



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

PLANNING, POLICY AND LEGISLATION COMMITTEE

MEETING NOTICE

Monday, March 14, 2011, 11:00 A.M.

1333 Broadway, Suite 300, Oakland, California 94612

(see map on last page of agenda)

Commission Chair Mark Green, Mayor – Union City

Commission Vice Chair Scott Haggerty, Supervisor – District 1

AC Transit Greg Harper, Director

Alameda County Supervisors Nadia Lockyer – District 2 Wilma Chan – District 3 Nate Miley – District 4 Keith Carson – District 5

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City of Hayward Olden Henson, Councilmember

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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: Mayor Mark Green Supervisor Scott Haggerty
Supervisor Keith Carson Mayor Jennifer Hosterman
Mayor Marshall Kamena Councilmember Joyce Starosciak
Staff Liaisons: Beth Walukas Tess Lengyel
Executive Director: Arthur L. Dao
Clerk of the Commission: Gladys V. Parmelee

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. Only matters within the Committee's jurisdictions may be addressed. Anyone wishing to comment should make their desire known by filling out a speaker card and handing it to the Clerk of the Commission. Please wait until the Chair calls your name. Walk to the microphone when called; give your name, and your comments. Please be brief and limit comments to the specific subject under discussion. Please limit your comment to three minutes.

3 Consent Calendar

3A. Minutes of February 14, 2010 – page 1

4 Planning D/A

4A. Approval of the 2011 CMP Update: CMP issues review and recommendations – page 7

4B. Review of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/Transportation Expenditure Plan Information – page 55

- 4C. Update on the Sustainable Communities Strategy Initial Vision Scenario – **page 65**
- 4D. Update on and Request for Feedback on the Projects and Programs Call for the Regional and Countywide Transportation Plans – **page 75**
- 4E. Approval of Amendment No. 1 to the On-Call Modeling Contract with Dowling Associates, Inc. and Extend Contract Expiration Date – **page 83**

5 Legislation and Policy I/A

- 5A. Legislative Update – **page 85**

6 Staff and Committee Member Reports

7 Adjournment/Next Meeting: April 11, 2011

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



Directions to the Offices of the Alameda County Transportation Commission:

**1333 Broadway, Suite 220
Oakland, CA 94612**

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, 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, (Parking entrances located on 11th or 14th Street)



**Alameda County
Transportation Commission
1333 Broadway, Suite 220
Oakland, CA 94612**



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

MINUTES OF FEBRUARY 14, 2011

Chair Greg Harper convened the meeting at 11:01 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 Kamena; a second was made by Councilmember Henson. The motion passed 6-0.

4. PLANNING

4A Discussion of 2011 CMP Update – CMP Requirements Review and Recommendations

Saravana Suthanthira stated that the schedule and issues for the 2011 CMP update were approved by the Commission at its January 27th meeting. The Commission 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 address congestion problems in Alameda County. She presented a review of the current CMP, the CMP legislation and related activities of ACCMA and Alameda CTC, and identified areas of improvement and recommendations for next steps. This item was for information only.

4B Approval of Tri-Valley Triangle Study Final Plan Recommendations: Projects Re-Sequencing

Beth Walukas requested the Committee to recommend that the Commission: (1) reconsider the project implementation sequencing included in the Tri-Valley Triangle Study Final Plan that was approved by the ACCMA Board on June 26, 2007; and (2) approve the project implementation sequencing included in the Hybrid 1A Option 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 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 I- 680. A motion to approve the staff recommendation was made by Supervisor Haggerty; a second was made by Mayor Kamena. The motion passed as follows: 6 Ayes (Director Harper, Councilmember Henson, Supervisor Haggerty, Mayor Green, and Councilmember Starosciak); 1 Abstain (Supervisor Carson); 0 Nay; 1 Absent (Mayor Hosterman).

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

This item was for information only. Beth Walukas stated that a monthly report will be provided to ACTAC, PPLC, the Alameda CTC Board, CWC, PAPCO, CAC, BPAC and TAWG and CAWG to keep the members of the various Committee and Working Groups updated on the regional and countywide planning activities and alert them about issues and opportunities requiring input in the near term, and to provide an opportunity for Committee feedback in a timely manner. She discussed the following updates for the month of February 2011: (1) RTP/SCS Preliminary Proposals for Work Elements; (2) Letter from Alameda County Planning Directors to ABAG and MTC; (3) Update on SCS Presentation to the City Councils and Board of Directors on Initial Vision Scenario; and (4) Upcoming meetings related to Countywide and Regional Planning Efforts.

4D. Receive Update on MTC's Call For Projects Process

This item was for information only. Beth Walukas stated that MTC will issue an open "call for projects" for RTP/SCS this month. Project submittals are due to MTC on April 29, 2011 and MTC will perform project performance assessment starting in May 2011.

4E. Discussion of MTC's Committed Funding and Project Policy

This item was for information only. Beth Walukas stated that for RTP/SCS, MTC staff is proposing to update the policy on prior commitments approved by the MTC Planning Committee for the Transportation 2035 Plan. She added that MTC has prepared a preliminary draft policy on prior commitments for discussion and input from the Bay Area Partnership, SCS Regional Advisory Working Group, MTC Policy Advisory Council, and stakeholders. She discussed the key issues addressed in the draft policy.

4F. Receive Presentation on Bay Bridge Crossing Study

Tony Bruzzone and Mike Izwalt gave a presentation on the Bay Bridge Crossing Study. The Study investigated: (a) if the existing bus/HOV priority measures at the Bay Bridge toll plaza will continue to allow busses to bypass queues as conditions worsen in the future; and (b) how to better manage Bay Bridge bound traffic that queues on local San Francisco "South-of-Market" streets during the afternoon. He said that there is a need for additional transit capacity in the corridor to meet future 30 year demand. He also said that an increase in future traffic congestion could block the HOV bypass lanes that buses use to jump the toll plaza queues, degrade transit operations, and limit bus capacity to San Francisco. An additional bus service to the new Transbay Terminal would provide the necessary capacity and a contraflow lane with entry/exit improvements would maintain bus operations.

4G. Receive Report on Environmental Documents/General Plan Amendments Reviewed

This item was for information only. Committee members suggested that in the future, this report be included in the consent calendar.

5 LEGISLATION AND POLICY

5A. Approval of 2011 Alameda CTC Legislative Program

This item was for information only. Tess Lengyel gave an update on the state and federal legislative program. On the state update, she said that on-going hearings on the State Budget are occurring and members of the legislature are working on a tight timeline to acquire the 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. She also said that there is significant support for the Governor's proposal for transportation and reenactment of the gas tax swap approved by the legislature in 2010. She added that a report addressing how transportation funding, particularly funds for transit derived from the diesel sales tax could be diverted to the general, was released by the Legislative Analyst's office. This would reduce funding to transit by over \$125 million per year. This will be heard in the coming weeks. On the federal update, Ms. Lengyel noted that on the President's State of the Union address, indicated strong support for infrastructure. The President is scheduled to release his budget this week which will outline the Administration's priorities. Coinciding with the release of this budget, the administration will also be releasing a reauthorization proposal and it is expected that this 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 on March 4th.

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

Tess Lengyel informed the Committee that the agency has started to use the new logo letterheads and business cards will be ordered soon. She also added that the telephone and email systems of ACCMA and ACTIA have merged and staff has started to use the new telephone numbers and email addresses.

7 ADJOURNMENT/NEXT MEETING: MARCH 14, 2010

Chair Harper adjourned the meeting at 12:50 p.m.

Attest by:



**Gladys V. Parmelee
Clerk of the Commission**



PLANNING, POLICY AND LEGISLATION COMMITTEE MEETING

ROSTER OF MEETING ATTENDANCE

February 14, 2011

11:00 a.m.

1333 Broadway, Suite 300, Oakland, CA 94612

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

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

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1. <u>Don Bissler</u>	<u>COUNCIL MEMBER CITY OF DUBLIN</u>		
2. <u>Kai Chan</u>	<u>Jacobs</u>	<u>(510) 457-0027</u>	<u>Kai.chan@Jacobs.com</u>
3. <u>Nathan Lordou</u>	<u>AC Transit</u>	<u>510-891-4292</u>	<u>Nlordou@actransit.org</u>
4. <u>Ken Ross</u>	<u>Livermore</u>	<u>925-960-4512</u>	<u>Keross@ci.livermore.ca.us</u>
5. <u>Mike Tassano</u>	<u>Pleasanton</u>	<u>925-931-5670</u>	<u>mtassano@ci.pleasanton.ca.us</u>
6. <u>Anthony Bruzese</u>	<u>Arup</u>	<u>415 946 7294</u>	<u>anthony.bruzese@arup.com</u>
7. <u>Mike Iswalt</u>	<u>Arup</u>	<u>415-946-0748</u>	<u>michael.iswalt@arup.com</u>
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Memorandum

DATE: March 2, 2011
TO: Planning, Policy and Legislation Committee
FROM: Saravana Suthanthira, Senior Transportation Planner
SUBJECT: **Approval of the 2011 CMP Update: CMP issues review and recommendations**

Recommendations

It is recommended that the Commission approve the proposed recommendations for the various elements of the Congestion Management Program (CMP) as part of the 2011 CMP update to better manage and formulate strategies for an effective transportation system in Alameda County.

