley are important gateway travel corridors from San Joaquin and Contra Costa counties into Alameda County and to the Silicon Valley. Since 2001, the I-580 corridor in the Tri-Valley has been consistently ranked the second and third or fourth most congested location in the Bay Area region. Given the importance of these three corridors in maintaining better connections and mobility within the county and the region, several transportation improvement projects and studies were undertaken.

Tri-Valley Triangle Study

The ACCMA, now the Alameda CTC, worked with the local and regional partners from 2004 through 2007 on the Tri-Valley Triangle Study. The purpose of the Study was to develop, by consensus, a long range plan for sequencing and implementing transportation projects that would benefit the region in the I-580, I-680 and Route 84 corridors. The study was done under the direction of an appointed Policy Advisory Committee consisting of two representatives from the three cities (Dublin, Livermore and Pleasanton) and Alameda County and a Technical Advisory Committee consisting of city and county staff, Caltrans and the Alameda County Transportation Improvement Authority (ACTIA), who is also now part of Alameda CTC.

After two years of effort, the Tri-Valley Triangle Study Final Plan identified twelve transportation improvement projects, which are shown in Hybrid 1A (Attachment B). At its final meeting on March 26, 2007, the Policy Advisory Committee could not reach consensus on a final plan and adopted Hybrid 1, without the State Route 84 project, on a vote of 6 to 2 and forwarded two options to the ACCMA Board for consideration: Hybrid 1A and Hybrid 1 (Attachments A and B). The only difference between the two options is that Hybrid 1A added the State Route 84 project as project number 7 and Hybrid 1 did not include State Route 84 at all.

The CMA Board initially adopted Hybrid 1 (without State Route 84) at its April 26, 2007 Board meeting. However, at its June 26, 2007 Board meeting, this item was reconsidered and a variation of Hybrid 1 was approved. The ACCMA Board approved Hybrid 1 with State Route 84 inserted as the last project (12th) on the list with the condition that when local transportation improvement priorities, including adding the Stoneridge Drive Extension back into the arterial system, were established by the local jurisdictions, the ACCMA Board would reconsider its support of Hybrid 1A, which includes State Route 84 as the 7th project on the list.

Policy Statement Regarding Transportation Priorities and Commitments in the Tri-Valley

Understanding the need for coordinated transportation improvements to sustain and support a viable local and regional roadway network, the Tri-Valley jurisdictions jointly developed and adopted a

Policy Statement regarding the Transportation Priorities and Commitments in the Tri-Valley (Attachment C) in the Fall 2010. The policy statement identifies the local transportation priorities in two phases:

- Phase 1: consists of the following arterial connections: Dublin Boulevard from its current eastern terminus to Fallon Road as a 4 lane roadway, Jack London Boulevard between Isabel Parkway and El Charro Road as a 2 lane roadway (4 lanes at the intersections of El Charro Road and Isabel Parkway) and Stoneridge Drive from its current eastern terminus to El Charro Road as a 2 lane roadway (with 4 lanes at the intersection of El Charro Road); and
- Phase 2: consists of the following arterial connections: Dublin Boulevard from Fallon road to North Canyons Parkway as a 4 lane roadway and North Canyons Parkway from its current terminus to Dublin Boulevard as a 4 lane roadway. In addition to these new arterial connections, the following roadways will be widened: Dublin Boulevard from Tassajara Road to Fallon Road to a 6 lane roadway, Jack London Boulevard to a 4 lane roadway and Stoneridge Drive to a 4 lane roadway.

The Policy Statement includes a request to the ACCMA, now Alameda CTC, to approve Hybrid 1A that includes State Route 84 as the 7th project on the list. The Policy Statement also includes a conditional support from all jurisdictions that upon construction of Phase 1 improvements in Pleasanton, each member agency will support item 7 from Hybrid 1A, which includes the construction of State Route 84 as a 4 lane facility between Pigeon Pass to I-680, including ramp improvements at the SR 84/I-680 interchange and construction of a southbound auxiliary lane on I-680 from State Route 84 to Andrade Road.

The Tri-Valley jurisdictions jointly adopting a Policy Statement with a list of local transportation priorities in the Tri-Valley area is a significant step forward. In view of this important consensus and the request from the jurisdictions for the Alameda CTC Board to support Hybrid1A, which includes State Route 84 as the 7th project on the list, it is recommended that the Alameda CTC Board reconsider the Tri-Valley Triangle Study Final Plan sequencing and implementation of projects and approve alternative Hybrid 1A that includes SR 84 widening between Pigeon Pass and I-680 as project 7 on the list with a condition that local transportation priorities agreed to in the Policy Statement Regarding Transportation Priorities and Commitments in the Tri-Valley be implemented, including that Stoneridge Drive be constructed, open to traffic and connected to El Charro before construction can begin on State Route 84 between Pigeon Pass and Interstate 680. This does not preclude project development occurring on any project, including State Route 84 between Pigeon Pass and Interstate 680.

Fiscal Impact

None

Attachments

Attachment A: Alternative Hybrid 1A

Attachment B: Alternative Hybrid 1

Attachment C: Signed Policy Statement by the County of Alameda and the Cities of Dublin, Livermore and Pleasanton Regarding Transportation Priorities and Commitments in the Tri-Valley

Hybrid 1A Qualitative Rating Sheet for Recommended Phasing Sequence

Hybrid 1A will provide improvements (shown in the table below) to the baseline condition. The baseline is the 2007 existing condition plus the improvements shown in gray in the concept sketch and noted below:

- I-680 Eastbound HOV Lane from Hacienda Rd in Greenville Pk.
- I-680 / Isabel Ave Interchange.
- Isabel Ave (SR 84) widening to 6 lanes, and intersection / signalization improvements from I-680 to Ruby Hill Dr
- Isabel Ave (SR 84) widening in 4 lanes from Ruby Hill Dr in Pigeon Pass.
- I-680 Southbound HOV from SR 84 to SR 237, and
- I-680 Northbound HOV from SR 237 to Alameda Creek.

Recommended Phasing Sequence			Operational Score			Order of Magnitude Cost - 2000 \$ (millions)	Readiness Score (10 points total)				Next Step	
Rank	Component	Description	Sequence Consideration	Basis for Score	Score (H-M-L)		Funding	PSR	Free of Obstacles	Environmental Studies		
TRANSIT												
1	L	BART ROW protection on SR 84		No freeway operational benefit in this time frame	H	\$100.125	0.5	0.0	2.5	0.0	Project Initiation Document (actual document type TBD)	
HIGHWAYS												
1	A	500 WB HOV / HOT lane and ramp metering E of Greenville to W of Foothill *		Extends HOV lane, improves mainline operation, improves access for regional trips	H	\$115	2.5	2.5	2.0	0.0	Project Report and Environmental Document	
2	B	500 WB auxiliary lane F1st to Isabel (structure widening at tracks) †	Facilitates access to SR 84	Improved mainline operations at Isabel, improved mainline throughput, improved access to Isabel Avenue	H	\$10	2.5	2.5	2.5	0.0	Project Report and Environmental Document	
3	C	500 ramp metering	Improves mainline operations; should be concurrent with or precede D & F	Improves mainline operations	H	\$10	2.0	0.0	2.0	0.0	Project Study Report	
4	E	500 EB climbing lane	Should precede K	Increases capacity and auto speeds on grade	H	\$120 - \$165	2.5	0.0	2.5	0.0	Project Study Report	
5	G	500 / 680 Phase 1 Interchange Improvements		Increases capacity, reduces bottleneck on SR 84	H	\$745 - \$105	2.5	2.5	2.5	0.0	Project Report and Environmental Document	
6	J	500 EB Phase 1 - Aux lanes (Isabel to F1st)	Provides added benefit for SR 84 improvements; should precede M & F2	Add mainline capacity, improves mainline operations.	H	\$65	0.0	0.0	2.5	0.0	Project Study Report	
7	M & F2	SR 84 widening - Pigeon Pass to 680 plus EB SB aux lanes from SR 84 to Alameda, plus 500 NB HOV/HOT Lane from Alameda Creek to SR 84	SR 84 Widening from Pigeon Pass to 680 should precede F1	Improves access to local destinations, limited benefit to freeways	H	\$120	0.0	0.0	1.0	0.0	Project Study Report with detailed traffic studies	
8	F1	680 NB HOV / HOT lane SR 84 to Alameda		Closes HOV gap, improves mainline operations	H	\$105	2.0	0.0	1.5	0.0	Project Study Report	
9	D	680 SB HOV / HOT lane Alameda to SR 84	Should precede H	Closes HOV gap, should precede direct connector, improves mainline operations	H	\$175	2.0	0.0	0.0	0.0	Project Study Report	
10	H	500 / 680 Phase 2 WB to SB direct connector		Increases HOV connectivity, increases capacity, removes bottleneck on SR 84	H	\$780 - \$1.125	1.5	2.5	2.0	0.0	Project Report and Environmental Document	
11	K	500 EB - Phase 2 - Mixed-flow lanes Santa Rita to Vasco	Provides added benefit for SR 84 improvements	Add mainline capacity, improves mainline operations.	H	\$150	0.0	0.0	1.0	0.0	Project Study Report	
12	I	500 EB HOV / HOT lane Foothill to Hacienda		Extends HOV lane, improves mainline operation, improves access for regional trips	H	\$60	0.0	0.0	2.5	0.0	Project Study Report	

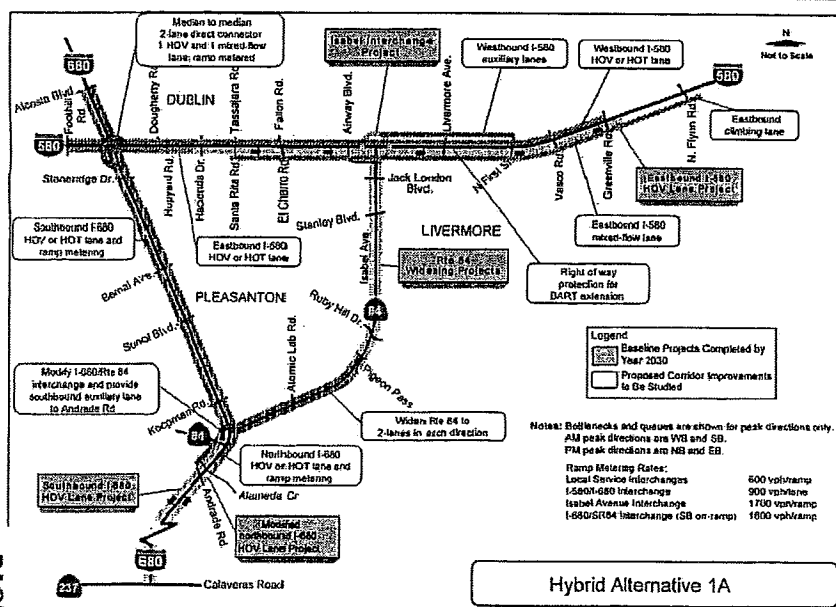
* Implementation of BART ROW protection is independent of the other identified improvements.

† CMAA escalated costs in 20115 is \$145.4 million for components A and B.

3/30/2007

Hybrid Alternative 1A operations are acceptable throughout the I-580 and I-680 study limits with slightly higher speeds on I-580 and substantially higher speeds on southbound I-680 in the morning due to the extended auxiliary lane south of Route 84. On Route 84, operations are acceptable except for queuing at I-580 eastbound in the evening peak period (0.2-mile queue). The improved Route 84 is carrying only 500 to 800 vph more eastbound and no additional vehicles westbound due to the constraints of the ramp metering from Route 84 to southbound I-680. In order to capture more regional through traffic, SR 84 would have to be upgraded and improved between I-580 and I-680 to provide: a four to six lane, high speed, access controlled highway, with interchanges to replace intersections, and freeway-to-freeway interchanges at I-580 and I-680. The following are important linkages between projects:

- The west auxiliary lanes from First Street to Isabel facilitate access to SR 84.
- Route 84 widening should precede extending the NB I-680 HOV lane north of Route 84. The NB I-680 HOV Lane is needed maximize use of the additional capacity on eastbound Route 84.
- This leads to splitting the NB I-680 HOV lane into two segments: from Alameda Creek to just past Route 84 and from Route 84 to Alameda.
- I-680 ramp metering should precede the HOV projects or be built with them to give HOVs priority and to improve operations when there is an incident.
- The SB I-680 HOV lane should precede the I-680/I-580 system interchange improvements to give additional capacity on I-680.
- The EB I-580 climbing lane should precede an EB mixed-flow lane to give sufficient capacity on the Altamont Grade.
- An EB mixed-flow lane adds benefit to the Route 84 widening as well as improving I-580 operations.



TRIANGLE TRAFFIC STUDY
Hybrid 1A - Phasing and Implementation Plan

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Hybrid 1 Qualitative Rating Sheet for Recommended Phasing Sequence

Hybrid 1 will provide improvements (noted in the table below) to the baseline condition. The baseline is the 2007 existing condition plus the improvements shown in gray in the concept sketch and noted below:

- I-580 Eastbound HOV Lane from Hacienda Dr to Greenville Rd.
- I-580/I-580B interchange.
- Isabel Ave (SR 84) widening to 4 lanes from Ruby Hill Dr to Pigeon Pass.
- I-680 Southbound HOV from SR 84 to SR 237.
- I-680 Northbound HOV from SR 237 to Alameda Creek.

Recommended Phasing Sequence				Operational Score		Order of Magnitude Cost - 2006 \$ (millions)	Readiness Score (10 points total)				Next Step	
Rank	Component	Description	Sequence Consideration	Basis for Score	Score (H-M-L)		Funding	PSR	Free of Obstacles	Environmental Studies		
TRANSIT												
1	L	BART R/W protection on 580		No freeway operational benefit in this time frame	L	\$100-125	0.5	0.0	2.5	0.0	Project Initiation Document (actual document type TBD)	
HIGHWAYS												
1	A	580 WB HOV / HOT lane and ramp metering E of Greenville to W of Foothill ¹		Extends HOV lane, improves mainline operation, improves access for regional trips	H	\$115	2.5	2.5	2.0	0.0	Project Report and Environmental Document	
2	B	580 WB auxiliary lane First to Isabel (structure widening at creek) ¹	Facilitates access to SR 84	Improved mainline operations at Isabel, improved mainline throughput, improved access to Isabel Avenue	M	\$10	2.5	2.5	2.5	0.0	Project Report and Environmental Document	
3	C	580 ramp metering	Improves mainline operations; should be concurrent with or precede D & F	Improves mainline operations	H	\$10	2.0	0.0	2.0	0.0	Project Study Report	
4	E	580 EB climbing lane	Should precede K	Increases capacity and auto speeds on grade	M	\$120 - \$165	2.5	0.0	2.5	0.0	Project Study Report	
5	G	580 / 680 Phase 1 Interchange Improvements		Increases capacity, reduces bottleneck on 580	M	\$245 - \$395	2.5	2.5	2.5	0.0	Project Report and Environmental Document	
6	J	580 EB - Phase 1 - Aux lanes Isabel to First		Add mainline capacity, improves mainline operations	M	\$85	0.0	0.0	2.5	0.0	Project Study Report	
7	D	680 SB HOV / HOT lane Alameda to SR 84	Should precede H	Closes HOV gap, needs to precede direct connector, improves mainline operations	H	\$175	2.0	0.0	0.0	0.0	Project Study Report	
8	H	580 / 680 Phase 2 WB to SB direct connector		Increases HOV connectivity, increases capacity, removes bottleneck on 580	H	\$750 - \$1,125	1.5	2.5	2.0	0.0	Project Report and Environmental Document	
9	F	680 NB HOV / HOT lane Alameda Cr to Alameda		Closes HOV gap, improves mainline operations	H	\$190	2.0	0.0	1.5	0.0	Project Study Report	
10	K	580 EB - Phase 2 - Mixed-flow lanes Santa Rita to Vasco		Adds mainline capacity, improves mainline operations	H	\$155	0.0	0.0	1.5	0.0	Project Study Report	
11	I	580 EB HOV / HOT lane Foothill to Hacienda		Extends HOV lane, improves mainline operation, improves access for regional trips	H	\$60	0.0	0.0	2.5	0.0	Project Study Report	

¹ Implementation of BART R/W protection is independent of the other identified improvements.

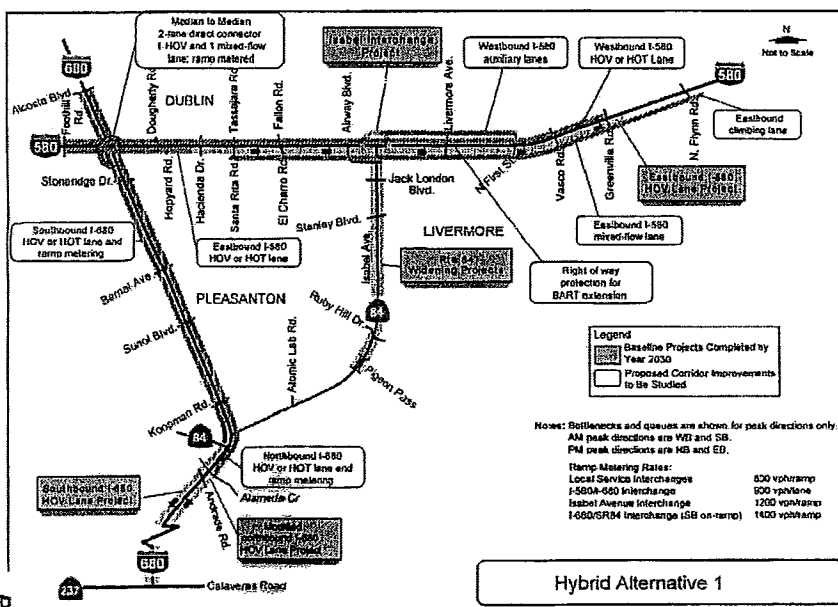
² CMAA escalated costs in 2011 is \$145.4 million for components A and B.

3/30/2007

Hybrid Alternative 1 operations are acceptable throughout the I-580 and I-680 study limits except for 1.4 miles of queuing on I-680 southbound approaching Route 84 in the morning peak. On Route 84, operations are acceptable except for queuing at Pigeon Pass and I-680 westbound in the morning peak period (1-mile queue at each location) and at Pigeon Pass and I-580 eastbound in the evening peak period (2-mile and 0.5-mile queues, respectively).

The following are important linkages between projects:

- The west auxiliary lanes from First Street to Isabel would facilitate access to SR 84.
- I-680 ramp metering should precede the HOV projects or be built with them to give HOVs priority and to improve operations when there is an incident.
- The SB I-680 HOV lane should precede the I-680/I-580 system interchange improvements to give additional capacity on I-680.
- The EB I-580 climbing lane should precede an EB mixed-flow lane to give sufficient capacity on the Altamont Grade.



TRIANGLE TRAFFIC STUDY
Hybrid 1 - Phasing and Implementation Plan

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**POLICY STATEMENT
BY
THE COUNTY OF ALAMEDA
AND THE
CITIES OF DUBLIN, LIVERMORE AND PLEASANTON
REGARDING
TRANSPORTATION PRIORITIES AND COMMITMENTS
IN THE TRI-VALLEY**

Background

The Tri-Valley segment of the I-580 corridor in eastern Alameda County is one of the most heavily traveled highways in the entire nine-county Bay Area region. Its chronically congested condition in Alameda County is second only to the I-80 approach to the San Francisco Bay Bridge. The Metropolitan Transportation Commission (MTC – the planning, funding, coordinating transportation agency for the region) projects a 90 percent increase in traffic coming over the Altamont by the year 2030. I-580 also serves as a major corridor for goods movement to and from the Port of Oakland between the Central Valley and the rest of the state and nation. Container freight activity at the Port is projected to increase three-fold by 2030.

In response to the existing and projected need for expanded and enhanced transportation infrastructure in the Tri-Valley, the Alameda County Congestion Management Agency (CMA), in conjunction with Cities of Dublin, Livermore, Pleasanton, Alameda County, Caltrans and ACTIA, developed a long-range regional strategy for planned improvements that include the I-580, I-680 and SR 84 corridors. This strategy is documented in the Tri-Valley Triangle Study and was adopted by the CMA Board in June 2007.

History

Tri-Valley jurisdictions within Alameda County, comprised of the Cities of Dublin, Livermore, Pleasanton and Alameda County recognize the importance of maintaining regional mobility and have worked with the CMA since 2004 on the Tri-Valley Triangle Study with the purpose of identifying priorities within the long-range regional transportation strategy for the Tri-Valley Triangle highway corridors comprised of Interstate 580, Interstate 680 and Highway (SR) 84.

The Metropolitan Transportation Commission and Caltrans release a report each year entitled "Bay Area Locations with the Most Delay during Commute Hours." Since the 2001 report and each year thereafter, either and/or both I-580 eastbound in the p.m. and westbound commutes in the a.m. have consistently ranked in the top 5 of the top 10 most congested locations in the entire Bay Area region. In spite of periods of economic downturns over the years, chronic traffic congestion persists, reflecting the significance of this segment of I-580 as a major gateway corridor. This condition results in major impacts to Tri-Valley communities affecting air quality, local roads from motorists seeking alternative routes to I-580 and quality of life of those that live, work or travel in this corridor.

Within this context, the Tri-Valley has established a roadway network vision that works toward maintaining a viable regional system also recognizing that an equally viable local arterial system is necessary to support intraregional trips between the three cities and the county. As a result the three Cities and Alameda County have developed this agreement to **identify** the short and long term goals of the local arterial system in each member jurisdiction. It is the intent of each local agency to uphold and support the direction provided in this document and implement the local arterial improvements consistent with the outline set forth below.

Recognizing the need for a coordinated planning effort at the local and regional level and the collective benefits to the Tri-Valley as a region, the Tri-Valley Cities and County hereby support the following phased approach to the local transportation priorities in the Tri-Valley:

Phase 1:

Consists of the following arterial connections: Dublin Boulevard from its current eastern terminus to **Fallon Road** as a 4 lane roadway, Jack London Boulevard between Isabel Parkway and El Charro Road as a 2 lane roadway (4 lanes at the intersections of El Charro Road and Isabel Parkway) and Stoneridge Drive from its current eastern terminus to El Charro Road as a 2 lane roadway (with 4 lanes at the intersection of El Charro Road).

Phase 2:

Consists of the following arterial connections: Dublin Boulevard from **Fallon Road** to North Canyons Parkway as a 4 lane roadway and North Canyons Parkway from its current western terminus to Dublin Boulevard as a 4 lane roadway. In addition to these new arterial connections, the following roadways will be widened: Dublin Boulevard from Tassajara Road to **Fallon Road** to a 6 lane roadway, Jack London Boulevard to a 4 lane roadway and Stoneridge Drive to a 4 lane roadway.

With respect to these four arterials, each agency may choose to open the roadway prior to the other arterials, however, it is the intent of this agreement to have the local parallel arterial systems within each agency open at the same time for each phase.

With the adoption of this Policy Statement each agency will support a request to the CMA to adopt the project priority in Tri-Valley Triangle Study Alternative 1A.

Hybrid 1A from the Triangle Study

1. **580** WB HOV / HOT lane and ramp metering - E. of Greenville to W. of Foothill
 2. **580** WB auxiliary lane - First to Isabel, (includes structure widening at creeks)
 3. **680** ramp metering
 4. **580** EB climbing lane
 5. **580/680** interchange improvements - WB to SB, Phase 1
 6. **580** EB Phase 1 - Aux lanes - Isabel to First
 7. SR **84** widening - Pigeon Pass to **680** plus **680** SB aux lane from SR **84** to Andrade, plus **680** NB HOV/HOT Lane from Alameda Creek to SR **84**
 8. **680** NB HOV / HOT lane - SR **84** to Alcosta
 9. **680** SB HOV / HOT lane - Alcosta to SR **84**
 10. **580/680** direct connector - WB to SB, Phase 2
 11. **580** EB - Phase 2 - Mixed-flow lanes - Santa Rita to Vasco
 12. **580** EB HOV / HOT lane - Foothill to Hacienda
- BART R/W protection on **580** (order independent of the others)

Upon construction of the Phase 1 improvements in Pleasanton, each member agency will support item 7 from Hybrid 1A which includes the construction of State Route **84** as a 4 lane facility between Pigeon Pass and Interstate **680**, including ramp improvements at the Route **84**/I-**680** interchange, and construction of a southbound auxiliary lane on I-**680** from Route **84** to Andrade Road. This configuration is part of the ultimate configuration which will include six lanes from I-**580** to Stanley Boulevard and four lanes from Stanley Boulevard to I-**680**.

CITY OF DUBLIN

Mayor Date

Attest:

City Clerk

CITY OF LIVERMORE

M H Kanano 9-14-10

Mayor Date

Attest:

Musan Neer

City Clerk

CITY OF PLEASANTON

Mayor Date

Attest:

City Clerk

COUNTY OF ALAMEDA

Supervisor Date

Attest:

Clerk of the Board

Hybrid 1A from the Triangle Study

1. 580 WB HOV / HOT lane and ramp metering - E. of Greenville to W. of Foothill
 2. 580 WB auxiliary lane - First to Isabel, (includes structure widening at creeks)
 3. 680 ramp metering
 4. 580 EB climbing lane
 5. 580/680 interchange improvements - WB to SB, Phase 1
 6. 580 EB Phase 1 - Aux lanes - Isabel to First
 7. SR 84 widening - Pigeon Pass to 680 plus 680 SB aux lane from SR 84 to Andrade, plus 680 NB HOV/HOT Lane from Alameda Creek to SR 84
 8. 680 NB HOV / HOT lane - SR 84 to Alcosta
 9. 680 SB HOV / HOT lane - Alcosta to SR 84
 10. 580/680 direct connector - WB to SB, Phase 2
 11. 580 EB - Phase 2 - Mixed-flow lanes - Santa Rita to Vasco
 12. 580 EB HOV / HOT lane - Foothill to Hacienda
- BART R/W protection on 580 (order independent of the others)

Upon construction of the Phase 1 improvements in Pleasanton, each member agency will support item 7 from Hybrid 1A which includes the construction of State Route 84 as a 4 lane facility between Pigeon Pass and Interstate 680, including ramp improvements at the Route 84/I-680 interchange, and construction of a southbound auxiliary lane on I-680 from Route 84 to Andrade Road. This configuration is part of the ultimate configuration which will include six lanes from I-580 to Stanley Boulevard and four lanes from Stanley Boulevard to I-680.

CITY OF DUBLIN

Mayor Date

Attest:

City Clerk

CITY OF LIVERMORE

Mayor Date

Attest:

City Clerk

CITY OF PLEASANTON

Mayor Date

Attest:

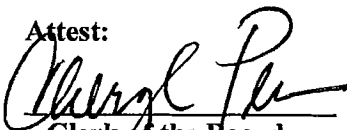
City Clerk

COUNTY OF ALAMEDA



Supervisor Date

Attest:



Clerk of the Board

Hybrid 1A from the Triangle Study

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 9. 680 SB HOV / HOT lane - Alcosta to SR 84
 10. 580/680 direct connector - WB to SB, Phase 2
 11. 580 EB - Phase 2 - Mixed-flow lanes - Santa Rita to Vasco
 12. 580 EB HOV / HOT lane - Foothill to Hacienda
- BART R/W protection on 580 (order independent of the others)

Upon construction of the Phase 1 improvements in Pleasanton, each member agency will support item 7 from Hybrid 1A which includes the construction of State Route 84 as a 4 lane facility between Pigeon Pass and Interstate 680, including ramp improvements at the Route 84/I-680 interchange, and construction of a southbound auxiliary lane on I-680 from Route 84 to Andrade Road. This configuration is part of the ultimate configuration which will include six lanes from I-580 to Stanley Boulevard and four lanes from Stanley Boulevard to I-680.

CITY OF DUBLIN

CITY OF LIVERMORE

Mayor Date

Mayor Date

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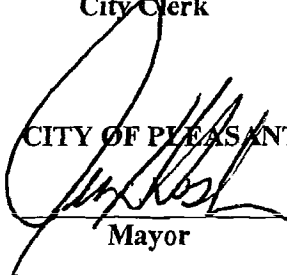
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City Clerk

City Clerk

CITY OF PLEASANTON

COUNTY OF ALAMEDA

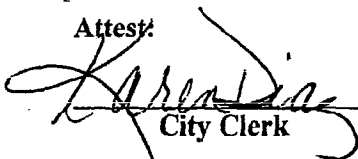
 8/25/10

Mayor Date

Supervisor Date

Attest:

Attest:



City Clerk

Clerk of the Board

Hybrid 1A from the Triangle Study

1. **580** WB HOV / HOT lane and ramp metering - E. of Greenville to W. of Foothill
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4. **580** EB climbing lane
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11. **580** EB - Phase 2 - Mixed-flow lanes - Santa Rita to Vasco
12. **580** EB HOV / HOT lane - Foothill to Hacienda
BART R/W protection on **580** (order independent of the others)

Upon construction of the Phase 1 improvements in Pleasanton, each member agency will support item 7 from Hybrid 1A which includes the construction of State Route **84** as a 4 lane facility between Pigeon Pass and Interstate **680**, including ramp improvements at the Route **84**/I-**680** interchange, and construction of a southbound auxiliary lane on I-**680** from Route **84** to Andrade Road. This configuration is part of the ultimate configuration which will include six lanes from I-**580** to Stanley Boulevard and four lanes from Stanley Boulevard to I-**680**.

CITY OF DUBLIN

Jim Branti 9-27-10
Mayor Date

Attest:

Carol R. Sot
City Clerk

CITY OF LIVERMORE

Mayor Date

Attest:

City Clerk

CITY OF PLEASANTON

Mayor Date

Attest:

City Clerk

COUNTY OF ALAMEDA

Supervisor Date

Attest:

Clerk of the Board



Memorandum

DATE: February 3, 2011

TO: Planning, Policy and Legislation Committee

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

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

Recommendations

This item is for information only. No action is requested.

Summary

This item provides information on regional and countywide transportation planning efforts related to the updates of the Countywide Transportation Plan and Sales Tax Transportation Expenditure Plan (CWTP-TEP) as well as the Regional Transportation Plan (RTP) and the development of the Sustainable Community Strategy (SCS).

Discussion

Staff will be submitting monthly reports to ACTAC; the Planning, Policy and Legislation Committee (PPLC); the Alameda CTC Board; the Citizen's Watchdog Committee; the Paratransit Advisory and Planning Committee; the Citizen's Advisory Committee; and the Bicycle and Pedestrian Advisory Committee. The purpose of these reports is to keep various Committee and Working Groups updated on regional and countywide planning activities, alert Committee members about issues and opportunities requiring input in the near term, and provide an opportunity for Committee feedback in a timely manner. CWTP-TEP Committee agendas and related documents are available on the Alameda CTC website.

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

(covered under agenda item 4E), draft guidance for the call for projects (covered under agenda item 4D), draft projects performance assessment approach, and transit capital, local streets and roads maintenance needs, and transit operation needs approach. The supporting documentation can be found at <http://apps.mtc.ca.gov/events/agendaView.akt?p=1603>. This guidance will be incorporated into the CWTP-TEP planning process as shown in Attachment A. The Call for Projects is anticipated to occur March 1 through April 29, 2011 and is being discussed under agenda item 4D. 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	
Emeryville	January 18	Working Session	Yes
Fremont	January 29	District 1 Workshop	Yes
Hayward	January 18	Working Session	Yes
Livermore	February 28	Information to Council	
	January 29	District 1 Workshop	Yes
Newark	February 24		
Oakland	February 15	Presentation to Council	

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

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

Committee	Regular Meeting Date and Time	Next Meeting
CWTP-TEP Steering Committee	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	

Fiscal Impacts: None.

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/March 2011

Call for RTP Transportation Projects: March 1 through April 30, 2011

Conduct Performance Assessment: March 2011 - September 2011

Transportation Policy Investment Dialogue: October 2011 – February 2012

Prepare SCS/RTP Plan: April 2012 – October 2012

Draft RTP/SCS for Released: November 2012

Prepare EIR: December 2012 – March 2013

Adopt SCS/RTP: April 2013

CWTP-TEP

Develop Land Use Scenarios: May 2011

Call for Projects: Concurrent with MTC

Draft List of CWTP screened Projects and Programs: July 2011

First Draft CWTP: September 2011

TEP Program and Project Packages: September 2011

Draft CWTP and TEP Released: January 2012

Outreach: January 2012 – June 2012

Adopt CWTP and TEP: July 2012

TEP Submitted for Ballot: August 2012

Calendar Year 2010

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

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2011												FY2011-2012		2011													
Task		January			February		March		April		May		June		July		August		Sept		Oct		Nov		Dec		
Alameda CTC Committee/Public Process																											
Steering Committee		Adopt vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs guidelines, call for projects	Review workshop outcomes, white paper issues , strategies and best practices, call for projects	No Meetings	Review Call for Projects outcomes; Discuss TEP funding strategies	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies	No Meetings	1st Draft CWTP, TEP potential project and program packages		Review 2nd draft CWTP; 1st draft TEP	No Meetings														
Technical Advisory Working Group		Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs guidelines, call for projects	Review workshop outcomes, white paper issues , strategies and best practices, call for projects	No Meetings	Review Call for Projects outcomes; Discuss TEP funding strategies	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies	No Meetings	1st Draft CWTP, TEP potential project and program packages		Review 2nd draft CWTP; 1st draft TEP	No Meetings														
Community Advisory Working Group		Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs guidelines, call for projects	Review workshop outcomes, white paper issues , strategies and best practices, call for projects	No Meetings	Review Call for Projects outcomes; Discuss TEP funding strategies	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies	No Meetings	1st Draft CWTP, TEP potential project and program packages		Review 2nd draft CWTP; 1st draft TEP	No Meetings														
Public Participation		Public Workshops in two areas of County: vision and needs; Central County Transportation Forum	Public Workshops in two areas of County: vision and needs	East County Transportation Forum				South County Transportation Forum	No Meetings		2nd round of public workshops in two areas of County: feedback on CWTP, B3; North County Transportation Forum	2nd round of public workshops in two areas of County: feedback on CWTP, B3	No Meetings														
Agency Public Education and Outreach		Ongoing Education and Outreach through November 2012																Ongoing Education and Outreach through November 2012									
Alameda CTC Technical Work																											
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level		Feedback on Technical Work, Modified Vision, Preliminary projects lists					Work with feedback on CWTP and financial scenarios	First Draft CWTP using Scoring and Screening criteria	Technical work refinement and development of Expenditure plan, 2nd draft CWTP																		
Polling		Conduct baseline poll																									
Sustainable Communities Strategy/Regional Transportation Plan																											
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013		Release Vision Scenario		Detailed SCS Scenario Development				Release Detailed SCS Scenarios		Technical Analysis of SCS Scenarios				SCS Scenario Results/and funding discussions				Release Preferred SCS Scenario									
		Discuss Call for Projects		Call for Transportation Projects and Project Performance Assessment		Project Evaluation																					
				Develop Draft 25-year Transportation Financial Forecasts and Committed Transportation Funding Policy																							

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Calendar Year 2012

2012												
FY2011-2012												
Task	January	February	March	April	May	June	July	August	Sept	Oct	November	
Alameda CTC Committee/Public Process												
Steering Committee	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans				Adopt Draft Plans	Adopt Final Plans	Expenditure Plan on Ballot			VOTE: November 6, 2012	
Technical Advisory Working Group	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans									VOTE: November 6, 2012	
Community Advisory Working Group	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans									VOTE: November 6, 2012	
Public Participation			Expenditure Plan City Council/BOS Adoption								VOTE: November 6, 2012	
Agency Public Education and Outreach	Ongoing Education and Outreach Through November 2012 on this process and final plans						Ongoing Education and Outreach through November 2012 on this process and final plans					
Alameda CTC Technical Work												
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level	Finalize Plans											
					Potential Go/No Go Poll for Expenditure Plan							
Polling												
Sustainable Communities Strategy/Regional Transportation Plan												
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013	Approval of Draft SCS	Begin RTP Technical Analysis & Document Preparation	Prepare SCS/RTP Plan						Release Draft SCS/RTP for review			

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Alameda County Planning and Community Development Directors

January 18, 2011

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

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

RE: Sustainable Communities Strategy Process

Dear Mr. Rapport and Mr. Heminger:

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

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

Vision Scenario

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

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

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

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

Resources to Implement a Sustainable Communities Strategy

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

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

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

Harmonizing Regional Policies

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

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

Other Concerns

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

- Fiscalization of land use. So long as there are significant fiscal benefits from commercial/retail development, and significant long-term costs associated with residential development (and especially rental housing buildings that generally sell and are reassessed less often than single family homes), the promotion of appropriate development patterns will continue to face an uphill fiscal battle.
- CEQA. While, as described above, regional agencies can begin to address some CEQA issues, and especially those related to regional policies and cumulative impacts, there are other fundamental issues with existing exemptions for infill development that make them ineffective. CEQA reform is needed to preserve the underlying goals of CEQA while encouraging infill development.
- Transit availability. The SCS and the PDA's that will be the foundation of the SCS necessarily must rely on transit "nodes" as the basis for meeting housing needs. In order for developers and communities to invest in those locations, there is a need for certainty that the transit will be there for the long term, and that the service will be adequate to address the demands placed on it. Meanwhile, over the past few years that certainty has been undermined by cutbacks on funding for transit. Investments in existing and future transit improvements need to get the very biggest land-use bang for the bucks spent on it. MTC's station area planning guidelines are a good step, but the assessments of all future transit improvements need to be considered in light of implementing the land uses of the Sustainable Communities Strategy and especially the very high intensity land uses that will ultimately be needed to address regional housing needs in a sustainable manner.