Summary

Alameda CTC, in its role as the Congestion Management Agency for Alameda County, is required to use the Congestion Management Program (CMP) to identify strategies to address congestion in Alameda County. The Congestion Management Program (CMP) document is required to be in conformance with the CMP legislation and is required to be updated every two years.

The schedule and issues for the 2011 CMP update were approved by the Commission at its meeting on January 27, 2011. The Commission, while approving the schedule and issues, directed staff to use this update of the CMP as an opportunity to take a fresh look at transportation issues and identify ways to formulate strategies to better address congestion in Alameda County. Based on the direction from the Commission, staff performed a comprehensive review of the current CMP, the CMP legislation, and related activities of Alameda CTC, and identified potential areas for improvement. The recommendations for next steps for various elements of the CMP were presented to ACTAC and Planning Policy and Legislation Committee in February. In view of the implications of the recommendations on the local jurisdictions, ACTAC requested a comparison of Congestion Management Programs of the other CMAs in the Bay Area region and a discussion of how they relate to the proposed recommendations for the 2011 CMP Update. The purpose of the comparison would be to gain better understanding of the implementation of CMP elements in the region as a basis for considering the proposed recommendations by staff.

For comparison of CMP activities, three CMAs in the Bay Area region were selected: San Francisco County Transportation Authority (SFCTA); Santa Clara Valley Transportation Authority (VTA); and Contra Costa Transportation Authority (CCTA). This memorandum describes the CMP activities of these three CMAs and compares them to the Alameda CTC's CMP activities. Recommendations are provided for next steps for selected CMP elements.

Discussion or Background

As requested by ACTAC at their February meeting, the following three CMAs in the Bay Area were selected to develop a comparison of CMP activities:

- San Francisco County Transportation Authority (SFCTA)- in view of their advanced transportation planning activities that aggressively promote alternative transportation modes;
- Santa Clara Valley Transportation Authority (VTA) - in view of the similarity in urban land use characteristics and transportation network connections as well as interaction of trips between Alameda and Santa Clara Counties because they are adjacent counties; and
- Contra Costa Transportation Authority (CCTA) - in view of the similarity in diverse land use characteristics and transportation network connections as well as interaction of trips between Alameda and Contra Costa Counties because they are adjacent counties.

Staff reviewed the CMP documents and also interviewed the responsible staff for updating and preparing the CMP in each agency. Highlights of the CMP in each County, particularly where they are different from Alameda CTC's CMP, are described below. Table 1 provides a comparison of activities for all four CMAs including Alameda CTC by individual CMP element and finally identifies proposed recommendations for next steps for each element. The comparative analysis confirmed that many of the proposed recommendations presented at the February meeting are still valid while recommendations removed are shown in ~~strike-out~~ and additional recommendations proposed as a result of the comparative analysis of the other three CMAs are shown in *italics*. Table 1 does not include Capital Improvement Program as no changes are proposed to it and because the Capital Improvement Program is developed similarly in all four CMPs with variation in types of analysis.

Attachment A provides the staff report presented at the February ACTAC meeting that provides the background review of Alameda CTC's CMP elements in relation to the CMP legislation along with the recommendations for next steps. Comments were received from the City of Alameda (attachment B) and they are responded to either in this staff report or in a direct response to the City of Alameda where needed.

San Francisco County Transportation Authority (SFCTA):

SFCTA as the CMA for the City and County of San Francisco is charged with the responsibility of coordinating with other departments in the City of San Francisco to implement the CMP requirements. The Transit First Policy adopted in 1973 by the City Council is documented in the City Charter. Since then, it has evolved into a variety of policies advocating travel demand management and prioritization of alternate modes. The City believes that these policies have allowed them to accommodate the unprecedented growth in travel demand over the last two decades without making any proportionate investment in increasing highway and street capacity.

San Francisco has implemented and is considering various fees for congestion management. A landmark Transit Impact Development Fee ordinance enacted in 1981 requires new development to pay its fair share for expanded transit capacity to serve that development. SFCTA is proposing to replace the current auto focused level of service (LOS) measure with a net new Automobile Trips Generated (ATG) measure for the purposes of the land use analysis program. If implemented, projects that generate automobile trips would pay new Auto Trip Mitigation Fee (ATMF) that would fund projects designed to address environmental impacts caused by the projects. A nexus study for this

purpose is underway. SFCTA has established a robust data collection mechanism for all modes of transportation. The multimodal data collected is used for the purposes of the performance element of the CMP as well as for the activity based travel demand model and other geographical information system (GIS) tools, which are used to perform various analyses and inform decision making in transportation planning.

Contra Costa County Transportation Authority (CCTA):

Many of the CCTA's CMP functions are implemented through their voter-approved Growth Management Program (GMP) with the exception of the LOS Monitoring, Capital Improvement Program and Countywide Travel Demand Model. Measures C and J in Contra Costa County required the CCTA to develop and update a Growth Management Program as a component of the Transportation Sales Tax Expenditure Plan. The GMP has several similar or more robust localized congestion management functions that focus on better growth and development of Contra Costa County. The GMP requires the formation of Regional Transportation Planning Committees for each of the county's four sub-regions (similar to Alameda County Planning Areas) of the county. These Regional Transportation Planning Committees identify Routes of Regional Significance that cover the entire CMP network, establish Multi-modal Transportation Service Objectives (MTSO) for these routes, and develop an action plan to identify actions for achieving the MTSOs. MTSOs are quantifiable measures of transportation system performance such as vehicle occupancy and delay and can be region-wide or roadway specific. The GMP Action Plans are updated periodically.

The GMP element requires the Contra Costa County jurisdictions to work closely with each other. They are required to adopt a Growth Management Element as part of their General Plans and show how they comply with six GMP requirements including the following:

- Adopt a development mitigation program – this program is required to include two components, local and regional programs, to ensure that new growth (development) is paying its share of the costs associated with the growth. This means that each jurisdiction has two different development impact fees –local and regional;
- Address housing options – to accommodate all income levels;
- Participate in an ongoing cooperative, multi-jurisdictional planning process – in developing action plans for the Routes of Regional Significance and establishing MTSOs; and
- Adopt a TSM ordinance.

Santa Clara Valley Transportation Authority (VTA):

VTA has adopted a Community Design and Transportation (CDT) program as part of its Countywide Transportation Plan to better integrate transportation and land use and which augments the CMP land use analysis program. This program was developed in partnership with member agencies and communities and is endorsed by their elected bodies. The VTA Board promotes the CDT program as its policy tool and primary program to integrate transportation and land use. It includes a comprehensive toolkit for the member agencies to use in all aspects of transportation and land use planning and in developing both public and private development projects. The CDT program also includes two grant funds program and an incentive program, which is designed to encourage better coordination of transportation and land use planning. One of the objectives of the CDT program is to support concentrated development in selected locations of the county. Also, VTA developed the Transportation Energy and Air Quality Program (TEAQ) to provide a framework for VTA to develop initiatives, projects and programs, and to work with regional partner agencies to address climate change and energy issues. TEAQ guidelines coordinate with the CDT program.

As part of the annual conformity, the Santa Clara County jurisdictions have the responsibility to provide detailed land use approval data (parcel and zoning data) for the prior years and traffic volume data for the 252 CMP intersections monitored by VTA. Using the land use data in their countywide travel demand model, VTA performs a cumulative transportation analysis and identifies development trends for informational purposes, and undertakes a geographic analysis of land use changes including developing a countywide map showing land use changes over the last few years highlighting transit oriented developments or station areas.

VTA's CMP land use analysis program requires the jurisdictions to assume more responsibility for the implementation of the program. The following are the adopted steps for its land use analysis program:

1. The jurisdictions are required to notify VTA of the need to perform a transportation impact analysis if the project meets the threshold to prepare one;
2. A traffic impact analysis based on VTA's adopted traffic impact analysis guidelines is sent to VTA by the jurisdiction either along with the environmental document or separately if an environmental document is not needed;
3. VTA reviews the traffic impact analysis and sends the jurisdiction (project sponsor) comments and recommendations;
4. Jurisdiction reports back to VTA on the conditions of project approval;
5. VTA reports to its Committees and Board on suggested project recommendations based on the traffic impact analysis and approved project conditions.