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

In conclusion, we recommend:

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

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

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

Sincerely,



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

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

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

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

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Memorandum

TO: Regional Advisory Working Group

DATE: February 1, 2011

FR: Grace Cho and Ashley Nguyen

W. I.

RE: Draft Guidance for the Call for Projects

The Metropolitan Transportation Commission (MTC) will issue an open “call for projects” for the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in February 2011. Project submittals are due to MTC on April 29, 2011. This deadline is important because MTC will be performing project performance assessments starting in May 2011.

MTC staff is seeking your input on the draft Call for Projects Guidance, shown in Attachment A. Below is a brief description of the project submittal process:

- 1) Each Congestion Management Agency (CMA) will coordinate the project submittal process for their respective county. Project sponsors are asked to coordinate with their respective CMA to submit projects. Sponsors of multi-county projects (i.e. BART, Caltrain, Caltrans, etc.) may submit projects directly to MTC. Members of the public are eligible to submit projects, but must secure a public agency sponsor before submitting the project to the CMA. MTC will also submit regional projects/programs for consideration.
- 2) CMAs are to conduct and document their public outreach process to solicit ideas for projects. SB 375, the legislation mandating the RTP/SCS, also requires a separate public participation plan for its development. MTC’s Public Participation Plan was amended in December 2010 to address this requirement and expand upon the procedures and services to comply with Title VI of the Civil Rights Act of 1964. The CMA’s outreach process must be consistent with the requirements of MTC’s Public Participation Plan, which is available at http://www.onebayarea.org/get_involved.htm.
- 3) MTC will assign to each county a target budget, which is intended as a general upper financial limit for the program of projects submitted by county. The county target budgets are calculated based on the county population shares of estimated RTP/SCS discretionary funding plus an additional 75 percent. The county target budget is established for purposes of setting a reasonable limit on project submittals and is not to be construed as the budget used for allocating funds to projects in the RTP/SCS.
- 4) CMAs are to establish project cost estimation guidelines for the project sponsors. CMAs are permitted to develop their own guidelines or can use other local, state, or federal project cost estimation guidance.
- 5) MTC has developed a set of basic criteria to assist project sponsors with determining what type of projects to submit. Project sponsors are encouraged to submit projects that meet one or more of the criteria.

- 6) CMAs are to bundle projects into programmatic categories, where possible. Projects which are not exempt from regional conformity cannot be placed into a programmatic category.

To submit a project, MTC has developed a web-based application form that allows sponsors to update current projects and submit new ones for consideration in the plan. The web-based project application will allow sponsors to:

- Identify projects in the current plan (Transportation 2035 Plan) that have been completed and are in operation, and mark them as a “dropped” project.
- Identify projects in the current plan that are no longer being proposed, and mark them as dropped project.
- Update project information for projects in the current plan that are proposed to be carried forward in the RTP/SCS.
- Add new projects for consideration in the RTP/SCS

The web-based project application form will be available on **March 1, 2011**. CMAs will help MTC by assisting project sponsors with the application, as well as reviewing and verifying project information prior to final submittal to MTC.

Schedule

Task	Date
Review and Solicit Input on Draft Call for Projects Guidance	PTAC: January 31, 2011 RAWG: February 1, 2011 Policy Advisory Council: February 9, 2011
MTC Planning Committee for Information	February 9, 2011
Issue Call for Projects Letter to CMAs	February 10, 2011
Open Web-Based Project Application Form for Use by CMAs/ Project Sponsors	March 1, 2011
Project Submittals Due	April 29, 2011
MTC Conducts Project-Level Performance Assessment	May – July 2011

Please see **Attachment B** for the RTP/SCS development schedule.

Attachment A

Draft Call for Projects Guidance

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

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

1. Public Involvement and Outreach

- ***Conduct countywide outreach to stakeholders and the public to solicit project ideas.***
CMAs will be expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 3821), which can be found at http://www.onebayarea.org/get_involved.htm. CMAs are expected, at a minimum, to:
 - Explain the local Call for Projects process, informing stakeholders and the public about the opportunities for public comments on project ideas and when decisions are to be made on the list of projects to be submitted to MTC;
 - Hold public meetings and/or workshops at times which are conducive to public participation to solicit public input on project ideas to submit;
 - Hold at least one public hearing providing opportunity for public comment on the list of potential projects prior to submittal to MTC;
 - Post notices of public meetings and hearing(s) on their agency website; include information on how to request language translation for individuals with limited English proficiency. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations.
 - CMA staff will be expected to provide MTC with a link so the information can also be viewed on the website OneBayArea.org;
 - Hold public meetings in central locations that are accessible for people with people with disabilities and by public transit;
 - Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting.
- ***Document the outreach effort undertaken for the local call for projects.*** CMAs are to provide MTC with:
 - A description of how the public was involved in the process for nominating and/or commenting on projects for inclusion in the RTP/SCS. Specify whether public input was gathered at forums held specifically for the RTP/SCS or as part of an outreach effort associated with, for example, an update to a countywide plan;
 - A description of how the public engagement process met the outreach requirements of MTC's Public Participation Plan, including how the CMA ensured full and fair participation by all potentially affected communities in the project submittal process.

- A summary of comments received from the public, with an indication of how public comments helped inform the recommended list of projects submitted by the CMA. Or conversely, a rationale should be provided if comments from the public were not able to be accommodated in the list of candidate projects.

2. Agency Coordination

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

3. Title VI Responsibilities

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

4. County Target Budgets

- ***Ensure that the County project list fits within the target budget defined by MTC for the county.***
 - MTC will assign counties a target budget based on a population share formula with an additional 75% mark up of the preliminary estimated discretionary funds. This formula approach is consistent with the formula used in Transportation 2035 Plan.
 - County target budgets are intended as a starting point to guide each CMA in recommending a project list to MTC by providing an upper financial limit.

- County target budgets are not intended as the financially constrained RTP/SCS budget. CMAs and MTC will continue to discuss further and select projects later in the process that fit the RTP/SCS financially constrained envelope.

5. Cost Estimation Review

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

6. General Project Criteria

- ***Identify whether projects meet basic project parameters as outlined by MTC.*** CMAs will encourage project sponsors to submit projects which meet one or more of the general criteria listed below:
 - Supports the goals and performance targets of the RTP/SCS (see **Attachment A.1**);
 - Serves as a regionally significant component of the regional transportation network;
 - Derives from an adopted plan, corridor study, or project study report (e.g., countywide transportation plan, regional bicycle plan, Freeway Performance Initiative corridor study, etc.);
 - Supports focused growth by serving existing housing and employment centers within the existing urban footprint and/or urban growth boundaries.
 -

7. Programmatic Categories

- CMAs should group similar projects, which are exempt from regional air quality conformity that do not add capacity or expand the transportation network into broader programmatic categories rather than submitting them as individual projects for consideration in the RTP/SCS. See **Attachment A.2** for guidance on the programmatic categories.

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Timeline

Task	Date
Review and Solicit Input on Draft Call for Projects Guidance	PTAC: January 31, 2011 RAWG: February 1, 2011 Policy Advisory Council: February 9, 2011
MTC Planning Committee for Information	February 9, 2011
Issue Call for Projects Letter to CMAs	February 10, 2011
Open Online Project Application Form for Use by CMAs/ Project Sponsors	March 1, 2011
Close of Project Submittal Period	April 29, 2011
MTC Conducts Project-Level Performance Assessment and Selection Process for Projects for Detailed SCS Scenarios	May – July 2011

J:\PROJECT\2013 RTP_SCS\RAWG\2011\02_February 2011\Word Documents\2c_1_ Attachment A - Draft Call for Projects Guidelines.doc

Attachment A.1

RTP/SCS Goals and Performance Targets

Goal	Performance Target
<p><u>Climate Protection</u> Dealing effectively with the challenge of climate change involves communities far beyond the shores of San Francisco Bay. Indeed, Senate Bill 375 requires metropolitan areas throughout California to reduce greenhouse gas emissions from cars and trucks. Furthermore, our region must safeguard the shoreline due to sea-level rise through adaption strategies. By combining aggressive policies with innovative technologies, the Bay Area can act as a model for other regions around the state and nationwide.</p>	<p>Reduce per-capita CO₂ emissions from cars and light-duty trucks by 15%</p>
<p><u>Adequate Housing</u> A diverse and sufficient housing supply is essential to maximize livability for all Bay Area residents. The region aspires not only to ensure affordability and supply of housing for peoples of all income levels and in all nine counties, but also to reduce the concentration of poverty in low-income communities of concern.</p>	<p>House 100% of the region's projected 25-year growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income resident</p>
<p><u>Healthy & Safe Communities</u> Promoting healthy and safe communities includes improving air quality, reducing collisions and encouraging more bicycle and pedestrian travel. While policy choices by regional agencies can help influence land-use decisions and the operation and design of transportation infrastructure, local governments have the biggest role to play. Cities' and counties' land-use authority directly shapes the development patterns that guide individuals' travel choices.</p>	<ul style="list-style-type: none"> ○ Reduce premature deaths from exposure to particular emissions: <ul style="list-style-type: none"> ● Reduce premature deaths from exposure to fine particulates (PM2.5) by 10% ● Reduce coarse particulate emissions (PM10) by 30% ● Achieve greater reductions in highly impacted areas Associated Indicators <ul style="list-style-type: none"> ● Incidence of asthma attributable to particulate emissions ● Diesel particulate emissions ○ Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian) ○ Increase the average time walking or biking per person per day for transportation by 60% (for an average of 15 minutes per person per day)
<p><u>Open Space & Agricultural Preservation</u> Limiting urban sprawl will help preserve productive agricultural lands and prime natural habitat, in addition to maintaining public access to shorelines, mountains, lakes and rivers. As open space and farmlands are essential to the Bay Area's quality of life, the region</p>	<p>Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries)</p> <ul style="list-style-type: none"> ● Scenarios will be compared to 2010 urban footprint

Goal	Performance Target
<p>should focus growth in existing urban areas rather than pursue additional development in outlying areas.</p>	<p>for analytical purposes only</p>
<p><u>Equitable Access</u> A high quality of life is not a privilege reserved only for the wealthy. Regional agencies must work to ensure that high-quality housing is available for people of all incomes; that essential destinations may be reached at a minimal cost of time or money; that mobility options are available not only to those who can transport themselves but also to our growing populations of senior and disabled residents; that the benefits and burdens alike of transportation investment are evenly distributed; and that air pollution, water pollution or noise pollution are not disproportionately concentrated in low-income neighborhoods.</p>	<p>Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing</p>
<p><u>Economic Vitality</u> A strong economy is imperative to ensure continued quality of life for all Bay Area residents. This includes a healthy climate for business and growth, and plentiful employment opportunities for individuals of all skill levels and industries. Savvy transportation and land-use policies in pursuit of this goal will not only reduce travel times but also expand choices, cut total costs, improve accessibility, and boost reliability.</p>	<p>Increase gross regional product (GRP) by 87% – an average of 2.1% per year (in current dollars)</p>
<p><u>Transportation System Effectiveness</u> Maximizing the efficiency of the transportation system requires preserving existing assets in a state of good repair as well as leveraging assets that are not fully utilized and making targeted, cost-effective improvements. Continued maintenance is necessary to protect safety, minimize vehicle damage, support infill development in existing urban areas and promote economic growth regionwide.</p>	<ul style="list-style-type: none"> ○ Decrease average per-trip travel time by 10% for non-auto modes ○ Decrease automobile vehicle miles traveled per capita by 10% ○ Maintain the transportation system in a state of good repair: <ul style="list-style-type: none"> • Increase local road pavement condition index (PCI) to 75 or better • Decrease distressed lane-miles of state highways to less than 10% of total lane-miles • Reduce average transit asset age to 50% of useful life
<p><u>Infrastructure Security</u> The potential for damage from natural or manmade disasters is a threat to the security of Bay Area infrastructure. To preserve the region's economic vitality and quality of life, Bay Area government officials — in cooperation with federal and state agencies — must work to prevent damage to infrastructure systems and to minimize the potential impacts of any future disasters. Funding priorities must reflect the need to ensure infrastructure security and to avoid any preventable loss of life.</p>	

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Attachment A.2

Programmatic Categories

Programmatic categories are groups of similar projects, programs, and strategies that are included under a single group for ease of listing in the RTP/SCS. Projects within programmatic categories must be exempt from regional air quality conformity. Projects that add capacity or expand the network are not included in a programmatic category. Projects that do not fit within the identified programmatic categories are listed separately in the RTP/SCS. Programmatic categories are listed below.

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

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METROPOLITAN
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COMMISSION

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Memorandum

TO: Regional Advisory Working Group

DATE: January 31, 2011

FR: Ashley Nguyen

W. I.

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

Purpose & Background

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

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

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

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

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

Preliminary Proposal

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

Threshold Criteria for Determining Committed Funds or Projects

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

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

T2035 Criteria	Proposed Criteria for RTP/SCS
Committed Funding Sources	
<i>Locally generated or locally subvented funds are committed.</i>	No change
<i>Transportation funds for operations and maintenance as programmed in the current Transportation Improvement Program, specified by law, or defined by MTC policy are committed.</i>	See Attachment A , Table 3 for a list of committed and discretionary fund sources
Committed Projects	
<i>Committed projects are not subject to a project performance assessment.</i>	
<i>Projects or project elements fully funded in the current TIP are committed, except Cycle 1 Regional Program funding commitments</i>	Project is under construction with full capital funding by December 31, 2011
<i>Resolution 3434</i>	Project under construction with full capital and operating funding identified by December 31, 2011 would be considered committed
<i>Ongoing regional operations programs are committed</i>	Regional programs with existing executed contracts through the contract period only

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

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

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

Definition of “Committed Projects”

Staff proposes to require a project to be advanced in project development (e.g., beginning construction by December 31, 2011) in order to be designated as committed.

2. Projects Identified as Exempt By Senate Bill 375

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

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

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

Schedule

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

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

1. Prior Commitment Criteria – Project

The following criteria are proposed to determine Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prior commitments. Projects that do not meet these criteria will be subject to the project performance assessment.