Comments from ACTAC from their meeting on March 1, 2011

ACTAC reviewed this item at its meeting on March 1, 2011 and expressed that any changes proposed to the CMP should consider the impacts to local jurisdictions given the economic downturn and lack of staff resources. The following are additional specific comments received from ACTAC:

- Provide more details on area wide deficiency plans and how they differ from location specific deficiency plans adopted in the current CMP of Alameda CTC.
- Clarify how the policies will be harmonized regarding infill development areas to make its implementation of them easier.
- When giving funding preference for improvement of deficient segments consider the impact to the priority for existing and future projects.

Fiscal Impact

None

Attachments

- Table 1 - Comparison of Alameda CTC CMP with other CMAs and Recommendations
- Attachment A – February 2011 ACTAC Item 4.1 - 2011 CMP Update: review of CMP Requirements and Recommendations
- Attachment B – Comments from the City of Alameda

Table 1 – Comparison of Alameda CTC CMP activities with other CMAs and Recommendations

1. CMP Element - Traffic Level of Service Standards

- Legislation Requirement – key elements**
- Adopt LOS standards for designated roadway system
 - Roadway system to include all state highways and principal arterials
 - Deficiency Plan to be prepared if roadway performs below LOS E that was not LOS F in 1991

What is done by Alameda CTC	Contra Costa Transportation Authority (CCTA)	San Francisco County Transportation Authority (SFCTA)	VTA
<ul style="list-style-type: none"> ● Principal arterials are selected using the primary criterion of 30,000 ADT as the threshold along with other secondary criteria. 	<ul style="list-style-type: none"> ● Principal Arterials are selected based on 20,000 ADT threshold and other secondary criteria. 	<ul style="list-style-type: none"> ● To identify Principal Arterials, no threshold is applied instead characteristics are defined similar to secondary criteria at Alameda CTC, which are: 1) cross-town thoroughfare; 2) routes generally of citywide significance; 3) routes of varying capacity depending on the travel demand for the specific direction and adjacent land uses. 	<ul style="list-style-type: none"> ● Expressways and Principal Arterials are part of the CMP Network. Principal Arterials must be either a 6-lane arterial or non-residential arterial with 30,000 ADT.
<ul style="list-style-type: none"> ● Adding new principal roadways to the CMP network is voluntary. One roadway segment has been added since 1991. 	<ul style="list-style-type: none"> ● No new roadways have been added since adoption in 1991. ● No deficiency plans were required due to the legislative exemptions. 	<ul style="list-style-type: none"> ● Added 28 miles of supplemental city arterials to the 237 miles CMP network in 2009 CMP update only for monitoring purposes to support planning and system management. 	<ul style="list-style-type: none"> ● No new roadways have been added since adoption in 1991.
<ul style="list-style-type: none"> ● Deficiency Plans are prepared. 		<ul style="list-style-type: none"> ● No deficiency plans prepared – attributed towards the legislative 	<ul style="list-style-type: none"> ● Pro-active Deficiency plans are encouraged. CMP offers two types

Table 1 – Comparison of Alameda CTC CMP activities with other CMAs and Recommendations

		<p>exemptions and also city's proactive congestion reduction measures.</p>	<p>of deficiency plans: location specific and area wide. So far, two area-wide deficiency plans were prepared. Deficiency Plan guidelines are being updated.</p>
<p>Recommendation</p> <ul style="list-style-type: none"> ▪ Re-evaluate and update the criteria for selecting principal arterials - <i>Since the 30,000 ADT threshold was determined based on 70% of vehicle miles traveled (VMT) countywide, use the countywide model to identify 1) the current ADT threshold for the 70% VMT and 2) %VMT for a range of ADT thresholds.</i> ▪ Expand CMP network by either (1) identifying new roadways that could be part of the CMP system by applying the new criteria or (2) similar to San Francisco's program, develop a two tiered network based on a set of qualitative criteria with the second tiered CMP network used only for informational purposes of monitoring and not for conformance. Review the policy every four years. ▪ Adopt a policy to give funding preference for improving deficient segments ▪ Develop an approach for adding new roadways to the CMP network in future CMPs ▪ Update the existing Deficiency Plan Guidelines to include better information on how to prepare an area-wide deficiency plan. 			

Table 1 – Comparison of Alameda CTC CMP activities with other CMAs and Recommendations

2. CMP Element - Performance Measures			
<p>Legislation Requirement – key elements</p> <ul style="list-style-type: none"> ○ Adopt a set of performance measures to evaluate multi-modal system performance for the movement of people and goods. At a minimum these measures must include roadway and transit related measures 			
<p>What is done by Alameda CTC</p> <ul style="list-style-type: none"> • A set of measures for roadway, transit and bicycle measures are adopted in the CMP. • An annual performance report is prepared by Alameda CTC on the State of the Transportation System with respect to these measures. 	<p>Contra Costa Transportation Authority (CCTA)</p> <ul style="list-style-type: none"> • A set of roadway performance measures (drawn from MTSO’s of Action Plans) and the required three transit measures are adopted. A distinction is made between CMP measures that do not have thresholds to be met and the MTSO thresholds that have thresholds to be met. • Data is collected on these measures periodically. 	<p>San Francisco County Transportation Authority (SFCTA)</p> <ul style="list-style-type: none"> • Adopted two tiers of measures: Tier 1 includes legislation required minimum measures; and Tier 2 includes additional measures (transit related) for planning purposes. • Robust data collection on performance measures for tracking trends and to inform decision making. 	<p>VTA</p> <ul style="list-style-type: none"> • Adopted a set of multi-model measures including transit sustainability policy as one of the measures. • Uses it on CWTP to evaluate system wide effects of two alternatives and for the land use analysis program to analyze the cumulative effects of land use changes using their travel demand model
Recommendation			

Table 1 – Comparison of Alameda CTC CMP activities with other CMAs and Recommendations

- Integrate the performance measures developed from the CWTP-TEP and RTP/SCS process as appropriate
- *Every year collect data for the newly adopted measures, which will include the existing measures, in the same manner as it is currently done by using the existing data sources. Every other year, subject to availability of funding, augment data collection to collect additional data for all modes, as needed for improved analysis of the performance of the countywide transportation system.*
- For the existing Alameda CTC CMP measure “Coordination Between Operators”, expand measure to include an evaluation of the existing public transit system in Alameda County, including developing a strategy for improvement of the transit systems or developing a potential comprehensive countywide transit plan. Implementation of this recommendation would depend on the availability of funding.

3. CMP Element -Travel Demand Management (TDM)

Legislation Requirement – key elements

- Adopt TDM strategies to promote alternative transportation methods

What is done by Alameda CTC	Contra Costa Transportation Authority (CCTA)	San Francisco County Transportation Authority (SFCTA)	VTA
<ul style="list-style-type: none"> • Alameda CTC is currently implementing five different options 	<ul style="list-style-type: none"> • Implementation of TDM is combined with the implementation of GMP. The GMP requires adoption of TSM ordinance for trip reduction by the jurisdictions. 	<ul style="list-style-type: none"> • Adopted various policies stemming from the City’s Transit First policy for advocating TDM. Also, combined it with active parking management and current and future pricing options. 	<ul style="list-style-type: none"> • CDT program encourages various trip reduction efforts through partnerships and incentive programs. Implemented Ecopass and rail shuttles.

Recommendation:

- 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. This would include parking management and pricing strategies, and studying the existing countywide TDM resources such as Park-N-Ride lots, Guaranteed Ride Home and Travel Choice programs for potential for increased usage

Table 1 – Comparison of Alameda CTC CMP activities with other CMAs and Recommendations

4.a CMP Element - Land Use Analysis Program			
<p>Legislation Requirement – key elements</p> <ul style="list-style-type: none"> o Adopt a program to analyze the impacts of land use decisions made by the local jurisdictions on the regional transportation systems 			
What is done by Alameda CTC	Contra Costa Transportation Authority (CCTA)	San Francisco County Transportation Authority (SFCTA)	VTA
<ul style="list-style-type: none"> ▪ Implemented through reviewing and commenting on General Plan Amendments (GPA), Notice of Preparation (NOP) for environmental documents and Environmental Impact Reports (EIR). Uses 2010 HCM and will consider 2010 HCM when it is released. Comments and recommendations made in terms of impact on multi-model system. ▪ Tri-Valley Transportation Development Impact Fee (TVTDF) 	<ul style="list-style-type: none"> ▪ Same as Alameda CTC in reviewing documents. Adopted technical procedures (based on 1985 HCM) are followed for transportation impact analysis. ▪ Has established Regional Transportation Planning Committees in place. Local and regional Transportation Development Impact Fee adopted by individual 	<ul style="list-style-type: none"> • Same as Alameda CTC in reviewing documents. Uses 2000 HCM. • New Auto Generated Trip (AGT) as a measure is considered for replacing the current auto focus LOS. An Associated Development Impact Fee, AGTF is being studied. 	<ul style="list-style-type: none"> ▪ Same as Alameda CTC in reviewing documents. Uses 2000 HCM. More responsibility for the jurisdictions to track development trends in the county. Adopted Transportation Impact Guidelines are followed for preparation of transportation impact analysis. . ▪ May explore moving towards SFCTA's AGT approach.