- A transportation project/program that meets any one of the following criteria would be deemed “committed”:
1. Project that is under construction with full capital funding by December 31, 2011
 2. Resolution 3434 Program – Project, or project segment, that is under construction with full capital and operating funding identified by December 31, 2011 (see **Table 1**). This list is subject to change based on construction activity over the next year.
 3. Regional Programs – Regional programs with executed contracts (see **Table 2a and 2b**) through contract period only

Table 1: Resolution 3434 Program

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

Table 2a: Ongoing Regional Operations Program

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

Table 2b: Regional Programs

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

2. Prior Commitment – Funding Sources

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

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

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

- A transportation fund that meets any one of the following criteria would be deemed “committed”:
 1. Locally generated and locally subvented funds stipulated by statute
 2. Fund source that is directed to a specific entity or purpose as mandated by statute

Table 3: Committed versus Discretionary Funds

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

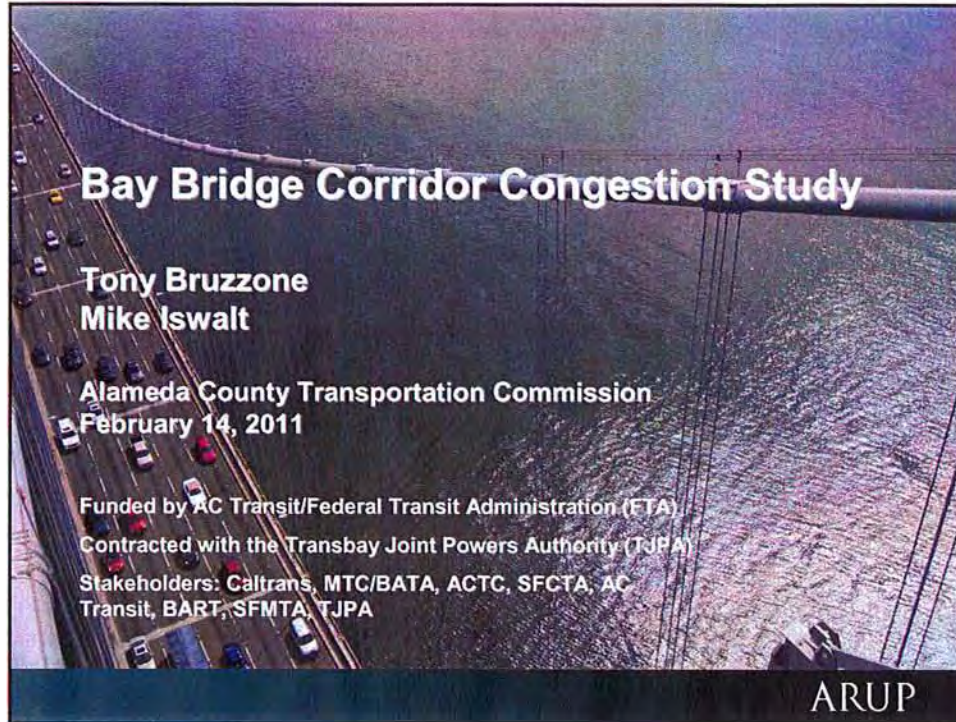
3. Projects Exempt from Senate Bill 375

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

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

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

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The Bay Bridge Corridor Congestion Study

- A first look at the Corridor's projected freeway performance between the East Bay and San Francisco
- **East Bay to San Francisco during the morning commute**
 - *Investigate* if the existing bus/HOV priority measures at the Bay Bridge toll plaza will continue to allow buses to bypass queues as conditions worsen in the future
- **San Francisco "South-of-Market" (SoMa) to the East Bay during the afternoon commute**
 - *Investigate* how to better manage Bay Bridge bound traffic that queues on local SoMa streets during the afternoon



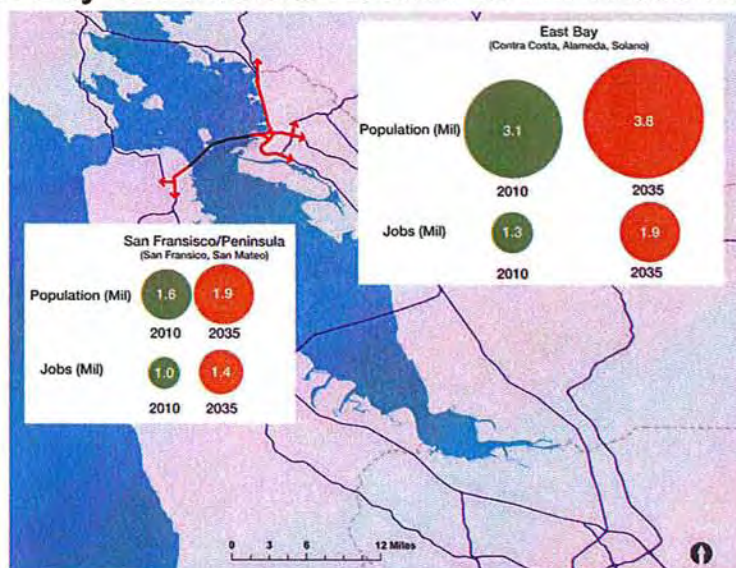
ARUP

Bay Bridge Corridor

- East Bay residents commute to San Francisco using four modes
- Approximately 130,000 commuters; 42,000 AM peak hour trips

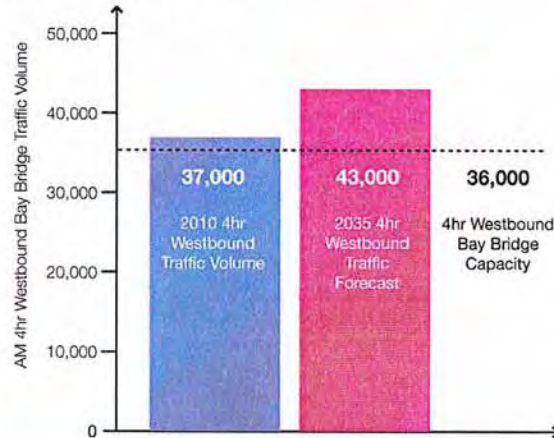


East Bay Commuters Needed to Fill These Jobs



Auto Demand Already Exceeds Capacity

- Auto demand on the Bay Bridge already exceeds capacity and conditions will only worsen



ARUP

Transit in the Bay Bridge Corridor

We need additional transit capacity in the corridor to meet future 30 year demand.

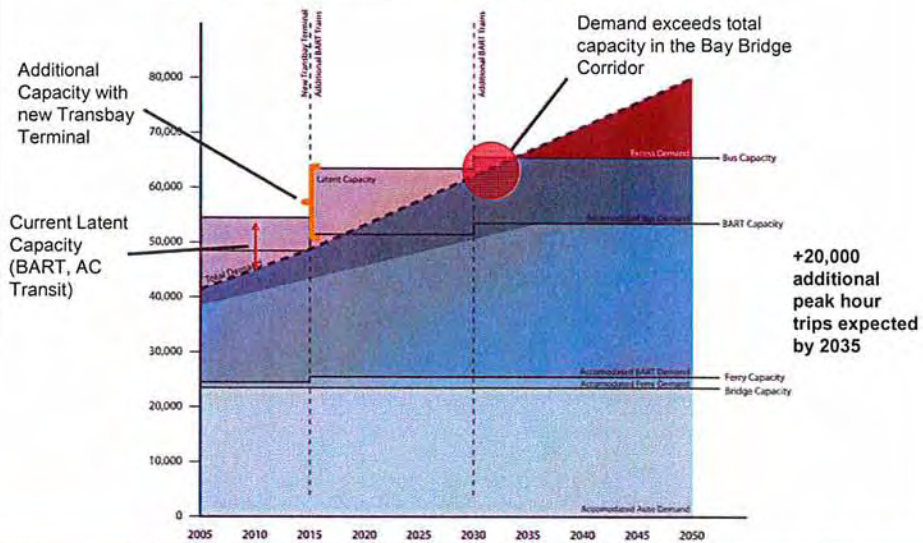
- **BART**
 - Expects to increase peak hour capacity by 8,000 – 12,000 riders
- **Additional bus service to the new Transbay Terminal Center (TTC)**
 - Bus deck can handle over 300 buses in the peak hour
 - Could serve upwards of 15,000 – 20,000 additional riders
- The **TTC** requires reliable access from the East Bay so it can be fully utilized



ARUP

BART and Bus Improvements Buy Time....

EASTBOUND PM PEAK HOUR BAY BRIDGE CORRIDOR DEMAND/SUPPLY



ARUP

But Can the Buses Get to the Bridge?

What are the Bay Bridge Constraints?

- Queuing at the Bay Bridge toll plaza and metering lights lasts from 6:30 to 10:00 AM or later
- Buses and HOVs currently use bypass lanes on most days



ARUP

Bay Bridge Toll Plaza and Metering Lights

Metering light activation

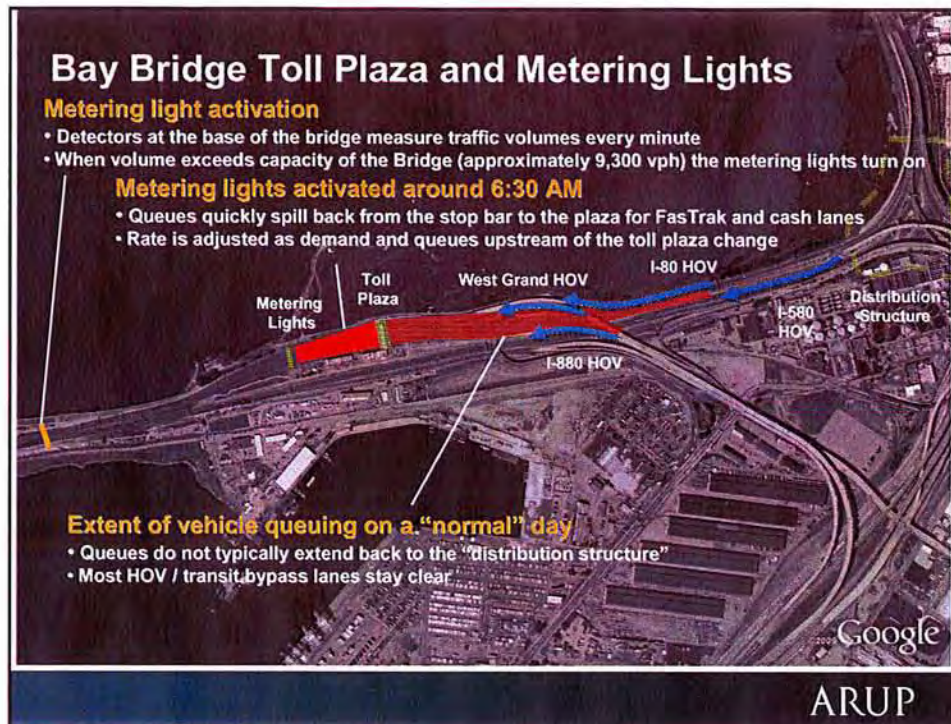
- Detectors at the base of the bridge measure traffic volumes every minute
- When volume exceeds capacity of the Bridge (approximately 9,300 vph) the metering lights turn on

Metering lights activated around 6:30 AM

- Queues quickly spill back from the stop bar to the plaza for FasTrak and cash lanes
- Rate is adjusted as demand and queues upstream of the toll plaza change

Extent of vehicle queuing on a "normal" day

- Queues do not typically extend back to the "distribution structure"
- Most HOV / transit bypass lanes stay clear



ARUP

The Challenge in the Bay Bridge Corridor

An increase in future traffic congestion could block the HOV bypass lanes that buses use to jump the toll plaza queues

- This could degrade bus operations and limit transit capacity



ARUP

Study Limitations

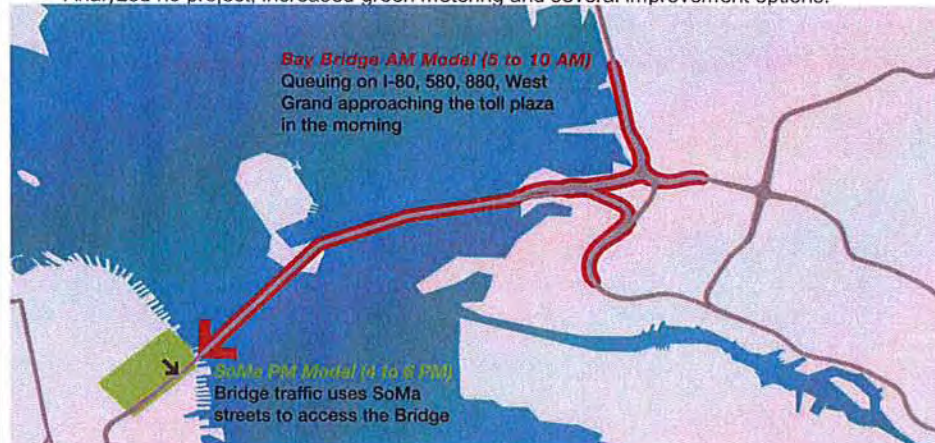
- Improvements recommended in the study have undergone a basic feasibility review by Arup's engineering staff
- However, they are considered *conceptual* at this stage of the analysis (further study is required)
- Congestion pricing is not considered
- BART capacity is not constrained
- The effects of *induced demand* are not considered



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Study Approach

- Build two separate peak period VISSIM microsimulation models to analyze the traffic and transit constraints along the corridor
- Calibrated to 2009 traffic; forecast to 2035 volumes (about 0.42% annual increase).
- Analyzed no project, increased green metering and several improvement options.



ARUP

Bay Bridge AM Model – Performance Measures

- **Congestion**

- The length of the Toll Plaza queue should not extend beyond the distribution structure
- Total vehicle-hours of delay and person-hours of delay in each 2035 improvement scenario should be less than the 2020 and 2035 No Project condition

- **Transit Travel**

- Transit speeds should average not less than 42 miles-per hour (mph) between the distribution structure and the TTC
- Notes: The distance from the distribution structure to the TTC is approximately seven miles. A bus traveling at 42 mph will cover this distance in about 10 minutes.

- **Transit Reliability**

- No individual peak period transit trip should exceed 14 minutes between the distribution structure and the TTC.

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Bay Bridge AM Model – Calibrated Model Queues

7:00 AM

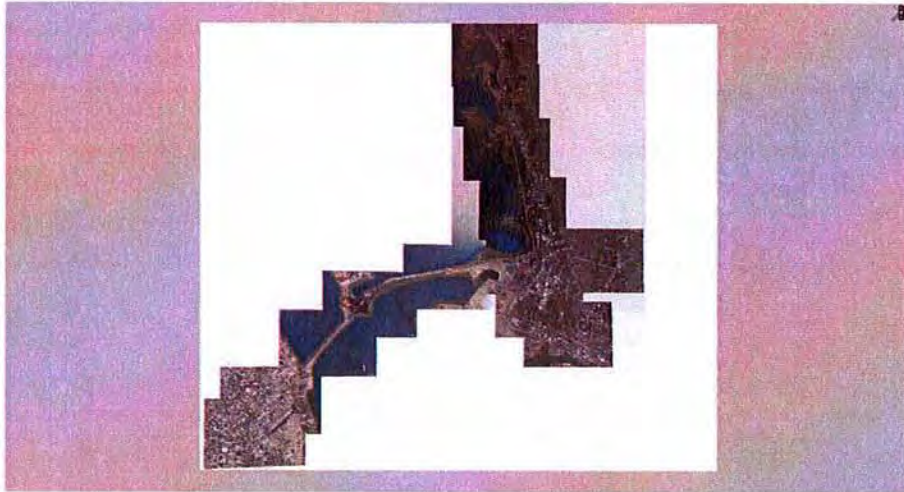


8:00 AM



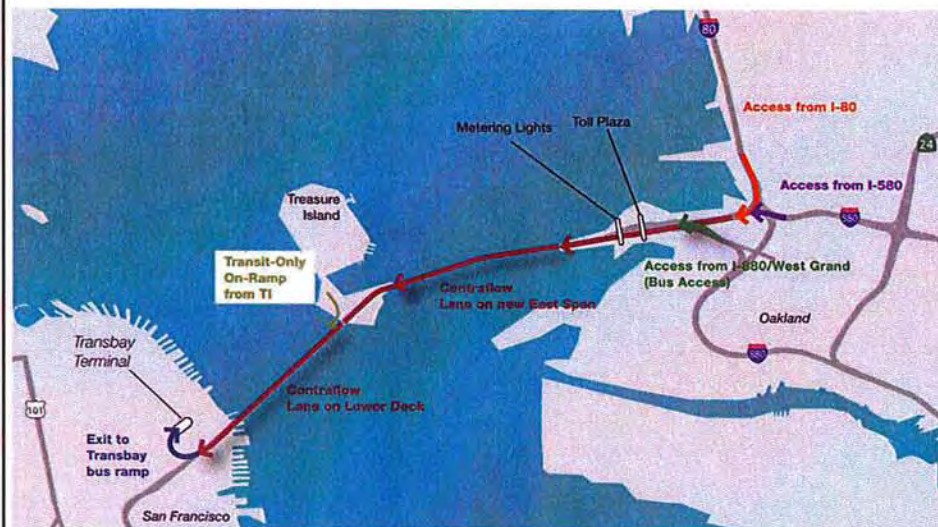
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Bay Bridge AM – No Project VISSIM Video



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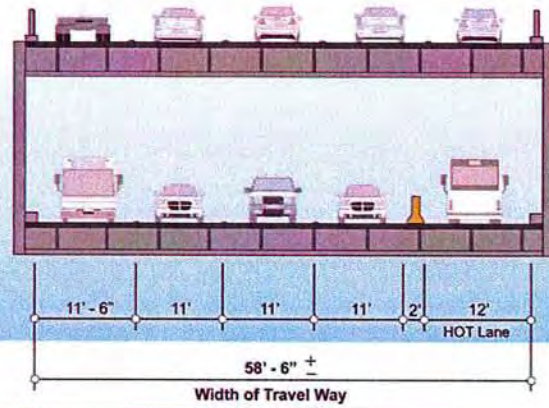
Bay Bridge Physical Improvements



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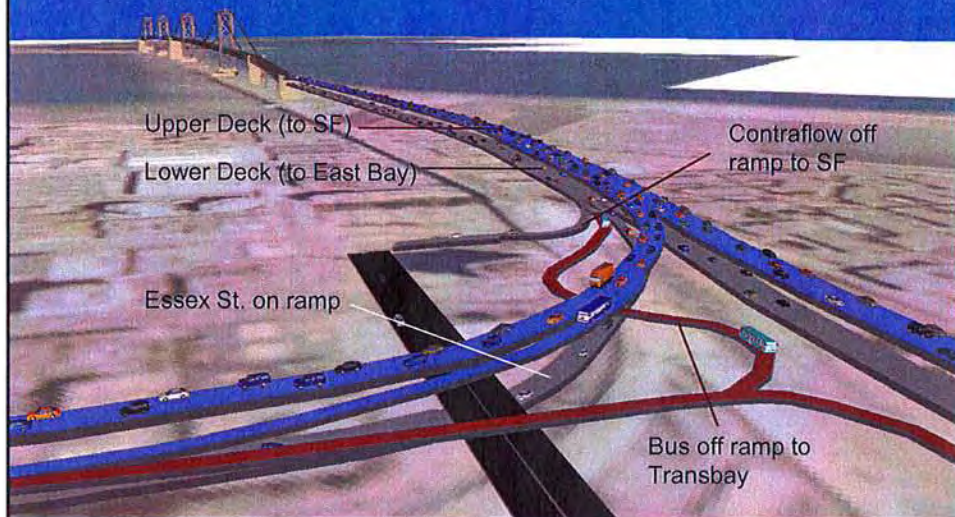
Bay Bridge Improvements – Contraflow Lane

2. Contra-Flow Configuration (AM Peak)



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Bay Bridge Improvements – SF Exit



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Bay Bridge Improvements – Cost Estimates (add 25% for contingencies)

Improvement Option	Low Range Cost	High Range Cost
Core Items (Contraflow Lane, access from I-80/580/880, HOV extensions)	\$40,300,000	\$73,400,000
East Bay Options		
West Grand Option A	\$12,300,000	\$19,700,000
West Grand Option B	\$8,200,000	\$19,700,000
West Grand Option C	\$17,500,000	\$28,000,000
West Grand Option D	\$31,700,000	\$60,300,000
San Francisco Options		
Exit Option A/B	\$25,400,000	\$42,900,000
Total Improvement Costs		
Total Low Range Improvement Cost	\$73,900,000	
Total High Range Improvement Cost	\$176,700,000	
Source: Arup, 2010		

ARUP

Bay Bridge AM Model – Future Scenario Analysis

Performance Measures (8-9AM) Summary							
Category	Measure	2009 Base Year	2020 No Project Target Met?	2035 No Project Target Met?	2035 Alternative Metering Target Met?	2035 With Physical Improvements Target Met?	2035 With Reduced Set of Physical Improvements Target Met?
Congestion	Toll Plaza queue - Not Beyond Dist Structure	Pass	Pass	Fail	Pass	Pass	Pass
	Total Vehicle Hrs of Delay	2,350	2,725	3,208	3,680	2,168	2,288
	Chg from 2009 Base Year (%)	N/A	16%	37%	57%	-8%	-3%
	Chg from 2035 Base Case (%)	N/A	N/A	N/A	15%	-32%	-29%
	Total Person Hrs of Delay	3,583	3,937	4,720	6,256	3,254	3,426
	Chg from 2009 Base Year (%)	N/A	10%	32%	75%	-9%	-4%
	Chg from 2035 Base Case (%)	N/A	N/A	N/A	33%	-31%	-27%
Transit Travel	Transit speeds should average not less than 42 mph (measured from I-80)	47 mph = Pass	46 mph = Pass	37 mph = Fail	27 mph = Fail	53 mph = Pass	53 mph = Pass
Transit Reliability	No individual peak period transit trip should exceed 14 minutes (measured from I-80)	11.6 min = Pass	12 min = Pass	15 min = Fail	20 min = Fail	10 min = Pass	10 min = Pass

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Bay Bridge AM Summary

- Bay Bridge corridor is approaching capacity for all modes
- Capacity for 20,000 additional peak hour trips from the East Bay is required to meet the regional job forecasts
- Additional bus service to the new Transbay Terminal would provide the necessary capacity
- But future traffic growth will block bypass lanes, degrade transit operations, and limit bus capacity to San Francisco
- *A contraflow lane with entry/exit improvements would maintain bus operations*

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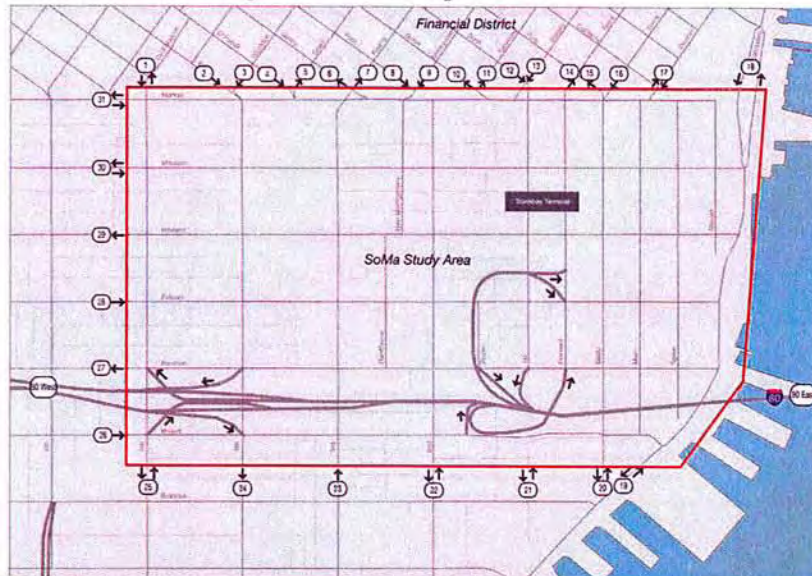
SoMa PM Analysis – Purpose

- Identify improvements that better manage Bay Bridge queues
- Keep Bridge queues from blocking transit service
- Improvements should mesh with AM contraflow project
- The modeling has limitations and requires additional work beyond this study
- Large model: 80 intersections, 9 freeway ramps.



ARUP

SoMa PM Analysis – Study Area

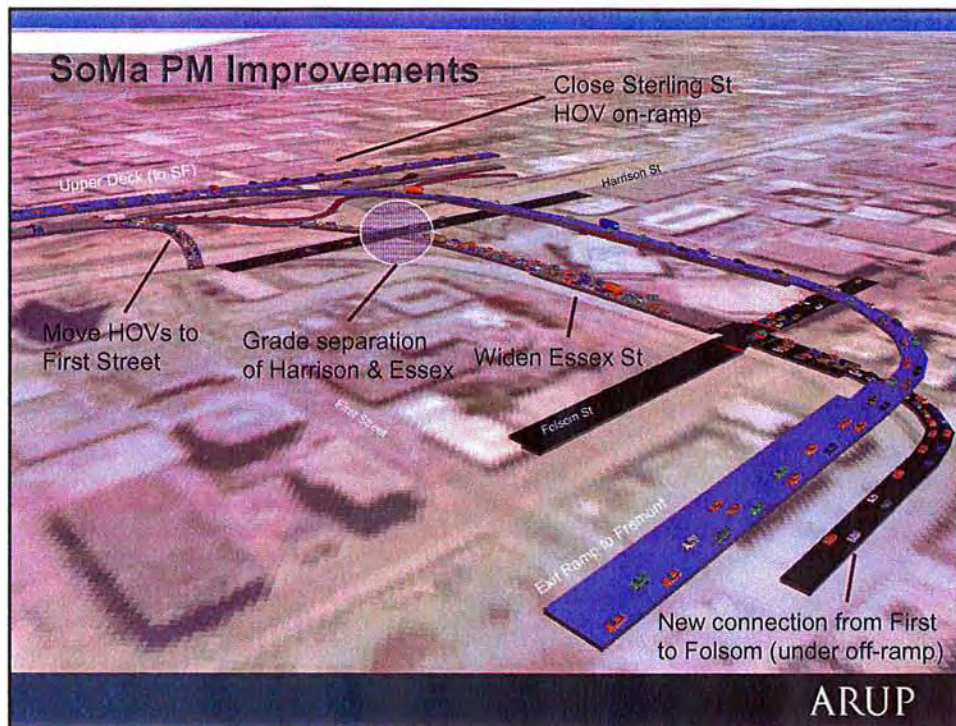


ARUP

SoMa PM Model: Desired Outcomes

- The following desired outcomes will become performance measures when the model is further developed
- **Congestion:**
 - Bridge queue on 1st Street/ 2nd Street, and Beale should not extend beyond Howard at any time.
 - Bridge queues on 1st Street/2nd Street, and Beale should be reduced in the improvement option (compared to the base alternative).
 - The total vehicle-hours/person-hours of delay should be reduced in the improvement option.
- **Transit Travel:**
 - Transit travel times on Mission Street, First Street, 2nd Street and Folsom Street should decrease with any improvement option.

ARUP



SoMa PM Model Summary

- Improvements and circulation changes show promise (results still preliminary)
- The exit options proposed in the AM contraflow scheme will help afternoon conditions
- Grade separation and other changes at Essex could provide sufficient queuing capacity during the PM peak hour



ARUP

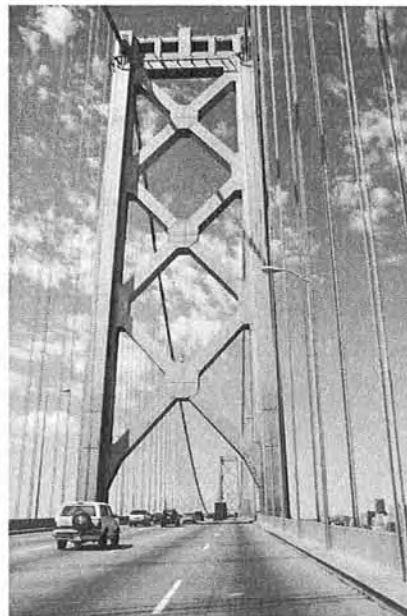
Next Steps

- Better understanding of operational issues related to the contraflow lane
- Survey of Best Practices
- Transit and overall corridor demand
- Continue feasibility analysis of improvement options
- Eastbound analysis
- Implementation options
- Further development and refinement of SoMa model

ARUP

Questions

- Tony Bruzzone
(anthony.bruzzone@arup.com)
- Mike Iswalt
(michael.iswalt@arup.com)
- Report Link:
 - www.actransit.org/
 - www.transbaycenter.org/



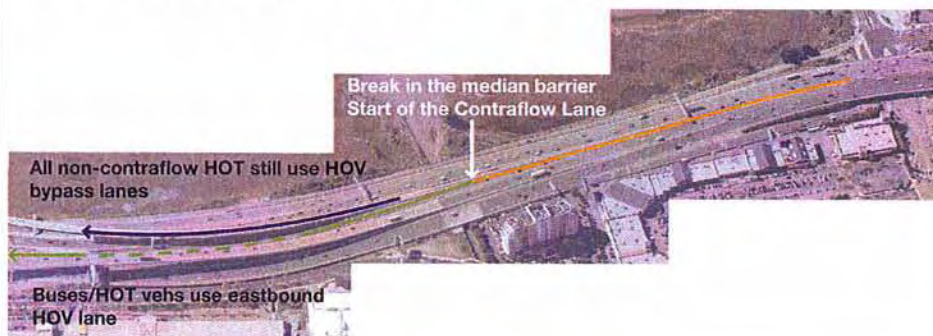
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Additional Slides

ARUP

Bay Bridge Improvements – I-80 Entry

- Entry point for buses/HOT from I-80 HOV lane (w/o Powell)
- Break in the median barrier
- Vehicles use the eastbound HOV lane



ARUP

Bay Bridge Improvements – I-580 Entry

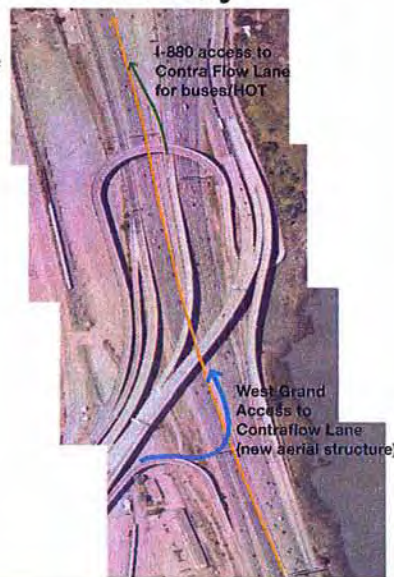
- I-580 merges with the I-80 segment of the Contraflow Lane
- Merge happens with a break in the barrier just after I-580 touches down



ARUP

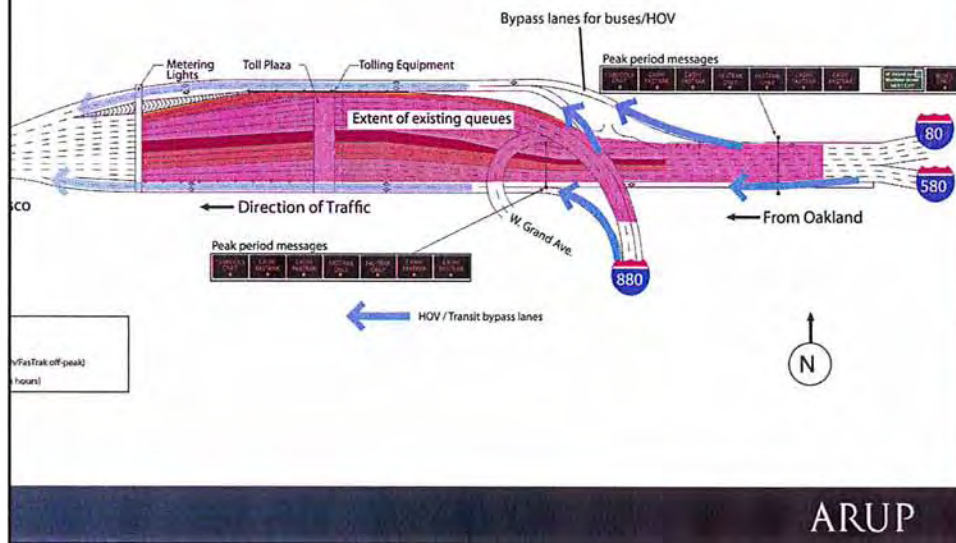
Bay Bridge Improvements – I-880 Entry

- I-880 access occurs just after the HOV ramp touches down
- West Grand includes a new aerial structure to span the eastbound lanes



ARUP

Bay Bridge Toll Plaza and Metering Lights



Bay Bridge Improvements – West Grand Entry

- Four options (Option B shown)

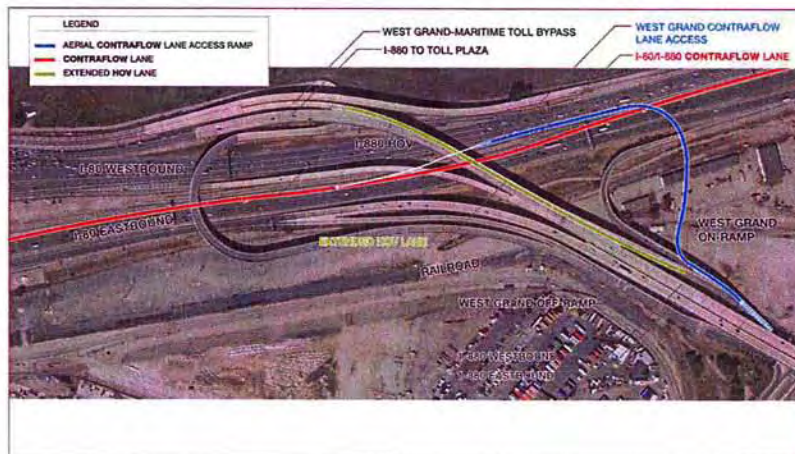


Bay Bridge AM Model – Analysis Scenarios

Scenario	Assumptions
Base Year (Calibrated Model)	<ul style="list-style-type: none"> October 2009 traffic volumes and existing bus frequencies (approximately 100 peak hour bus trips) October 2009 roadway network
Future (2020) No Project	<ul style="list-style-type: none"> 2020 traffic volumes interpolated from 2035 SFCTA travel demand model and 2035 bus frequencies (approximately 300 peak hour bus trips) No changes or improvements to the roadway network
Future (2035) No Project	<ul style="list-style-type: none"> 2035 traffic volumes and bus frequencies No changes or improvements to the roadway network
Future (2035) With Alternative Metering	<ul style="list-style-type: none"> 2035 traffic volumes and bus frequencies Increased metering rate, no changes to the network
Future (2035) With Physical Improvements	<ul style="list-style-type: none"> 2035 traffic volumes and bus frequencies Full set of physical improvements, no metering change Assumes contraflow lane operates as a HOT lane with 1,000 vehicles per hour
Future (2035) With Reduced Set of Physical Improvements	<ul style="list-style-type: none"> October 2009 traffic volumes No I-580 HOV lane, no metering change Assumes contraflow lane operates as a HOT lane with 1,000 vehicles per hour

ARUP

West Grand Option A



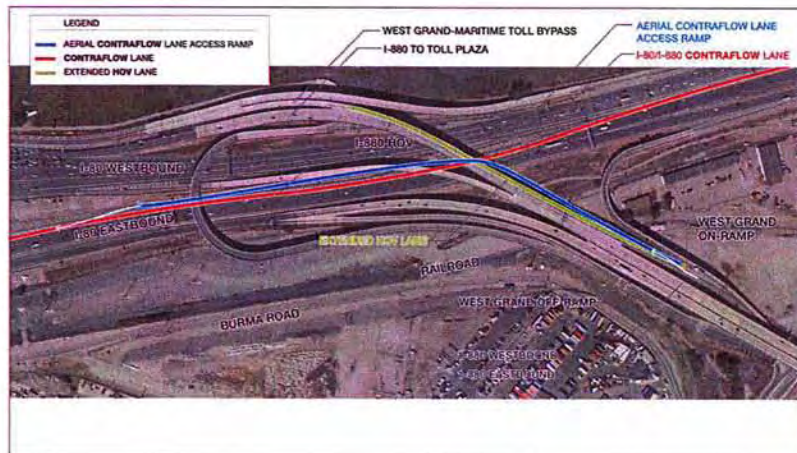
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West Grand Option B



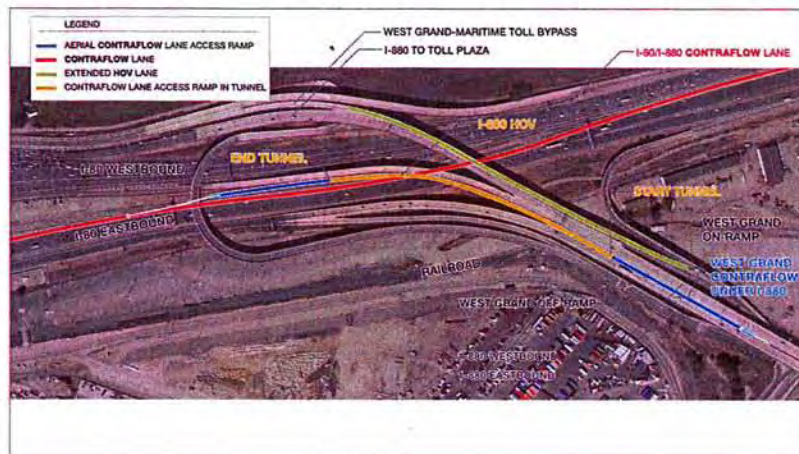
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West Grand Option C



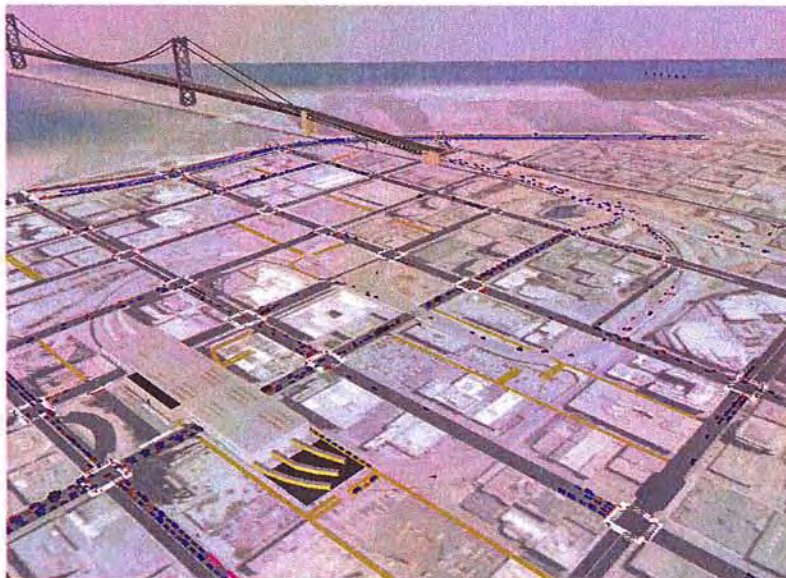
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West Grand Option D