Table 1 – Comparison of Alameda CTC CMP activities with other CMAs and Recommendations		
	jurisdictions such as sub-regional TVTDF as part of the GMP.	
<p>Recommendation:</p> <ul style="list-style-type: none"> ▪ Update NOP/GPA response letter to reflect current focus on Preferred Development Areas and greenhouse gas related efforts in view of SB 375. ▪ <i>Consider options for tracking developments countywide similar to VTA but with minimal resources.</i> ▪ For projects that may impact long travel corridors that traverse multiple jurisdictions within the County, consider establishing a means for the project to contribute its fair share of required mitigation measures. ▪ Consider implementing a sub-regional transportation impact fee in the other three Planning Areas similar to Tri Valley’s Transportation Development Fee. 		
4.b CMP Element - Land Use Analysis Program		
<p>Legislation Requirement – key elements</p> <ul style="list-style-type: none"> ○ Ability to require trip generators in other counties to participate in the respective county’s CMP 		
What is done by Alameda CTC	Contra Costa Transportation Authority (CCTA)	San Francisco County Transportation Authority (SFCTA)
<ul style="list-style-type: none"> ▪ Previous cross-county partnership for SR 24, I-80 projects. No cost-sharing arrangements in place. 	<ul style="list-style-type: none"> a. No cost sharing arrangement with adjacent county. 	<ul style="list-style-type: none"> ▪ Cross County-Line Study between C-CAG (San Mateo County CMA (C-CAG) and SFCTA underway to study the development around the county line and travel pattern, and to establish a potential fair-share cost of development impact mitigation
		VTA
		No cost sharing arrangement with adjacent county.

Table 1 – Comparison of Alameda CTC CMP activities with other CMAs and Recommendations

			around the county line.
<p>Recommendation:</p> <ul style="list-style-type: none"> ▪ For congested cross county corridors, explore developing partnerships for sharing the cost for implementing related mitigation measures. ▪ For long term corridor improvements for such corridors, explore establishing cross county partnerships to develop mutually agreeable strategies for improvements. As a first step in this direction, a county line development study in partnership with San Joaquin County could be considered. 			
<p>5. CMP Element - Infill Opportunity Zones</p>			
<p>Legislation Requirement – key elements</p> <ul style="list-style-type: none"> ○ The legislation related to Infill Opportunity Zone had a sunset in December 2009. Now there is an increased need to better coordinate the land use and transportation connection in view of SB 375 requirements. 			
<p>What is done by Alameda CTC</p> <ul style="list-style-type: none"> • No IOZ adopted. 	<p>Contra Costa Transportation Authority (CCTA)</p> <ul style="list-style-type: none"> • No IOZ adopted. 	<p>San Francisco County Transportation Authority (SFCTA)</p> <ul style="list-style-type: none"> • IOZs were adopted as part of 2009 CMP Update and it covers almost the entire city. 	<p>VTA</p> <ul style="list-style-type: none"> • Adopted a policy supported with incentives to encourage Land Use and Transportation planning. Also adopted Transportation Energy and Air Quality program.
<p>Recommendation:</p> <ul style="list-style-type: none"> ▪ In view of the current efforts regarding the importance of the 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. 			

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Memorandum

Date: January 31, 2011
To: ACTAC
From: Saravana Suthanthira, Senior Transportation Planner
Subject: 2011 CMP Update: Review of CMP Requirements and Recommendations

Recommendations

It is recommended that the Alameda CTC Board 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

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 then.

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 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 through a review of the CMP legislation. 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 (e.g. I-80, I-580, I-680, I-880, SR 24) 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.

Fiscal Impact

None

Attachments

Attachment 1 - Copy of the CMP legislation

Attachment 2 – CMP Roadway Network

Attachment 3 – Summary of Performance Measures from the Annual Performance Report on the State of the Countywide Transportation System

Attachment 4 - Response Letter to Notice of Preparation (NOP) of Environmental Document

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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 E 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	<p>a. Adopt a set of performance measures to evaluate multi-modal system performance for the movement of people and goods.</p>	<p>a. Yes – An annual performance report is prepared by Alameda CTC on the State of the Transportation System with respect to these measures</p>	<ul style="list-style-type: none"> o Integrate the performance measures developed from the CWTP-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
	<p>b. At a minimum these measures must include roadway and transit related measures</p>	<p>b. Yes, roadway, transit and bicycle measures are included</p>	<p>comprehensive countywide transit plan</p>
<p>3. Travel Demand Management Element</p>	<p>a. Adopt TDM to promote alternative transportation methods</p>	<p>a. Yes. Alameda CTC is currently implementing five different options</p>	<p>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</p>
<p>4. Capital Improvement Program</p>	<p>a. Develop CIP using adopted performance measures b. CIP must conform to air quality mitigation measures</p>	<p>a. Yes b. Yes, ensured through the air quality conformity in the RTIP prepared by MTC</p>	<p>o Continue to be in conformance with the legislation</p>
<p>5. Land Use Analysis Program</p>	<p>a. Adopt a program to analyze the impacts of land use decisions made by the local jurisdictions on the regional transportation systems</p>	<p>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)</p>	<p>o Update NOP/GPA response letter to reflect current focus on Preferred Development Areas and greenhouse gas related efforts in view of SB 375</p> <p>o For long travel corridors that traverse more than one jurisdiction, explore the potential for contributing fair financial share for mitigation of impacts due to development projects into an escrow account, which can be used for that corridor improvement</p> <p>o Consider implementing a sub-regional transportation impact fee in the other three Planning Areas similar to Tri Valley's Transportation Development Fee</p>

CMP Element	Legislation Requirements	What is currently being done by Alameda CTC	Recommendation
<p>Other CMP Requirements</p> <p>6. Land Use Analysis Program</p>	<p>a. Ability to require trip generators in other counties to participate in the respective county's CMP</p>	<p>a. None yet</p>	<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
<p>7. Infill Opportunity Zones</p>	<p>a. The legislation related to Infill Opportunity Zone had a sunset in December 2009</p>	<p>a. None yet</p>	<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
<p>8. Countywide Travel Demand Model</p>	<p>a. Model Database to be consistent with the Regional Planning Agency's (ABAG's) database</p>	<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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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.



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>



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	<p>Bus Service: Miles between mechanical road calls reduced for Union City Transit, increased for LAVTA, and stayed stable for AC Transit.</p> <p>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.</p>
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

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

www.AlamedaCTC.org

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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Comments from the City of Alameda

General Comments

1. Please provide a summary of pros and cons of the changes that are being proposed with a specific focus of local agency. This is important for us to understand the issues and provide our input at the March ACTAC meeting.
2. What are the potential funding concerns for the local agencies if the changes are implemented? What are we expected to do when one of the modes are deficient and how it would be different from the past practice of creating a deficiency plan?
3. What other CMA's are doing in regards to updating their CMP and how they are tackling the issues of SB 375 and/or AB 32.
4. How to handle the arterail congestion and associated potential deficiency plan that is a result of a Caltrans or another regional agency project? This issue came up during our discussions on the I880-29th/23rd project impacts on Park Street. There, we are anticipating additional congestion due to the changes at the freeway ramps.
5. What about TSM (SMART Corridors) approach when dealing with the CMP street congestion. There needs to be stronger emphasis on this as the current capacities will be difficult increase with no major roadway expansions.

Specific Comments

LOS Standards

1. As you know that many of our arterials are congested near the ingress and egress points of the Island. This congestion is a direct result of limited capacities at the crossings. How the LOS standards will take into account the Island setting of Alameda when applying the rules that are mostly geared towards a typical City that experiences significant diversions from the freeways during congestion times? What we are asking to keep this aspect in mind when developing the standards for the Island City like ours. For example, we are probably the only City in the County that is OK with freeway CMS that would advise motorists to use the City streets in a way to reduce freeway congestion at the estuary crossings.
2. Please keep "Movement of People and Goods" as the key goal in prioritizing modes of transportation or applying LOS standards for different modes.

Performance Measures

1. The report indicates that the performance measures from the TEP and CWTP processes may be used for the CMP performance measures. This needs to be done with thorough input from local agencies as the goal and purpose of the two programs are different, and therefore we need to be careful.

TDM Element

1. We noticed the word of shuttles in the proposal. AC Transit has been concerned about the proliferation of competing shuttles. So we need to create a system where shuttles complement buses and do not compete with them.

Land Use Analysis Program

1. Consider the CAP and Trade concept in addressing the multi jurisdictional impacts and tackling them for a win/win for all jurisdictions involved. The Cap and Trade will work great when used in the context of GHG emissions or unused capacity of a facility in one jurisdiction.

2. The sub-regional TIF concept for Alameda County is interesting, but the report did not provide any details how it is collected and how is the nexus is created for the fee. The City will be concerned about more fees on businesses and developers in an environment of limited development activity.