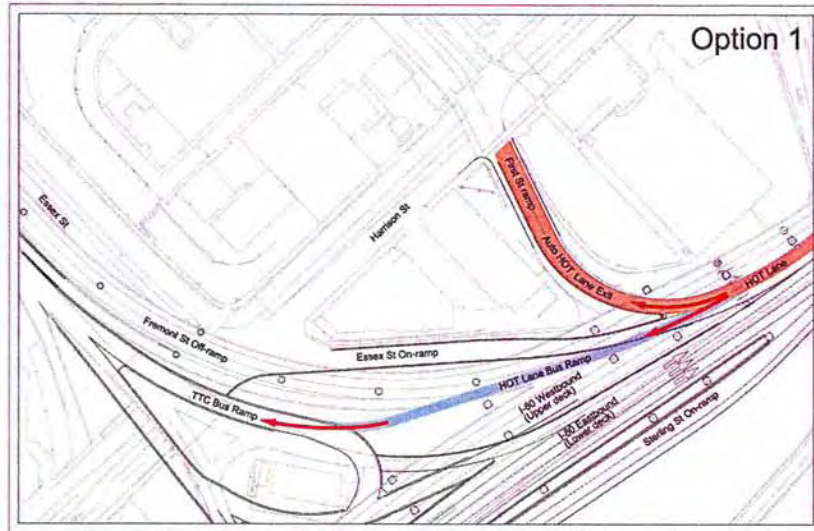
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SoMa PM Existing Conditions VISSIM



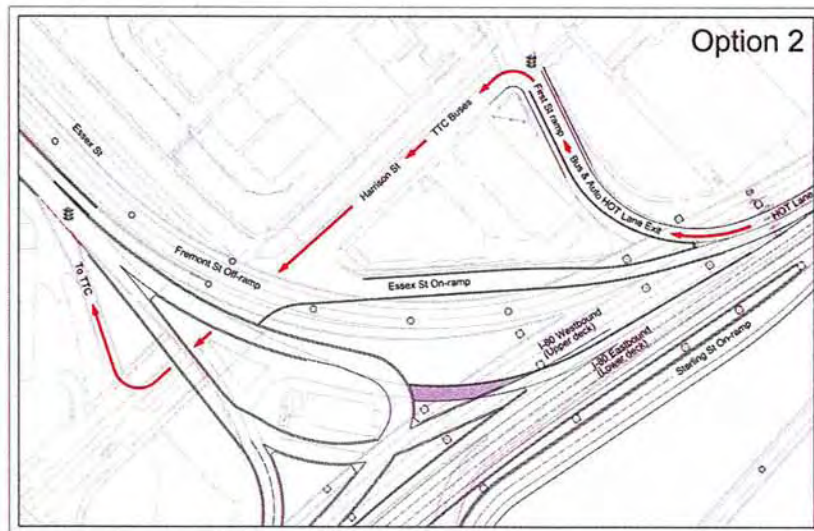
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SF Options



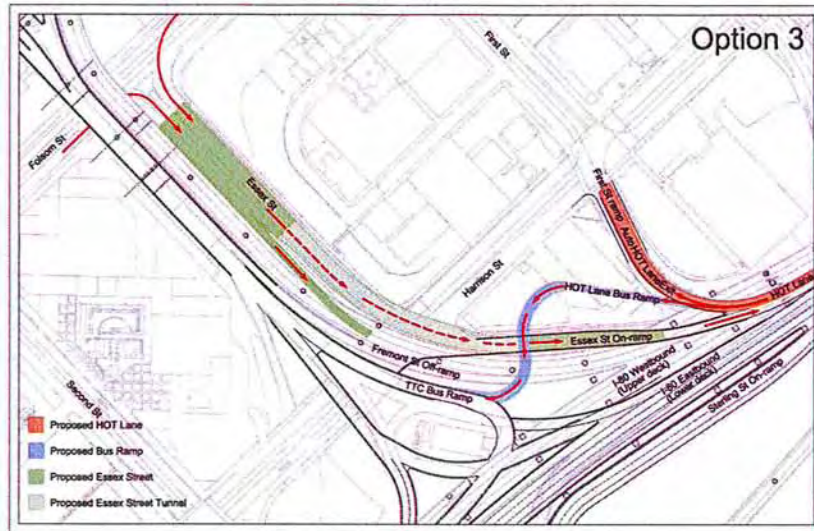
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SF Options



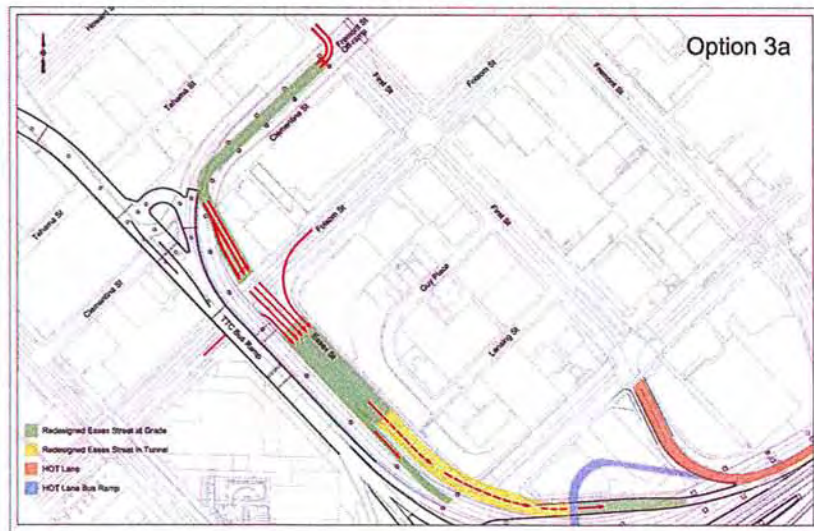
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SF Options



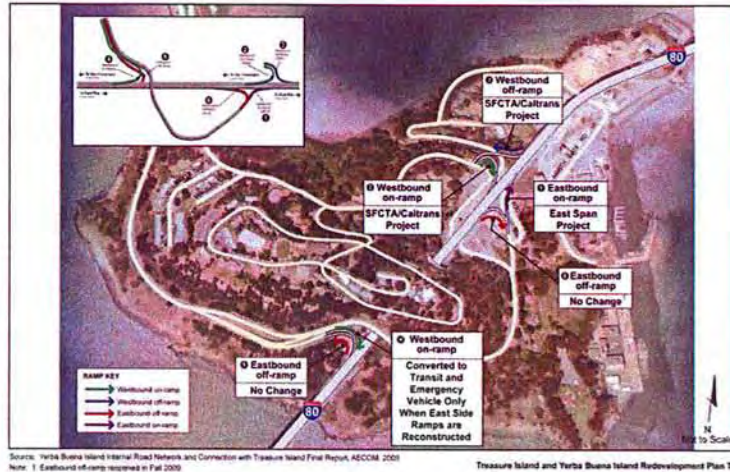
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SF Options



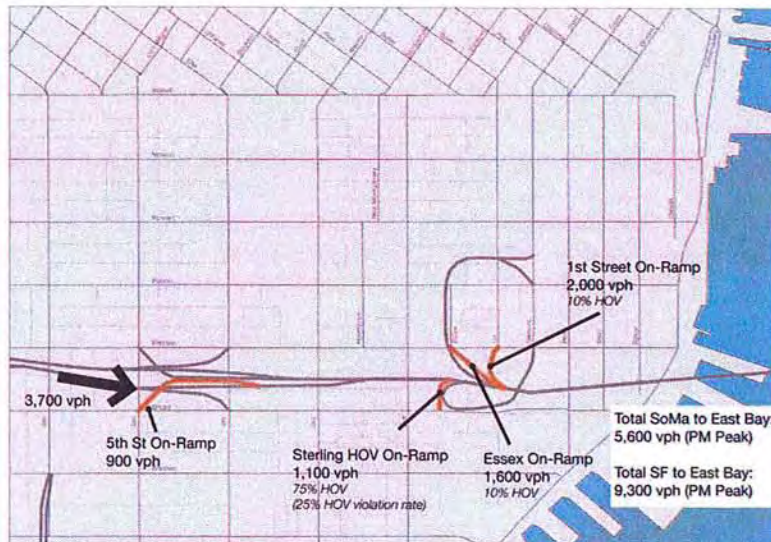
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Treasure Island Improvements



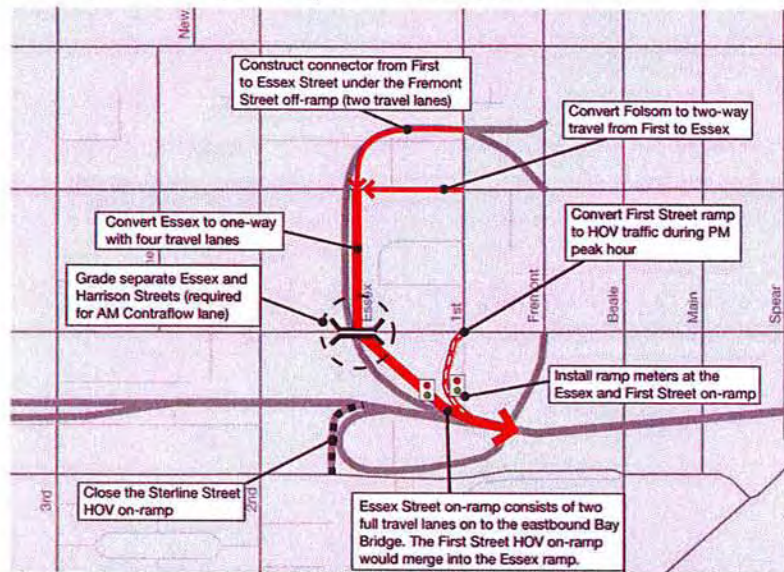
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SoMa PM Model – Bay Bridge Ramps



ARUP

SoMa PM Model Improvements



ARUP



Memorandum

DATE: February 3, 2011
TO: Planning, Policy and Legislation Committee (PPLC)
FROM: Laurel Poeton, Engineering Assistant
SUBJECT: Receive Report on Environmental Documents/General Plan Amendments Reviewed

Recommendation

This item is for information only. No action is requested.

Summary

This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program (CMP). For the LUAP, Alameda CTC staff is required to review and comment on Notices of Preparation (NOP), General Plan Amendments (GPA), and Environmental Impact Reports (EIR) that are submitted and report to the Board on comments made.

In December 2010 and January 2011, staff reviewed three Notices of Preparations and comments are attached for one of them. The other Notices of Preparations were exempt from comment.

Attachments

Attachment A – Comment letter for the Victory Court Ballpark Development in the City of Oakland

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ALAMEDA

County Transportation
Commission

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

Date: December 9, 2010

Mr. Peterson Z. Vollmann
Community and Economic Development Agency
250 Frank H. Ogawa Plaza
Suite 2114 Oakland, CA 94612
pvollmann@oaklandnet.com

SUBJECT: Comments on the Notice of Preparation of a Draft Environmental Impact Report (DEIR) for Victory Court Ballpark Development in the City of Oakland

Dear Mr. Vollmann:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for a Draft Environmental Impact Report (DEIR) for the City of Oakland. The Project Area covers 22 acres generally bound by Oak Street to the west, Embarcadero to the south, the Lake Merritt Channel to the east, and I-880 to the north. The proposed project area consists of:

- New ball park with up to 390,000 seats
- Up to 180,000 square feet of retail
- Up to 540,000 of office space
- Up to 700 residential units
- Approximately 2,500 of off-street parking spaces

The Alameda County Transportation Commission (Alameda CTC), on behalf of the Alameda County Congestion Management Agency (ACCMA) through the powers delegated to Alameda CTC by the joint powers agreement which created Alameda CTC, respectfully submits the following comments:

- The City of Oakland adopted Resolution No. 69475 on November 1, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). If the proposed project is expected to generate at least 100 p.m. peak hour trips over existing conditions, the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model for projection years 2015 and 2035 conditions. Please note the following paragraph as it discusses the responsibility for modeling.

- The CMP was amended on March 26th, 1998 so that local jurisdictions are responsible for conducting the model runs themselves or through a consultant. The Alameda CTC and ACCMA have a Countywide model that is available for this purpose. The City of Oakland and the ACCMA signed a Countywide Model Agreement on November 16, 2007. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.

Potential impacts of the project on the Metropolitan Transportation System (MTS) need to be addressed. (See 2009 CMP Figure 2). The MTS roads in the city of Oakland in the project study area are; International Avenue, East 8th Street, East 7th Street, Webster, 14th Street, I-580, I-880, Harrison Street, San Pablo Avenue, West Grand Avenue and Grand Avenue.

- The DEIR should address all potential impacts of the project on the MTS roadway and transit systems. These include MTS roadways as listed above and shown in the attached map as well as BART and AC Transit. Potential impacts of the project must be addressed for 2015 and 2035 conditions.
 - Please note that the ACCMA and Alameda CTC have *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2009 CMP for more information).
 - For the purposes of CMP Land Use Analysis, 2000 Highway Capacity Manual is used.
- The adequacy of any project mitigation measures should be discussed. On February 25, 1993, the ACCMA Board adopted three criteria for evaluating the adequacy of DEIR project mitigation measures:
 - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
 - Project mitigation measures must be fully funded to be considered adequate;
 - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).

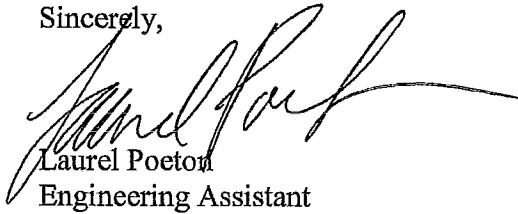
The DEIR should include a discussion on the adequacy of proposed mitigation measures relative to these criteria. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how

they will be funded, and what would be the effect on LOS if only the funded portions of these projects were assumed to be built prior to project completion.

- Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2009 CMP, Chapter 4). Transit service standards are 15-30 minute headways for bus service and 3.75-15 minute headways for BART during peak hours. The DEIR should address the issue of transit funding as a mitigation measure in the context of the Alameda CTC / ACCMA policies discussed above.
- The DEIR should also consider demand-related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of existing facilities (see 2009 CMP, Chapter 5). The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Site Design Guidelines Checklist may be useful during the review of the development proposal. A copy of the checklist is enclosed.
- The EIR should consider opportunities to promote countywide bicycle routes identified in the Alameda Countywide Bicycle Plan, which was approved by the ACCMA Board in October 2006. The approved Countywide Bike Plan is available at <http://www.accma.ca.gov/pages/HomeBicyclePlan.aspx>.
- The Alameda Countywide Strategic Pedestrian Plan, developed by the Alameda County Transportation Improvement Authority (ACTIA), was adopted by both the ACTIA and ACCMA Boards in September 2006 and October 2006, respectively. The EIR should consider opportunities to promote pedestrian improvements identified in the Plan through the project development review process. The approved Plan is available at http://www.actia2022.com/ped-toolkit/Full_Ped_Plan.pdf
- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.
- Local jurisdictions are encouraged to consider a comprehensive Transit Oriented Development (TOD) Program, including environmentally clearing all access improvements necessary to support TOD development as part of the environmental documentation.

Thank you for the opportunity to comment on this Notice of Preparation. Please do not hesitate to contact me at 510.350.2334 if you require additional information.

Sincerely,

A handwritten signature in black ink, appearing to read 'Laurel Poeton', with a long horizontal flourish extending to the right.

Laurel Poeton
Engineering Assistant

Cc: Beth Walukas, Manager of Planning

File: CMP – Environmental Review Opinions – Responses – 2010

Attachment: Site Design Guideline Checklist, MTS map

Design Strategies Checklist
for the
Transportation Demand Management Element
of the
Alameda County CMP

The Transportation Demand Management Element included in the Congestion Management Program requires each jurisdiction to comply with the “Required Program”. This requirement can be satisfied in three ways: 1) adoption of “Design Strategies for encouraging alternatives to auto use through local development review” prepared by ABAG and the Bay Area Quality Management District; 2) adoption of new design guidelines that meet the individual needs of the local jurisdictions and the intent of the goals of the TDM Element or 3) evidence that existing policies and programs meet the intent of the goals of the TDM Element.

For those jurisdictions who have chosen to satisfy this requirement by Option 2 or 3 the following checklist has been prepared. In order to insure consistency and equity throughout the County, this checklist identifies the components of a design strategy that should be included in a local program to meet the minimum CMP conformity requirements. The required components are highlighted in bold type and are shown at the beginning of each section. A jurisdiction must answer Yes to each of the required components to be considered consistent with the CMP. Each jurisdiction will be asked to annually certify that it is complying with the TDM Element. Local jurisdictions will not be asked to submit the back-up information to the CMA justifying its response; however it should be available at the request of the public or neighboring jurisdictions.

Questions regarding optional program components are also included. You are encouraged but not required to answer these questions. ACTAC and the TDM Task Force felt that it might be useful to include additional strategies that could be considered for implementation by each jurisdiction.

CHECKLIST

Bicycle Facilities

Goal: To develop and implement design strategies that foster the development of a countywide bicycle program that incorporates a wide range of bicycle facilities to reduce vehicle trips and promote bicycle use for commuting, shopping and school activities. (Note: an example of facilities are bike paths, lanes or racks.)

Note: Bold type face indicates those components that must be included the “Required Program” in order to be found in compliance with the Congestion Management Program.

Local Responsibilities:

1a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

1a.1 provides a system of bicycle facilities that connect residential and/or non-residential development to other major activity centers?

Yes No

1a.2 bicycle facilities that provide access to transit?

Yes No

1a.3 that provide for construction of bicycle facilities needed to fill gaps, (i.e. gap clure), not provided through the development review process?

Yes No

1a.4 that consider bicycle safety such as safe crossing of busy arterials or along bike trails?

Yes No

1a.5 that provide for bicycle storage and bicycle parking for (A) multi-family residential and/or (B) non-residential developments?

Yes No

1b. How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance

Design Review

Standard Conditions of Approval

Capital Improvement Program

Specific Plan

Other

Pedestrian Facilities

Goal: To develop and implement design strategies that reduce vehicle trips and foster walking for commuting, shopping and school activities.

Local Responsibilities

2a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that incorporate the following:

2a.1 that provides reasonably direct, convenient, accessible and safe pedestrian connections to major activity centers, transit stops or hubs parks/open space and other pedestrian facilities?

Yes No

Note: Bold type face indicates those components that must be included the "Required Program" in order to be found in compliance with the Congestion Management Program.

2a.2 that provide for construction of pedestrian paths needed to fill gaps, (i.e. gap closure), not provided through the development process?

Yes No

2a.3 that include safety elements such as convenient crossing at arterials?

Yes No

2a.4 that provide for amenities such as lighting, street trees, trash receptacles that promote walking?

Yes No

2a.5 that encourage uses on the first floor that are pedestrian oriented, entrances that are conveniently accessible from the sidewalk or transit stops or other strategies that promote pedestrian activities in commercial areas?

Yes No

2b. How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance

Design Review, such as ADA Accessibility Design Standards

Standard Conditions of Approval

Capital Improvement Program

Specific Plan

Other

Transit

Goal: To develop and implement design strategies in cooperation with the appropriate transit agencies that reduce vehicle trips and foster the use of transit for commuting, shopping and school activities.

Local Responsibilities

3a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

3a.1 provide for the location of transit stops that minimize access time, facilitate intermodal transfers, and promote reasonably direct, accessible, convenient and safe connections to residential uses and major activity centers?

Yes No

Note: Bold type face indicates those components that must be included the "Required Program" in order to be found in compliance with the Congestion Management Program.

3a.2 provide for transit stops that have shelters or benches, trash receptacles, street trees or other street furniture that promote transit use?

Yes No

3a.3 that includes a process for including transit operators in development review?

Yes No

3a.4 provide for directional signage for transit stations and/or stops?

Yes No

3a.5 that include specifications for pavement width, bus pads or pavement structure, length of bus stops, and turning radii that accommodates bus transit?

Yes No

3.b How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance

Design Review

Standard Conditions of Approval

Capital Improvement Program

Specific Plan

Other

Carpools and Vanpools

Goal: To develop and implement design strategies that reduce the overall number of vehicle trips and foster carpool and vanpool use.

Local Responsibilities:

4a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

4a.1 For publicly owned parking garages or lots, are there preferential parking spaces and/or charges for carpools or vanpools?

Yes No

4a.2 that provide for convenient or preferential parking for carpools and vanpools in non-residential developments?

Yes No

Note: Bold type face indicates those components that must be included the "Required Program" in order to be found in compliance with the Congestion Management Program.

4.b How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance
Design Review
Standard Conditions of Approval
Capital Improvement Program
Specific Plan
Other

Park and Ride

Goal: To develop design strategies that reduce the overall number of vehicle trips and provide park and ride lots at strategic locations.

Local Responsibilities:

5a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

5a.1 promote park and ride lots that are located near freeways or major transit hubs?

Yes No

5a.2 a process that provides input to Caltrans to insure HOV by-pass at metered freeway ramps?

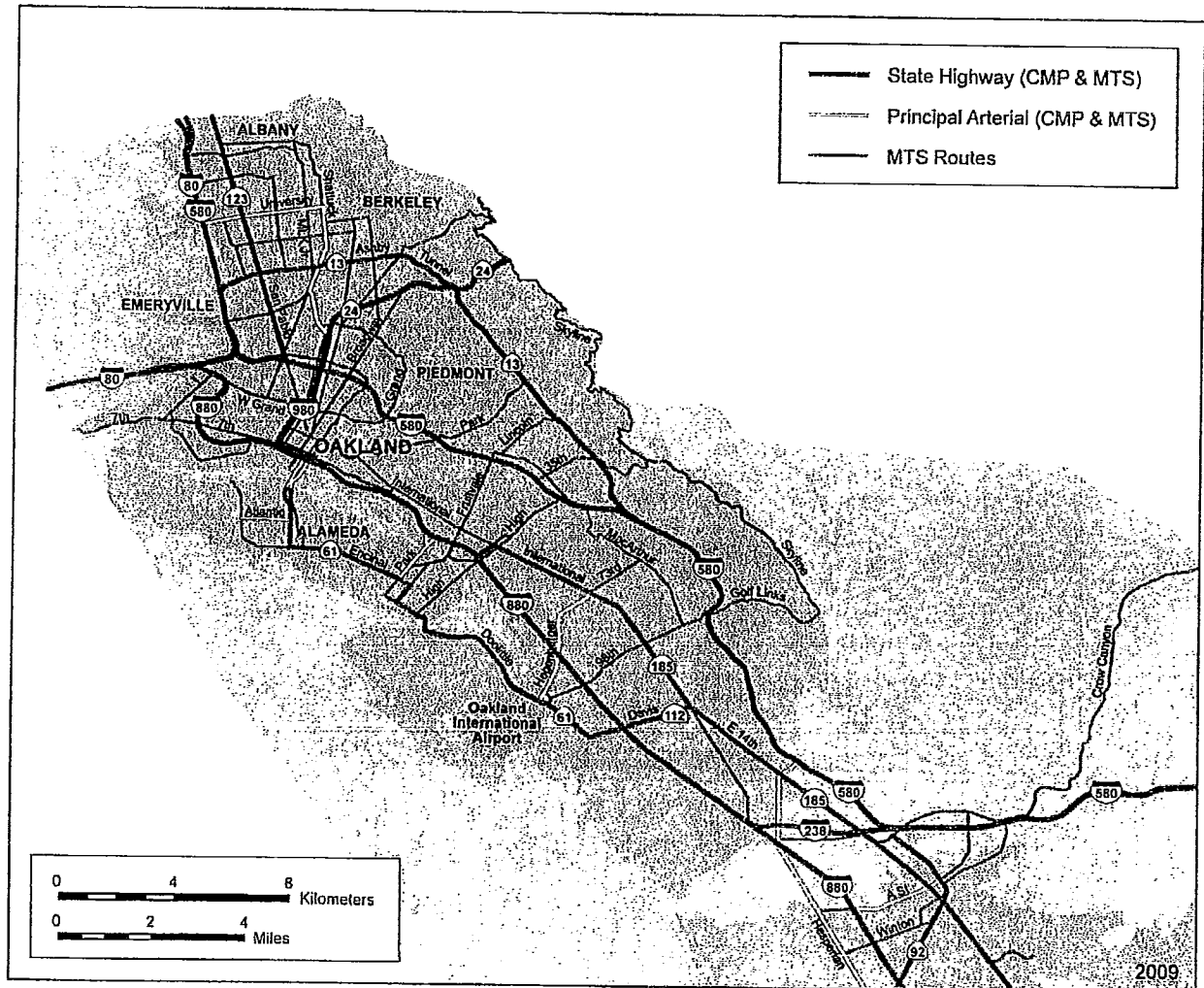
Yes No

5b. How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance
Design Review
Standard Conditions of Approval
Capital Improvement Program
Specific Plan
Other

Note: Bold type face indicates those components that must be included the "Required Program" in order to be found in compliance with the Congestion Management Program.

Figure 2—Designated System Map for Alameda, Albany, Berkeley, Emeryville, Oakland and Piedmont





Memorandum

DATE: February 7, 2011
TO: Planning, Policy and Legislation Committee
FROM: Tess Lengyel, Programs and Public Affairs Manager
SUBJECT: Legislative Program Update

Recommendations

This is an information item only. No action is requested

Summary

State Update

Budget: On-going hearings on the State Budget are occurring as the Legislature debates the Governor's budget proposal. Members are working on a tight timeline to acquire 2/3 approval for statutory changes and placement of a ballot measure on a June special election to extend existing taxes to cover over \$12 billion of the \$24.5 billion deficit. There is significant support from agencies throughout the state for the Governor's proposal for transportation and reenactment of the gas tax swap approved by the Legislature in spring 2010. The Legislative Analyst's office recently released a report addressing how transportation funding, particularly funds for transit derived from the diesel sales tax could be diverted to the general fund. This would reduce funding to transit by over \$125 million per year. This was not discussed in the first set of hearing on the transportation aspect of the budget, but will be heard in the coming weeks.

Realignment: Part of the Governor's budget proposal is to realign services from the state to local governments and to shift funding to local government to implement the programs. Significant debate on this is underway and includes engagement from cities and counties. Supervisor Carson is one of the key members in the statewide discussion from the California State Association of Counties (CSAC), which is working with the state to craft a viable and meaningful realignment solution.

Redevelopment Agencies: As with the realignment proposal, there is significant debate on the elimination of 400 redevelopment agencies (RDAs) throughout the state, as well as significant stated opposition. Mayors from major cities in California met with the Governor to address possible alternatives to the elimination of the RDAs, and Governor Brown has requested their proposal by the week of February 7th. Oakland Mayor Quan is one of the key players in this effort.

Bills: The last day to introduce bills is February 18th. Staff will bring positions on bills to the Commission as they are introduced and has no recommended position on bills at the time of this writing.

The attached memo from Suter, Wallauch, Corbett & Associates provides summary information on the budget discussions and legislative items.

Federal Update

State of the Union Address: On January 25th, President Obama gave his State of the Union address outlining policy statements for his agenda in the coming year. He focused on a freeze of domestic spending, no support for earmarks (which has recently been reflected in the Senate Appropriations Committee action to implement a moratorium on earmarks for the current session of Congress, applying to both the FY 2011 and FY 2012 bills), yet strong support for advancing education, infrastructure and internet access. More on this is included in Attachments B and B1.

Economic Challenges: While the Nation is grappling with differing partisan approaches to dealing with the economic downturn, a high unemployment rate and rising debt, Congress and the Administration are working to address funding for the government which is currently operating on a continuing resolution through March 4th. At the same time, it is expected that the United States will reach its debt cap by the end of March requiring an action to address changing the current \$14.3 trillion ceiling. The House Republicans passed a resolution on the day of the State of the Union speech to cut the budget for the coming year to 2008 levels.

Presidential Budget and Surface Transportation: President Obama is scheduled to release his budget during the week of February 14th, which will outline the Administration's priorities for the coming year.

Coinciding with the release of the Obama administration's FY12 budget, the administration will also be releasing a reauthorization proposal. It is expected this reauthorization proposal will outline broad policy and funding priorities, starting the debate on the reauthorization process for the 112th Congress. The current surface transportation bill extension expires March 4th.

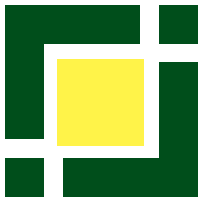
Fiscal Impacts

No direct fiscal impact.

Attachments

Attachments A and A1 - State Update

Attachments B and B1 - Federal Updates



February 1, 2011

TO: Art Dao, Executive Director
Alameda County Transportation Commission

FR: Suter, Wallauch, Corbett & Associates

RE: Legislative Update

State of the State: Governor Brown presented a brief State of the State address last night, which focused on California's dismal fiscal condition. The 14 minute speech stressed the need to quickly address the \$25 billion deficit, and underscored for the Republican caucuses the need to allow the voters to decide on extending the temporary taxes. Half of the deficit is addressed by cuts in his budget proposal and half by revenue measures. Key to the revenue solutions will be \$9 billion in extended tax measures which must go before the voters in a June election. The Governor also defended his proposal to eliminate redevelopment agencies, by stating redevelopment funds come directly from property tax revenues that would otherwise fund schools and other core services such as fire protection.

Restructuring Revenues—RDAs: The mayors from 9 of the 10 largest cities in California met with the Governor, Department of Finance, and legislative leadership last week in an attempt to mitigate the Administration's proposal to eliminate Redevelopment Agencies, capture revenues for the State in the next fiscal year, and redistribute tax increments to all local taxing entities thereafter to partially fund other realignment proposals. Los Angeles Mayor Villaraigosa dominated the meeting, although the others, including Mayor Quan of Oakland, all made eloquent cases for the importance of RDAs to economic development, job creation, and filling a critical need for low and moderate income housing. The general message to Governor Brown is that the agencies agreed to be "part of the solution" as long as the RDAs stay intact. The Governor agreed to formation of a "Big 10" RDA working group. A follow-up meeting with Big 10 staff and DOF provided answers to many questions, although some of the answers were less than complete. The group provided DOF and Gov's staff with information regarding diminishing tax increment, ongoing obligations of RDAs, such as monitoring low income housing restrictions, "wind-down" costs, and the destabilizing effect on credit ratings for revenue bonds. The Governor warned the Mayors that he would need any input they may develop within the next 10 days.

Budget Subcommittees: Budget subcommittees in both houses of the legislature continue to meet on a constant, all-day-long basis. They are plowing through the budget in usual fashion, one agency at a time, one line at a time. Very few votes are being taken, but agencies are presenting testimony, including state and local agencies and some interest groups.

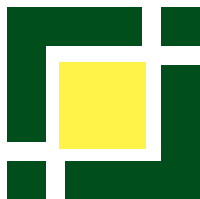
Transportation Budget: The first hearing on the Governor's transportation budget was held last week by the Assembly Budget Subcommittee #3 on Resources and Transportation. The Senate Subcommittee #2 on Resources, Environmental Protection, Energy and Transportation will review transportation spending on February 8th. While no action was taken at the Assembly hearing, transportation advocates ranging from the League of Cities and CSAC to construction unions and transit agencies spoke in support of the Governor's budget proposal to reaffirm the gas tax swap and preserve funding for local streets and roads, STIP projects, and state highway maintenance. However, concerns were expressed with respect to a proposal by the Legislative Analyst's Office (LAO) to reduce or eliminate funding for public transit operations.

The day before the Assembly hearing, the LAO released a new report titled Achieving General Fund Relief from Transportation Funds. It included two options for providing additional General Fund relief, and both take aim at transit operating funds. The second option proposes to eliminate the sales tax on diesel fuel, and thus wipe out the entire \$400 million pot of public transportation funds, and then increase vehicle weight fees by \$400 million. The State could then loan or transfer the new weight fee revenue to the General Fund. This switch would require a 2/3 vote.

Option 1 is the most worrisome. Under this proposal the revenue generated from the 1.75% increase in the sales tax on diesel fuel that is slated to take effect on July 1, would be transferred to the General Fund. It is the LAO's opinion that Prop 22 does not apply to this sales tax increase, and we have been told the opinion is valid. This sales tax increase generates about \$110 million per year. Transferring it to the General Fund would reduce transit operating funds from \$329 million to less than \$200 million according to the LAO. The LAO does not specify whether this would be a permanent or onetime shift. Due to the late release of this report, this proposal was not discussed by the Assembly Sub 3, but will likely be highlighted in the Senate Sub 2 agenda that will be released next week.

Administration's Revenue Accrual Approach to Budget: The LAO issued a new report that gives more credence to the new accrual approach than the LAO's first analysis. This approach increases revenues available for FY 2011-12 by \$700 million and reduces the funding guarantee for K-14 education by \$1.5 billion from what it otherwise would have been. You may view this report by following the links found at www.lao.ca.gov

Credit Agency Assumptions: Moody's announced last week that it has begun treating unfunded pensions like bonded debt in some fiscally troubled states. Doing so gives California a combined tax-supported debt of \$136.9 billion that is well beyond other states but also may be understated. The decision reflects concern about public pension costs, "driven by weaker-than-expected investment results and the failure by some states to pay the annual required contribution to the pension fund" among other factors.



February 2, 2011

BUDGET UPDATE

“It’s a flim-flam . . . that would only widen the \$25.4 billion budget gap.”
(GovJB in answer to a “lower taxes” vote)

SOTS or Besotted: After soliciting feedback, suggestions, and alternatives for his budget proposals, a frustrated Governor Brown challenged Capitol advocates to “*Just show me an idea!*” Apparently, folks join him for drinks and gab, but always come up empty bowls for alternative solutions. “*Just say no,*” is the constant chant for nearly all of his proposed program reductions. Crowds of naysayers regularly assemble for “NO!” days on Capitol lawns; as days get warmer, so will the multitudes.

Monday’s State of the State (SOTS) message from Governor Brown consisted of reaffirming California’s feeble fiscal condition, and his call-to-arms for voters to pass a five-year extension of temporary taxes in a June election. Reaction ranged from “lotsa luck” to cautious optimism that voters will want to avoid even deeper program cuts than the \$12 billion in reductions already on budgetary butcher blocks. It took less than 24 hours from the SOTS speech for Jarvis-folk mouthpiece Jon Coupal to call for a measure on the same ballot that would allow a vote to *lower* taxes. Alas, by last evening the proposal was no joke. It’s still a flim-flam, though.

***“Conversations, pathways, daunting tasks, better outcomes,
challenge, time frames, mindful, more conversations, more pathways. . .”***
(Happywords used ad nauseum – Sen. Committee on Governance and Finance)

No Brakes on Realignment--A Conversation with Diane: Budget subcommittee hearings on various program realignment proposals continue in earnest this week, with sets of them going on simultaneously, at all times. The Senate Committee on Governance and Finance heard very civilized testimony on the Gov’s realignment and restructuring proposals this morning. Fiscal Guru and Hired Gun Diane Cummins kicked off the hearing testimony with a gentle call for a “conversation” about realignment proposals—one in which proposed changes are thoughtfully pursued and unintended consequences are identified up front. The Administration, she said, is more interested in discussing the goals of its proposed measures and looking at specific programmatic outcomes, with less concentration on process. She aptly described the Admin’s conversations with city, county, and other local entities as “a hunting and gathering phase” that uncovered concerns about lack of flexibility, program cost, revenue growth to match caseload growth, and a whole slew of other apprehensions voiced by public administrators and elected officials. At the same time, she apparently did not hear cries of “This will never work!” and she applauded the willingness of counties, in particular, to examine alternatives to program responsibility, funding, and delivery. She noted that no single answer would satisfy all concerns, but that the Admin is mindful of the questions and the risks. With all parties willing to talk about

a broken system and community-based change to improve that system, she believes realignment can result in more efficient and cost effective programs that result in better outcomes. Hers was a calm, reasoned “conversation” with the Committee, that solicited a number of questions from Members. Few specifics emerged, but that was not the purpose of this particular committee conversation.