Also does this mean that in order to evaluate impacts of a project on a region a regional model run would be required even for smaller projects?



Memorandum

DATE: March 1, 2011

TO: Planning, Policy and Legislation Committee

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

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

Recommendation

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.

March 2011 Update:

This report focuses on the month of March 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/Alameda CTC Call for Projects, MTC Committed Funding and Projects Policy, an approach to developing financial forecast assumptions, ABAG's release of the Initial Vision Scenario, Update on SCS presentations to Councils, and Upcoming Meetings on Countywide and Regional Planning Efforts, as described below:

1) RTP/SCS Work Element Proposals and Release of Initial Vision Scenario

MTC continues to refine their proposals and guidance for the following work elements of the RTP/SCS:

- 25-year financial forecast assumptions:
- preliminary draft committed funds and projects policy scheduled to be reviewed by MTC Committees in March as a draft and adopted as final in April,
- guidance for the call for projects,
- draft projects performance assessment approach, and
- transit capital, local streets and roads maintenance needs, and transit operation needs approach.

The supporting documentation can be found at
<http://apps.mtc.ca.gov/events/agendaView.akt?p=1617>.

Also, ABAG is scheduled to release the Initial Vision Scenario on March 11. An update will be provided at the meeting on the process for providing input in the Initial Vision Scenario and the Detailed Scenarios.

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

Jurisdiction	Date to Council/Board	Type of item	Completed?
Alameda County	February 8		Yes
Alameda	February 1		Yes
Albany	January 18	Presentation	Yes
Berkeley	January 25	Information to Council	Yes
	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	Yes
	January 29	District 1 Workshop	Yes
Newark	February 24		Yes
Oakland	February 15	Presentation to Council	Yes
	February 2	Presentation to Planning Commission	Yes
Piedmont	February 7		Yes
Pleasanton	February 1 (tentative)		Yes

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

All updates have been completed.

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	March 24, 2011 April 28, 2011
CWTP-TEP Technical Advisory Working Group	2 nd Thursday of the month, 1:30 p.m. Location: Alameda CTC	March 10, 2011 April 14, 2011
CWTP-TEP Community Advisory Working Group	1 st Thursday of the month, 3:00 p.m. Location: Alameda CTC	March 3, 2011 April 7, 2011
SCS/RTP Regional Advisory Working Group	1 st Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	March 1, 2011 April 5, 2011
SCS/RTP Performance Target Ad Hoc Committee	Varies Location: MetroCenter, Oakland	No additional meetings scheduled
SCS/RTP Equity Ad Hoc Committee	Location: MetroCenter, Oakland	March 9, 2011 April 13, 2011
SCS/RTP Housing Methodology Committee	10 a.m. Location: BCDC, 50 California St., 26th Floor, San Francisco	March 24, 2011 April 28, 2011
CWTP-TEP Public Workshops and Initial Vision Scenario Outreach	Location and times vary	CWTP-TEP: February 24, 2011 (Oakland) February 28, 2011 (Fremont) March 9, 2011 (Hayward) March 16, 2011 (San Leandro) March 24, 2011 (Dublin) IVS: March 16, 2011 (San Leandro)

Committee	Regular Meeting Date and Time	Next Meeting
		March 24, 2011 (Commission mtg) March 24, 2011 (Dublin) Other TBD

Fiscal Impact

None.

Attachments

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

Attachment B: CWTP-TEP-RTP-SCS Development Implementation Schedule

**Attachment A: Summary of Next Quarter Countywide and Regional Planning Activities
(March through May)**

Countywide Planning Efforts

The three year CWTP-TEP schedule showing countywide and regional planning milestone schedules is found in Attachment B. Major milestone dates are presented at the end of this memo. In the March to May 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 presentation of best practices and strategies for achieving Alameda County's vision beyond this CWTP update;
- Developing and implementing a Call for Projects and Committed Funding and 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 financial projections;
- Identifying transportation investment packages for evaluation;
- Conducting polling and reviewing polling results for an initial read on voter perceptions;
- Conducting public outreach on transportation needs and the Initial Vision Scenario.

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), assisting in presenting the Initial Vision Scenario to the public and City Councils and Boards of Directors; developing draft financial projections, adopting a committed transportation funding and project policy, releasing and implementing a call for projects, completing the work on targets and indicators for assessing performance of the projects and beginning the performance assessment.

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;

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 below are indications of where input and comment are desired. The major activities and dates are highlighted below by activity:

Sustainable Communities Strategy:

Presentation of SCS information to local jurisdictions: Completed

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: March/April 2011

Call for RTP Transportation Projects: March 1 through April 29, 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

Outreach: January 2011 - June 2011

Draft List of CWTP screened Projects and Programs: July 2011

First Draft CWTP: September 2011

TEP Program and Project Packages: September 2011

Draft CWTP and TEP Released: January 2012

Outreach: January 2012 – June 2012

Adopt CWTP and TEP: July 2012

TEP Submitted for Ballot: August 2012

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

Calendar Year 2010

Task	Meeting											
	2010						FY2010-2011					
	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		Projections 2011 Base Case Adopt Voluntary Performance Targets

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

Calendar Year 2011

Task	2011												
	January	February	March	April	May	June	July	August	Sept	Oct	Nov	Dec	
FY2011-2012													2011
Alameda CTC Committee/Public Process													
Steering Committee	Adopt vision and goals; begin discussion on performance measures, key needs	Performance measures, costs guidelines, call for projects and prioritization process, approve polling questions, initial vision scenario discussion	Review workshop outcomes, transportation papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update (draft list approval), project and program packaging, county land use, financials, committed projects	Outreach update, project and program screening outcomes, call for projects final list to MTC, TEPC strategic parameters, land use rmmndn	No Meetings.	Project evaluation outcomes; outline of CWTP; TEPC Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Meeting moved to December due to holiday conflict	Review 2nd draft CWTP; 1st draft TEP	
Technical Advisory Working Group	Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs guidelines, call for projects, briefing book, outreach	Review workshop outcomes, transportation papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update, project and program packaging, county land use, financials, committed projects	Outreach update, project and program screening outcomes, call for projects update, TEPC strategic parameters, land use	No Meetings.	Project evaluation outcomes; outline of CWTP; TEPC Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Review 2nd draft CWTP, 1st draft TEP, poll results update	No Meetings	
Community Advisory Working Group	Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs guidelines, call for projects, briefing book, outreach	Review workshop outcomes, transportation papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update, project and program packaging, county land use, financials, committed projects	Outreach update, project and program screening outcomes, call for projects update, TEPC strategic parameters, land use	No Meetings.	Project evaluation outcomes; outline of CWTP; TEPC Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Review 2nd draft CWTP, 1st draft TEP, poll results update	No Meetings	
Public Participation	Public Workshops in two areas of County: Central County Transportation Forum	Public Workshops in all areas of County: vision and needs		East County Transportation Forum			South County Transportation Forum	No Meetings			2nd round of public workshops in County: feedback on CWTP, TEP; North County Transportation Forum	No Meetings	
Ongoing Education and Outreach through November 2012													
Alameda CTC Technical Work													
Technical Studies/RFP/Work	Feedback on Technical Work, Modified Vision, Preliminary projects lists												
Polling	Conduct baseline poll												
Sustainable Communities Strategy/Regional Trar													
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013			Release Initial Vision Scenario	Detailed SCS Scenario Development			Release Detailed SCS Scenarios	Technical Analysis of SCS Scenarios; Adoption of Regional Housing Needs Allocation Methodology			SCS Scenario Results/and funding discussions	Release Preferred SCS Scenario	
	Discuss Call for Projects		Call for Transportation Projects and Project Performance Assessment	Project Evaluation			Draft Regional Housing Needs Allocation Methodology						
	Develop Draft 25-year Transportation Financial Forecasts and Committed Transportation Funding Policy												

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

Calendar Year 2012

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

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Memorandum

DATE: March 7, 2011

TO: Planning, Policy and Legislation Committee

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

SUBJECT: Update on the Sustainable Communities Strategy Initial Vision Scenario

Recommendation

This is an information item only.

Summary

On March 11, 2011, the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) will release an Initial Vision Scenario which is an integral component of the development of the Bay Area Sustainable Communities Strategy (SCS).

MTC and ABAG have requested assistance from the Congestion Management Agencies (CMA) to assist in providing opportunities for all elected officials within the counties to receive information about and have the opportunity to comment on the county-specific components of the Initial Vision Scenario. To facilitate this request, the Alameda CTC has established four opportunities for elected officials through the county in each planning area to hear a presentation about the Initial Vision Scenario and to provide feedback. In recognition of the significant amount of meetings elected officials have already been asked to attend for regional and countywide planning efforts, Alameda CTC staff linked the Initial Vision Scenario meetings to other countywide workshops already scheduled, as well as with the Alameda CTC Commission meeting scheduled in March. A list of the meeting dates and times are shown below, and all elected officials have been invited to these meetings. In addition, a special CWTP-TEP Technical Advisory Working Group (TAWG) meeting will be held on March 18 to receive a presentation on the Initial Vision Scenario. The TAWG membership includes the Planning Directors for all Alameda County jurisdictions and will fulfill the ABAG/MTC's Planner to Planner Briefing requirement.

Discussion

The Initial Vision Scenario is a major milestone in the development of the Bay Area Sustainable Communities Strategy, which state law (SB 375) requires to be integrated with the Regional Transportation Plan. The SCS/RTP effort integrates transportation, land-use and housing with the goal of reducing greenhouse gas emissions from cars and light-duty trucks, and housing the region's population across all income levels. It also requires that the Regional Housing Needs Allocation follow the development patterns specified in the adopted Sustainable Communities Strategy.

The Initial Vision Scenario is the first release of MTC and ABAG's preliminary assessment of the Bay Area's future development. The Initial Vision Scenario will include land use patterns and the distribution of housing and jobs, and will also provide a first analysis of the future region's performance on greenhouse gas emissions reductions and other adopted regional performance targets.

Elected official feedback on the Initial Vision Scenario is very important to ensure that each jurisdiction's comments on this preliminary assessment of future development patterns are heard. In addition to the meetings below, a special CWTP-TEP Technical Advisory Working Group meeting will be held on March 18, 2011 in Hayward from 11:30 a.m. to 1:30 p.m. to allow the planning managers and public works staff throughout the county an opportunity to review and comment on the Initial Vision Scenario. City and county planning and public works staff have also been invited to the following meetings:

Central County Elected Officials: Wednesday, March 16, 2011

Cities of Hayward, San Leandro, Alameda County

5:30-6:30 p.m., Wednesday March 16th — San Leandro

San Leandro Library, 300 Estudillo Avenue, San Leandro —Karp Room

This meeting will be immediately followed by a workshop hosted by the Alameda CTC for public feedback on the Countywide Transportation Plan and Transportation Expenditure Plan Development.

South County Elected Officials: Saturday, March 19, 2011

Cities of Fremont, Newark, Union City, Alameda County

8:30 a.m.-12:00 p.m., Saturday March 19th — Newark

Newark Hilton, 39900 Balentine Drive, Newark

This meeting is Supervisor Lockyer's Sustainable Communities Strategy Workshop and will include a portion of the agenda focusing on the Initial Vision Scenario.

North County Elected Officials: Thursday, March 24, 2011

Cities of Albany, Alameda, Berkeley, Emeryville, Oakland, Piedmont, Alameda County

1:00-2:00 p.m., Thursday, March 24th — Oakland

Alameda CTC offices, 1333 Broadway, Suite 300, Oakland

This meeting will be followed by the Alameda County Transportation Commission meeting which will begin at 2:30. The Countywide Plans Steering Committee meeting will be held earlier this day from 11 a.m. to 1:00 p.m.

East County Elected Officials: Thursday, March 24, 2011

Cities of Dublin, Livermore, Pleasanton, Alameda County

5:30-6:30 p.m., Thursday, March 24th — Dublin

Dublin Public Library—Community Meeting Room, 200 Civic Plaza, Dublin

This meeting will be immediately followed by a workshop hosted by the Alameda CTC for public feedback on the Countywide Transportation Plan and Transportation Expenditure Plan Development.

The Initial Vision Scenario is one of the key elements that will be used to inform the ultimate development of a preferred SCS, which is scheduled to be completed at the end of 2011. Additional updates on this process will be provided throughout the year and more information is available from MTC and ABAG at www.onebayarea.org.

Fiscal Impact:

There is no fiscal impact at this time.

Attachments

- Attachment A - Invitation letter to Alameda County elected officials from Mayor Green for review and feedback on the Initial Vision Scenario
- Attachment B - SCS Informational Workshop hosted by Supervisor Nadia Lockyer

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March 2, 2011

Commission Chair
Mark Green, Mayor - Union City

Commission Vice Chair
Scott Haggerty, Supervisor - District 1

ACTransit
Greg Harper, Director

Alameda County Supervisors
Nadine 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
Oden 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

SUBJECT: Invitation to Review and Comment on ABAG and MTC's Sustainable Communities Strategy Initial Vision Scenario

Dear Alameda County Elected Officials,

This letter is to request your participation in one or more of the upcoming meetings listed below to provide feedback on the Initial Vision Scenario that the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) will release on March 11, 2011.

The Initial Vision Scenario is a major milestone in the development of the Bay Area Sustainable Communities Strategy, which state law (SB 375) requires to be integrated with the Regional Transportation Plan. The SCS/RTP effort integrates transportation, land-use and housing with the goal of reducing greenhouse gas emissions from cars and light-duty trucks, and houses the region's population across all income levels. It also requires that the Regional Housing Needs Allocation follow the development patterns specified in the adopted Sustainable Communities Strategy.

The Initial Vision Scenario is the first release of MTC and ABAG's preliminary assessment of the Bay Area's future development. The Initial Vision Scenario will include land use patterns and the distribution of housing and jobs, and will also provide a first analysis of the future region's performance on greenhouse gas emissions reductions and other adopted regional performance targets.

Your feedback on the Initial Vision Scenario is very important to ensure that your jurisdiction's comments on this preliminary assessment of future development patterns are heard. Please plan to come to one or more of the following meetings to provide feedback on the Initial Vision Scenario, which will affect future development in Alameda County over the next 25 years.

Central County Elected Officials: Wednesday, March 16, 2011

Cities of Hayward, San Leandro, Alameda County

5:30-6:30 p.m., Wednesday March 16th — San Leandro

San Leandro Library, 300 Estudillo Avenue, San Leandro —Karp Room

This meeting will be immediately followed by a workshop hosted by the Alameda CTC for public feedback on the Countywide Transportation Plan and Transportation Expenditure Plan Development.

South County Elected Officials: Saturday, March 19, 2011

Cities of Fremont, Newark, Union City, Alameda County

8:30 a.m.-12:00 p.m., Saturday March 19th — Supervisor Lockyer's Sustainable Communities Strategy Workshop, which will include a portion of the agenda focusing on the Initial Vision Scenario (see attached agenda; continental breakfast 8:30 to 9 a.m.)

Newark Hilton, 39900 Blantine Drive, Newark,

North County Elected Officials: Thursday, March 24, 2011

Cities of Albany, Alameda, Berkeley, Emeryville, Oakland, Piedmont, Alameda County

1:00-2:00 p.m., Thursday, March 24th — Oakland

Alameda CTC offices, 1333 Broadway, Suite 300, Oakland

This meeting will be followed by the Alameda County Transportation Commission meeting which will begin at 2:30. The Countywide Plans Steering Committee meeting will be held earlier this day from 11 a.m. to 1 p.m.

East County Elected Officials: Thursday, March 24, 2011

Cities of Dublin, Livermore, Pleasanton, Alameda County

5:30-6:30 p.m., Thursday, March 24th — Dublin

Dublin Public Library—Community Meeting Room, 200 Civic Plaza, Dublin

This meeting will be immediately followed by a workshop hosted by the Alameda CTC for public feedback on the Countywide Transportation Plan and Transportation Expenditure Plan Development.

The Initial Vision Scenario is one of the key elements that will be used to inform the ultimate development of a preferred SCS, which is scheduled to be completed at the end of 2011. You will be receiving updates on this process throughout the year and can find more information at www.onebayarea.org.

I encourage your attendance at these upcoming meetings to ensure your jurisdiction provides input into the future development of transportation and land use in Alameda County. If you have any questions, please contact staff Alameda CTC staff (Tess Lengyel or Beth Walukas) at 510-208-7400.