Honey-dew List—A Plan from Maryanne: LAO’s Mighty O’Malley stepped in to jolt a little scheduling reality into a four-week timeline for adoption of proposed program realignments. Her chore list for the legislature made two assumptions: (1) that the legislature WANTS to put a measure on the ballot (there haven’t been any votes so far), put the money aside for realignment, and adopt the necessary Constitutional Amendments and (2) that the time-line for adoption of realignment provisions necessary for a June ballot is just a little over four weeks.

Mission Possibly Possible? In her articulate and best school-teachy manner, Ms. O’Malley boldly plunked a duty roster before Committee Members. Putting no small pressure on the Legislature, she suggested that the time-line and work is do-able, worth doing, and would be “the legacy of the 2011 Legislative session.” Here’s a summary:

- **Weeks One and Two: Identify Programs to Realign.** Using the Gov’s program list as a starting point, determine if there are programs the legislature wants to add to, or remove from the list, and make major decisions regarding the scope, flexibility, and cost of each program. “Smaller program decisions can wait,” she said.
- **Week Three: Get the Scales to Roughly Balance.** Address cost impacts of program responsibility changes, providing sufficient revenues to maintain an appropriate level of services over the long run, and roughly match caseload growth with revenue growth. Select from a variety of revenue options such as using *other* taxes proposed by the administration for extension or dedicating a defined portion of the state’s General Fund to realignment. And then, “Consider basic funding allocations issues,” with that assignment being far easier said than done.
- **Week Four: Consider Intergovernmental Coordination and Accountability when Drafting Constitutional Amendment.** Consider the Legislature’s lasting interest in the programs because the State will continue to have a fiscal interest in the outcome of some programs, possibly have policy interests in the outcomes, and will want to promote best county practices. The Legislature should plan ahead for the State’s ongoing interest, learning state/local coordination and program performance lessons from the 1991 realignment. She added preliminary thoughts regarding legislative options, including reserving of a portion of realignment funds for incentive payments to counties, specification that first call on such funds would be payment of any federal sanctions associated with under-performance of the programs, and establishment of a state-county commission to develop program performance measures that are exempt from the Constitution’s mandate reimbursement requirement.

“The state has a serious mess on its hands, and we are a part of that mess.”
(Sup. John Tavaglione, Riverside)

“Big Nine” on the Line: As spokesperson for CSAC, Supervisor John Tavaglione, voiced understanding of the daunting \$25.4 billion deficit task at hand, vowing to establish a collaborative relationship between counties and the state in addressing program demands “until the economy turns around.” He stated that counties and their affiliate agencies would work with the legislature “with one voice” to craft a “viable, meaningful realignment.” To this end, he announced creation of “The Big Nine” consisting of CSAC’s three officers and six senior Supervisors to work closely with the legislature in devising the components of realignment in an extremely challenging time frame. Members of the Big Nine group are: Supervisors John Tavaglione, Mike McGowan, Dave Finnigan, Liz Kniss, Don Knabe, Greg Cox, Valerie Brown, Keith Carson and Diane Dillon.

Sup. Tavaglione went on to note that counties will not accept responsibility for programs without a guaranteed and Constitutionally protected source of revenue to fund them. Given the opportunity, and with more flexibility and less red-tape, he believes an immediate, implementable, “one-size-doesn’t fit all” plan can be produced through collaboration between counties and the State.

CSAC’s Jean Hurst and Diane Cummins filled in with some technical points, cautioning care about mandate issues and mindfulness about federal requirements. Ms. Cummins cautioned that an allocation formula for program realignment will take longer than people think, and warned legislators that a formula should not be locked into a Constitutional Amendment where it can’t be adjusted. There were several additional references to “conversations” and “pathways to solutions” and such, with compliments from Chairwoman Wolk for CSAC involvement and the constructive work of its staff. *This is one committee whose Members and staff will have little time to breathe, sleep and eat in coming weeks.*

“Things are more like they are now than they have ever been.”
(Pres. Gerald Ford)

Counting Revenues in Increments: Meanwhile, on other issues—there is no shortage—another Big Nine is working on alternatives to the Gov’s proposal to axe Redevelopment and put their pennies in another pot—the K-14 Education bucket. Nine of the ten biggest city mayors met with Governor Brown last week, with their RDA staff people attending follow-up confabs with Governor Staff and DOF. Much of the current proposal is based upon squishy numbers and assumptions, so it remains to be seen what alternatives make more sense. While many, if not most, RDAs are part of the “*Just say NO!*” faction, there is at least some general recognition of the need to share in the state’s pain. Not, however, to the extent of legislating RDAs out of existence. Senate Budget Com Sub #4 will hear the Redevelopment item tomorrow, and the Senate Committee on Governance and Finance will hear the policy issues involved next week. Controller Chiang is winding up his audits of 18 RDAs, and will likely have some ideas for redesigning redevelopment before the dust settles on this subject.

Look for more notes soon. Meanwhile, contact us if you have any questions or need additional information.

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Washington Friday Report

Volume XIII, Issue 4

January 28, 2011

INSIDE THIS WEEK

- 1 **Perspectives on the State of the Union**
- 2 **FY11 Budget , D Block, Health Care,**
- 2 **Mayors Against Illegal Guns, USCM**

The State of the Union is the official event that kicks-off the year in policy and politics, and this was an interesting one for sure. The next big milestone is the FY12 budget on February 14, but that's another Washington Friday Report! Meanwhile, here's some perspectives on the SOTU, plus a few other important developments this week!

Perspectives on the State of the Union

We thought it might be helpful to provide you with some perspectives on the President's State of the Union address with special focus on: (1) what might be the parts which impact local governments the most; and (2) which parts have staying power – in other words, we might still be talking about them six months from now.

First, earmarks. The President's statement did not receive nearly as much press coverage as it should have but he has now drawn a line in the sand for the very first time on the earmarks issue. In his press conference on November 3rd, following the

The President on Earmarks

"If a bill comes to my desk with earmarks inside, I will veto it. I will veto it."

"shellacking" election, he declared his opposition to earmarks but had never so specifically indicated what he would do if presented with them in legislation. Now we know. With House Republicans opposed, House Democrats powerless to do anything about it, Senate Republicans opposed and capable of tying up bills which contain them, and now the President reaching for his veto pen, the fate of earmarks, at least for 2011 is clear. *The only question is: when is an earmark not an earmark? Many are asking, none are answering, but we'll be sure to let you know should any exceptions emerge.*

Second is domestic discretionary spending. In a normal year (this isn't one!) we would naturally be concerned by the absence of any growth in key domestic discretionary programs such as transit, community development and housing. But in this

challenging budgetary cycle (that means both FY11 the year we are currently in and FY12, the year for which the President will soon submit his budget) the President's proposal is actually on the progressive side. Earlier this week, for example,

The President on Domestic Spending

"So tonight, I am proposing that starting this year, we freeze annual domestic spending for the next five years."

the House adopted a resolution instructing the Budget Committee Chairman to work towards reducing FY11 domestic discretionary spending to the FY08 levels or lower (*see story below*). Should that instruction prevail in the final version of the FY11-FY12 budget and appropriations process it will certainly mean wiping out all of the programmatic gains made during the last two years, and would yield program levels far lower than would a five year freeze. So the battle lines are now drawn between the Congress and the President on spending levels. We should emphasize, though, the when the President says "freeze" it is more of a bottom-line number as opposed to across the board. As the White house Fact Sheet noted: *"This freeze will require substantial cuts, including to programs the President supports"*. The question now is how much and where.

Third, is infrastructure, where the President lays out ambitious plans for reauthorization of highway and transit programs and continued growth in the high speed rail program begun in the Recovery Act two years ago.

The President on High Speed Rail

"Within 25 years, our goal is to give 80% of Americans access to high-speed rail".

The President is proposing more funding for *repairing crumbling roads and bridges*". We'll see more detail in the President's budget scheduled to be released on February 14 but his proposals are likely to be similar to the program he outlined in his Labor Day speech in Milwaukee. The Administration indicates it will outline a comprehensive, six-year plan featuring up-front investments that will both help generate hundreds of thousands of jobs now and lay a foundation for future economic growth. It will also include transformational investments such as an infrastructure bank that will leverage government resources through attracting private capital to build projects of national and regional significance. No mentions of

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new fees or taxes but White House materials note that *“this infrastructure program is fully paid for and free of earmarks”*.

The infrastructure plan also includes a National Wireless Initiative to provide 98 percent of Americans access to high-speed Internet. The White House notes that this initiative will enable public safety officials to access state-of-the-art, secure, nationwide, and interoperable mobile communications which can allow emergency workers to access building designs at the scene of an accident and police officers to send pictures to one another in real-time. *There is lots of interesting information for your review in the State of the Union. Attached for your review is the speech and Fact Sheet.*

House Spending Reduction Resolution

This week the new House majority continued their efforts to greatly reduce discretionary FY11 and eventually FY12 domestic spending. The House adopted H Res 38, which requires Budget **Chairman Paul Ryan** to assume that “non-security” spending would be at or below the levels provided in fiscal 2008 when he sets a discretionary spending limit for the remainder of fiscal 2011. The vote passed with 256-165 with 17 Democrats voting in favor of the resolution. The resolution does not offer a dollar figure for the budget but GOP leaders have discussed reductions of between \$55 and 60 billion. House Appropriations **Chairman Hal Rogers** voiced his support of the resolution: *“As I have said before, it is my intention to craft the largest series of spending cuts in the history of Congress. My committee is working diligently on this right now, and will continue this effort throughout the Appropriations process this year.”* We have included his full statement and a copy of the resolution for your review.

Reintroduction of D Block

Chairman **John Rockefeller** has reintroduced the Public Safety Spectrum and Wireless Innovation Act. The bill is aimed at promoting efficient use of the nation’s radio airwaves and providing first responders and public safety officials with additional wireless resources to keep America safe. The critical parts of the bill include: 1) Establish a framework for the deployment of a nationwide, interoperable, wireless broadband network for public safety; 2) Allocate 10 megahertz of spectrum, known as the D-block, to public safety; 3) Direct the Federal Communications Commission (FCC) to develop technical and operational standards to ensure nationwide interoperability and build-out (including in rural areas); and 4) Direct the FCC to establish standards that allow public safety officials, when not using the network, to lease capacity on a secondary, but preemptive basis to non-public safety entities, including other governmental and commercial users. The bill is cosponsored by Senators Bill Nelson, Frank Lautenberg, Amy Klobuchar, Tom Harkin, and Benjamin L. Cardin. *His statement attached..*

Chairman John D. Rockefeller IV also announced this week his priorities and goals for the U.S. Senate Committee on Commerce, Science, and Transportation in the 112th Congress. He outlined the key priorities as: 1) Focusing on jobs, economic security and growth; 2) Finding a proactive approach to America’s homeland security; and 3) 21st Century consumer

protection and safety. Senator Rockefeller stated this about the committee’s upcoming priorities: *“In the new Congress, I will continue my fight to bring modern day protections for consumers and accountability to fraudsters, promote high-tech job creation and competitiveness, and keep Americans safe, secure, and on the move. I intend to not only complete a number of top priorities that I began in the 111th Congress, but also take on a number of new challenges Americans are facing every day.”* We have included his release for your review.

House Repeal of Health Care Bill

In the wake of the House’s passage of H.R. 2- the Repeal of the Affordable Care Act; the White House released a statement condemning their attempt at repeal. *“The Administration strongly opposes House passage of H.R. 2 because it would explode the deficit, raise costs for the American people businesses, deny an estimated 32 million people health insurance, and take us back to the days when insurers could deny, limit or drop coverage for any American.”* The President has unequivocally stated that if he is presented with H.R. 2 he will veto it. *White House Statement of Policy attached..*

Mayors Against Illegal Guns Launches New Campaign

The Mayors Against Illegal Guns coalition has joined forces with Martin Luther King III and many other survivors and family members of gun violence victims to launch a national campaign urging Congress to pass legislation to fix the broken background check system for gun sales in the U.S. They have stated that the two necessary steps are: 1) fulfill the letter of the historic 1968 gun law and ensure that all names of people prohibited from buying a gun are in the background check system; and 2) fulfill the intent of the 1968 gun law by subjecting every gun sale to a background check. **Mayor Menino** stated about the importance of enforcement in background check screening: *“There are those who fail to truly read the 2nd amendment. They ignore the need for a common sense approach to guns in our communities. The best way to respond to the heinous acts of violence we have seen in our nation’s history is to prevent them from ever happening again. Lax screening in response to these tragic shootings is no virtue.”* We have included MAIG release for your review.

Rep. Pelosi’s Remarks at USCM Winter Meeting

As one of the only speakers at the U.S. Conference of Mayors that distributed a copy of their remarks, we have included a full transcript of **Democratic Leader Nancy Pelosi’s** speech last week.. Leader Pelosi assured the Mayors that the Democrats have heard their demands for legislation that helps improve their cities and create jobs. She also discussed the importance of their support in preventing a repeal of the Affordable Care Act. She concluded by reminding the Mayors of the crucial relationship they have: *“We will be your partners- and we need your leadership to advocate for our cities and strengthen our country.”* We have included her full remarks for your review.

Please contact Len Simon, Claire Colegrove or Rukia Dahir with any questions.

MEMORANDUM

TO: Arthur Dao
Alameda County Transportation Commission
FROM: CJ Lake
RE: Legislative Update
DATE: February 4, 2011

Continuing Resolution and FY11 Appropriations

Yesterday, House Budget Chairman Paul Ryan (R-WI) released the discretionary spending ceiling for the remainder of FY11. As you know, Congress failed to pass a budget resolution last year or approve final spending bills. Government agencies are currently being funded by a Continuing Resolution (CR) at FY10 levels through March 4. Chairman Ryan is proposing an FY11 discretionary spending cap of \$1.055 trillion – this is \$74 billion less than the President’s FY11 budget request and approximately \$32 billion or three percent less than the current FY10 levels.

House Appropriations Chair Hal Rodgers (R-KY) also released spending targets for each Appropriations subcommittee. Below is a summary of proposed cuts compared to FY10 enacted levels:

- **Transportation, HUD -- -\$11.6 billion, 17%**
- Commerce, Justice, Science -- -\$10.2 billion, 16%
- Agriculture -- -\$3.2 billion, 14%
- Financial Services -- -\$3 billion, 13%
- Energy and Water Development -- -\$3.5 billion, 10%
- Interior, Environment -- -\$2.6 billion, 8%
- Labor, Health, Education -- -\$6.6 billion, 4%
- State, Foreign Ops -- -\$1.8 billion, 4%
- Military Construction, Veterans -- -\$1.9 billion, 3%
- Legislative Branch -- -\$94 million, 2%
- Homeland Security -- -\$17 million, less than 1%
- Defense – would see a slight increase of \$9.6 billion, or 2%

Next week, the subcommittees will begin drafting their respective bills to fund government agencies through the last seven months of FY11. As shown above, Transportation-HUD programs would have the most significant cuts -- totaling \$11.6 billion, which amounts to a 17 percent reduction from FY10 levels. We will know cuts to specific programs once each subcommittee unveils its draft bills (likely late next week).

The full House plans to take up the FY11 bills the week of February 14, the same week President Obama will release his FY12 budget request.

Although we do expect the Senate to make some cuts, we do not expect the Senate to agree to the level of cuts proposed by the House. Congress will likely pass another short-term CR as they try to negotiate final levels.

FY12 Budget

The Obama Administration will send its FY12 budget request to Congress the week of February 14. In his State of the Union address, President Obama called for a five year budget freeze. The budget request will outline the Administration's priorities for the coming year. If the House plans to pass a FY12 budget at or below FY08 levels, we can expect cuts in the range of \$80 billion.

Surface Transportation Authorization

The current SAFETEA-LU extension expires on March 4. We anticipate another short-term extension in order for Congress to begin moving a longer-term authorization.

House

House Transportation and Infrastructure Committee Chairman John Mica (R-FL) has said his top priority for this new Congress is the surface transportation authorization. He has announced plans to hold a number of hearings/listening sessions around the country during February. He will make two stops in California (Fresno and Los Angeles) during the week of February 21. We will send out specifics regarding the Fresno meeting once they are announced.

Chairman Mica has held several meetings in the last few weeks with stakeholders and has focused on four key areas:

- Stabilize the Highway Trust Fund (HTF) - spend only what is available within the HTF. We are hearing the bill could be around \$200 billion; this is significantly smaller than SAFETEA-LU which was funded at \$286.5 billion. This would result in the elimination, reduction and/or consolidation of many existing programs.
- Close any funding gaps from unspent and unobligated monies. This would likely target any unobligated ARRA funds, but could include unspent earmarks from past surface transportation authorization bills)
- Expand federal financing opportunities through TIFIA, RRIF, and other bonding programs. Although President Obama will continue to push for the creation of an infrastructure bank, we are hearing Congress may be more inclined to expand current programs rather than create a new entity.
- Streamline the project approval process to reduce the cost of projects

Chairman Mica has pledged to pass a six year bill.

Senate

Senator Boxer's Environment and Public Works Committee held a hearing on January 26, titled "Transportation's Role in Supporting Our Economy and Job Creation." This was the Committee's first hearing of in the 112th Congress. Chairwoman Boxer announced economic recovery and job creation as the top priorities for the committee. We are hearing from committee staff that Senator Boxer hopes to report a bill out of EPW before the Memorial Day Recess.

Administration

As stated above, the Administration will send its FY12 budget request to Congress on February 14. The budget request will outline the Administration's priorities for the coming year. We are hearing the Administration will release a reauthorization proposal around that time, but it could slip to late February/early March. We expect the proposal to outline broad policy and funding priorities.

Many observers believe a reauthorization bill will need to be moved in the first nine months of the year before Presidential election politics consume the attention of Members of Congress thereby limiting their interest in wrestling with difficult legislative proposals.

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