Sincerely,



Mark Green
Chair of the Alameda County Transportation Commission

Attachment: Agenda for Supervisor Lockyer's SCS Workshop on Saturday, March 19, 2011

Cc:

Alameda County Transportation Commission

Alameda County Administrator and City Managers

City and County Public Works and Planning Directors

AC Transit and BART Boards of Directors

MTC, ABAG, BCDC, BAAQMD Executive Directors and Management Staff

East Bay Economic Development Alliance

Alameda County Waste Management Board

East Bay Regional Parks District Board and Management Staff

Alameda CTC CAWG, TAWG, and ACTAC members

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Informational Workshop
Saturday, March 19, 2011
9 am to Noon



Location: Newark/Fremont Hilton
39900 Balentine Drive
Newark, CA 94560

**The Regional Sustainable Communities Strategy (SCS)
What is the SCS and How it Affects Local Jurisdictions
& Revised CEQA Guidelines 2010**

Hosted By: Alameda County Supervisor Nadia Lockyer, Second District

AGENDA

- I. Welcome & Introductions – Supervisor Nadia Lockyer, moderator

Regional Agency Update

- II. The Sustainable Communities Strategy (SCS) Overview
 - a. Housing & Land Use – Association of Bay Area Governments (ABAG); Mark Green, president & Mayor of Union City; Ezra Rapport, Executive Director
 - b. The Regional Transportation Plan (RTO) – Metropolitan Transportation Commission (MTC) Ann Flemer, Deputy Director, Policy
- III. California Environmental Quality Act (CEQA) Guidelines Update – Bay Area Air Quality Management District (BAAQMD) Jack Broadbent, Executive Officer
- IV. Adapting to Rising Tides – San Francisco Bay Conservation and Development Commission (BCDC) Will Travis, Executive Director

Countywide Agency Update

- V. The Alameda Countywide Transportation Plan (CWTP) & SCS – Alameda County Transportation Commission (ACTC) Art Dao, Executive Director

Request for Specific Feedback

- VI. Continued SCS Discussion and Request for Feedback on the Release of the Initial Vision Scenario – Association of Bay Area Governments (ABAG); Ezra Rapport, Executive Director
- VII. Panel Q&A Session – ABAG, MTC, BAAQMD, BCDC, and ACTC
- VIII. Public Comment
- IX. Wrap up – Nadia Lockyer
- X. Adjourn

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Memorandum

DATE: March 7, 2011

TO: Planning, Policy and Legislation Committee

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

SUBJECT: Update on and Request for Feedback on the Projects and Programs Call for the Regional and Countywide Transportation Plans

Recommendation

Staff recommends review and feedback on a preliminary summary list of program types that could be submitted to MTC, as well as to review and provide feedback on the status of sponsorship and potential advancement of certain projects into the Regional Transportation Plan (RTP), which are in the currently adopted 2008 Countywide Transportation Plan. This list will serve as preliminary guide to understand the realm of potential projects and programs that may be submitted in response to the Call for Projects and Programs, as well as to help identify those that should be submitted by Alameda CTC. Information about project and program suggestions that have been provided at the Commission retreat in December, through the CAWG and TAWG meetings, as well as outreach efforts throughout the County will be included in the preliminary summary list to help inform what should be submitted. At the time of this writing, the preliminary list was not complete as feedback from the outreach efforts is still being synthesized and will be provided under separate cover. ACTAC was informed at their March 1, 2011, meeting of the development of the preliminary list and was asked to review and submit comments to Alameda CTC once the list is released.

Summary

The MTC-directed Call for Projects for the Regional Transportation Plan (RTP) and development of the Sustainable Communities Strategy (SCS) was released to Bay Area Congestion Management Agencies (CMA) on February 14, 2011 and delegated significant outreach, review and evaluation requirements to the CMAs. The Alameda CTC process for implementing the call for projects and programs was approved by the Commission on February 24, 2011, and the Call was released in Alameda County immediately thereafter. MTC's on-line application for project and program submissions became available on March 1, 2011, and the Alameda CTC issued access codes for the on-line application to all jurisdictions.

This call for projects and programs will also be used to support the update of the Countywide Transportation Plan (CWTP) and development of a new Transportation Expenditure Plan (TEP), which may be placed on the November 2012 ballot. The remainder of this memo summarizes how Alameda CTC will meet the requirements of MTC's Call for Projects and details how project and program submissions will be sought, evaluated, approved and submitted to MTC by

the April 29, 2011 deadline. The Alameda CTC schedule is included in Table 1 and requires that Alameda County jurisdictions submit projects and programs to the Alameda CTC, using the MTC web-based application, by no later than April 12, 2011. This due date is necessary to allow the Alameda CTC to perform the required evaluations and to package a draft list for submission to MTC by April 29, 2011. The submittal will occur in two steps. The Alameda CTC will submit a draft list that meets the \$11.75 Billion county-share allocation by the April deadline followed by a final list in May. This is to ensure that the proposed list of projects and programs is presented for comment to all Alameda CTC committees, including the Alameda County Technical Advisory Committee (ACTAC), the CWTP-TEP Community and Technical Advisory Working Groups, the CWTP-TEP Steering Committee, the Planning, Policy and Legislation Committee, a public hearing, and adoption of a final list by the full Commission on May 26, 2011.

Discussion

The update of the RTP and development of the SCS includes a series of efforts and evaluation processes for integrating the first Bay Area SCS in accordance with SB 375 with the proposed transportation system. This effort includes the following:

- Development of performance goals and targets (*adopted January 2011*)
- Development of an Initial Vision Scenario, which takes the currently planned land use in the nine-county region adds housing and employment to address the projected population that must be accommodated in the region as required by SB 375 and overlays the Transportation 2035 RTP transportation system with some augmented services (*to be released March 11, 2011*)
- A call for projects (*released February 14, 2011 to the CMAs and a web based application available March 1, 2011*) for potential projects and programs.
- A performance assessment of projects and programs submitted during the Call for Projects from which projects for the Detailed SCS Scenarios will be selected (*May through July 2011*)
- Development and evaluation of Detailed SCS scenarios using information from the Initial Vision Scenario and the selected projects resulting from the performance assessment (*July through September 2011*).
- After further evaluation and repackaging on how detailed scenarios are meeting goals, a Preferred SCS will be developed and adopted and will be included in the environmental impact report review with the RTP (*adoption expected January/February 2012*)
- Adoption of a Final SCS/RTP (*April 2013*)

The Alameda CTC is concurrently working on the update of the CWTP and development of a new TEP, both of which will inform the RTP and SCS. The county-level plans development is in sync with the regional efforts and this memo details the process for administering the MTC-directed call for projects in Alameda County, which has been delegated to the CMAs to implement.

Call for Projects

MTC delegated the implementation of the call for projects and programs to each of the Congestion Management Agencies (CMAs) for county-level coordination, packaging and submission to MTC. This effort is being done on a tight schedule to meet the developmental deadlines of the SCS/RTP, and for CWTP-TEP in Alameda County.

Draft guidance for the Call for Projects was issued by MTC at the end of January and final guidance submitted to the CMAs on February 14, 2011. Implementation of the call and evaluation of the project and program submittals will also be guided by several sets of policies and procedures, some of which are still going through the approval processes by MTC, ABAG and Alameda CTC in March and April.

In January, MTC adopted the RTP/SCS goals and performance targets, which will be used to evaluate projects and programs in meeting both statutory and voluntary performance targets. In addition, draft policies regarding committed funds and projects, as well as project performance assessments are currently in circulation for review and are expected to be adopted in April 2011. Meanwhile, MTC's schedule for the call for projects is as follows:

- Issue Call for Projects Letter to CMAs February 14, 2011
- Open Online Project Application Form for Use by CMAs/ Project Sponsors: March 1, 2011
- Close of Project Submittal Period April 29, 2011 (See Table 1 for Alameda CTC's submission deadline of April 12, 2011)
- MTC Conducts Project-Level Performance Assessment and Selection Process for Projects for Detailed SCS Scenarios: May through July 2011

According to MTC's guidance for implementation of the call for projects, there are seven specific efforts the CMAs must do as part of the call. MTC's requirements are shown below in bold, and Alameda CTC's approach is detailed in italics:

1. Public Involvement and Outreach:

a) Conduct countywide outreach to stakeholders and the public to solicit project ideas.

The Alameda CTC has adopted a public involvement strategy for the development of the CWTP-TEP, which includes informing stakeholders and the public about the call for projects and seeking public comment on project and program ideas. This effort will be done through its technical and community advisory working groups, as well as through targeted countywide outreach that seeks feedback on potential projects and programs using a specifically designed Toolkit and questionnaire, which will be used at meetings and will also be placed on the Alameda CTC webpage. This outreach effort is broad-based, addresses language and access needs, and will be conducted throughout the county. Information about the call, submission processes and decision-making timelines are included on the agency website. Five public meetings are being held in each area of the County to also share information and solicit project and program feedback. These include the following 2011 dates, times and locations:

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

City of Oakland City Hall—Hearing Room 3 (1 Frank H. Ogawa Plaza)

5:30–6:00 pm—Informational Open House

6:00–7:30 pm—Workshop

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

Fremont Public Library—Fukaya Room A (2400 Stevenson Blvd.)

6:30–7:00 pm—Informational Open House

7:00–8:30 pm—Workshop

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

Hayward City Hall—Conference Room 2A (777 B Street)

6:30–7:00 pm—Informational Open House

7:00–8:30 pm—Workshop

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

San Leandro Library—Karp Room (300 Estudillo Avenue)

6:30–7:00 pm—Informational Open House

7:00–8:30 pm—Workshop

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

Dublin Public Library—Community Meeting Room (200 Civic Plaza)

- b) **Document the outreach effort undertaken for the local call for projects.** *Alameda CTC will provide an overall description of the outreach process including how project and program submissions were solicited, evaluated and recommended to MTC. Table 1 below describes the Alameda CTC timeline, public hearings and opportunities for public comment on the draft and recommended project and program lists that will be submitted to MTC. A fully documented summary of outreach, how the outreach followed MTC's Public Participation Plan, as well as comments received and responses to comments addressing project/program inclusion will be submitted to MTC.*

2. Agency Coordination: Work closely with local jurisdictions, transit agencies, MTC, Caltrans, and stakeholders to identify projects for consideration in the RTP/SCS. *Alameda CTC has begun and will continue to inform elected officials, the public, stakeholders, local jurisdictions, transit operators and other partners of the call for projects, submission timelines and public commentary periods, and will be responsible for assigning passwords to local jurisdiction staffs, fielding questions about the project application form, reviewing and verifying project information, and submitting projects to MTC.*

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. *Alameda CTC has developed a public participation approach*

specifically designed for broad engagement, which will also address the Title VI requirements. The CWTP is subject to Title VI and therefore, all work associated with the update of the CWTP has been planned to meet these requirements and will be documented as described above.

4. County Target Budgets: Ensure that the County project list fits within the target budget defined by MTC for the county. *Alameda CTC will use the targeted budget of \$11.76 Billion supplied by MTC as a starting point to guide the County's recommended project list with the understanding that additional work will be conducted after the call for projects to hone in on a more financially constrained list of projects and programs that fit within the RTP/SCS financially constrained envelope. The final list of projects and programs included in the CWTP and TEP will not necessarily be as constrained as the list submitted to MTC for inclusion in the RTP.*

5. Cost Estimation Review: Establish guidelines for estimating project costs. *Alameda CTC has developed a cost estimating guide specifically for use with this call for projects and which may also be used for a second more refined effort related to projects that could be included in the TEP. The Alameda County cost estimating guidelines has been finalized and placed on the Alameda CTC website. All project submittals will be evaluated prior to submission to MTC to ensure that appropriate cost estimates were used.*

6. General Project Criteria: Identify whether projects meet basic project parameters and criteria as outlined by MTC. *Alameda CTC will communicate MTC's criteria to project sponsors, encouraging submission of projects that support the goals and performance targets adopted by MTC in January 2011. These basic project criteria, which have been articulated in MTC's Call for Projects Guidance, are as follows:*

- Support the goals and performance targets of the RTP/SCS (adopted by MTC)
- Serves as a regionally significant component of the regional transportation network. A regionally significant transportation project serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned development such as new retail malls, sports complexes, etc., or major transportation terminals as well as most terminals themselves.)
- Support focused growth by serving existing housing and employment centers – FOCUS Priority Development Areas
- Derives from an adopted plan, corridor study, or project study report (e.g., countywide transportation plan, regional bicycle plan, climate action plans, etc.)

Based on information that will be presented to the Committees and the Commission, there may be additional screening criteria proposed that reflect the goals and targets from the CWTP-TEP process. This process will build on on-going programs and information gathered from the Working Groups, Committees and the public participation process.

7. Programmatic Categories. *As directed in MTC's call for projects, Alameda CTC will group similar types of projects and programs that are exempt from regional air quality conformity and do not add capacity or expand the transportation network into broader programmatic categories. This process will build on on-going programs and information gathered from the*

Working Groups, Committees and the public participation process.

Alameda CTC Timeline for the Call for Projects

Table 1 describes the timeline for project and program solicitation, submission, evaluation, approvals and delivery to MTC.

Table 1: 2011 Call for Projects Timeline

Alameda CTC: CWTP-TEP Process Timeline		MTC/ABAG: SCS-RTP Process Timeline	
Activity	Date	Activity	Date
Update on Call for Projects	ACTAC: 2/1 CAWG: 2/3 TAWG: 2/10 SC: 2/24	Official Call for Projects Release to CMAs	February 14
Alameda CTC Issues Call for Projects Guidance and Schedule	February 25		
Alameda CTC issues access codes to Alameda County jurisdictions	March 1	MTC Web Based Application Available	March 1
MTC Training on on-line Application	March	Define Project Performance Assessment Methodology	Through April
Update on Call for Projects	ACTAC: 3/1 CAWG: 3/3 TAWG: 3/10 PPLC/PPC: 3/14 SC: 3/24	Release Initial Vision Scenario	March 11. Seek stakeholder feedback through end of April
Sponsor Submittals to Alameda CTC	April 12, 5 p.m.		
Alameda CTC preliminary evaluations	April 12-21		
Mailout of Draft list to Steering Committee	April 21		
Steering Committee Meeting/Approval of DRAFT project/program list	April 28		
Submission of draft list to MTC	Friday, April 29		
Mailout of draft list to Alameda CTC Committees and Working Groups: ACTAC, CAWG, TAWG, PPLC and PPC	May 2		
Advisory Committee meetings discussion of draft list	ACTAC: 5/3 CAWG: 5/5	Adopt Project Performance	April 27

	TAWG: 5/12		Methodology	
Revised list submitted to PPLC, PPC	May 6 (via email)			
PPLC/PPC Review final draft list	May 9			
Alameda CTC additional evaluation	May 10-19			
Steering Committee Mailout	May 19			
Steering Committee Meeting/Public Hearing/ Recommendation of final list to full Alameda CTC Commission for approval of project/program list	May 26			
Alameda CTC Commission Approval of Final project/program list	May 26			
Submission of list to MTC	Friday, May 27		MTC Project Performance Evaluation and Selection Process for Projects for Detailed SCS Scenarios	May – July

Fiscal Impact

There is no fiscal impact at this time.

Attachment

Preliminary list of potential programs and a summary of currently adopted 2008 CWTP projects (sent under separate cover)

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Memorandum

DATE: March 2, 2011

TO: Planning, Policy and Legislation Committee

FROM: Saravana Suthanthira

SUBJECT: **Approval of Amendment No. 1 to the On-Call Modeling Contract with Dowling Associates, Inc. and Extend Contract Expiration Date**

Recommendations

It is recommended that the Commission approve Amendment No. 1 to the current professional services contract with Dowling Associates, Inc. to increase the contract amount by \$70,000 and to extend the contract period until June 30, 2012. These actions are needed because of increased modeling needs for the purposes of the Countywide Transportation Plan and Transportation Expenditure Plan development and the Congestion Management Program update.

Summary

As mandated by state law, the Alameda CTC maintains a countywide travel demand model and updates it to be consistent with the land use and socio-economic data base of Association of Bay Area Governments (ABAG). For the purposes of the model update and to provide on-call modeling services, Dowling Associates was hired in June 2010 for a total contract amount of \$110,328 that included \$20,000 for on-call services. However, the Countywide Transportation Plan and Expenditure Plan development and the comprehensive update of the Congestion Management Program have resulted in the need for additional on-call modeling services. Contract Amendment No. 1 would increase the amount of the current Dowling Associates, Inc. contract to accommodate the unanticipated modeling needs to support the above activities and would extend the contract period to June 30, 2012.

Discussion

Alameda CTC maintains a countywide travel demand model as required by the Congestion Management Legislation. The countywide model is used by the Alameda CTC for planning activities as well as by the Alameda County local jurisdictions, adjacent counties and regional and state agencies for various purposes including but not limited to performing traffic impact studies, development plans, and corridor studies to identify development impacts on Alameda County roadways. The model is required to be consistent with the land use and socio-economic database developed by the Regional Planning Agency, which is ABAG for the Bay Area. Because ABAG updates their database every two years and Alameda CTC contracts out its modeling work, a modeling consultant firm is hired periodically to perform updates and maintain the model and provide other as needed modeling services.

In order to update the model to the most recently released ABAG land use and socio-economic database, Projections 2009, Dowling Associates was selected through the Request For Proposal process in June 2010. Their contract amount of \$110,328 included \$20,000 for on-call services to be used for the LOS Monitoring related modeling work and other needs. However, because of the ongoing comprehensive update of the Congestion Management Program and the development of the Countywide Transportation Plan and Transportation Expenditure Plan, there have been unanticipated and increased needs for using the countywide travel demand model to develop results to inform decision making.

The Commission is therefore requested to approve Amendment No. 1 to the Dowling Associates, Inc. contract to provide additional on-call services assistance through fiscal year 2011-12. The additional modeling tasks are estimated to cost \$70,000. The current contract with Dowling Associates ends on March 31, 2012. As part of Amendment No.1, the Commission is requested to extend the contract end date to June 30, 2012 to be consistent with the fiscal year timeframe.

Fiscal Impact

The approved budget for the current fiscal year 2010-11 includes \$20,000 of the requested \$70,000. The remaining \$50,000 is proposed to be included in the fiscal year 2011-12 budget and the source of funding will be MTC Planning Funds.



Memorandum

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

Recommendations

Staff recommends approval of positions on bills as noted below.

Summary

State Update

Budget: The Budget Conference Committee finalized its work and submitted a conference report at the end of the first week in March with the aim of achieving floor votes on the budget and trailer bills by March 10, 2011, to allow enough time to place items on the ballot. Regarding transportation, the report supports re-enacting the gas tax swap and the use of weight fees instead of excise tax revenue (as was allowed prior to passage of Proposition 26) for bond debt payments. On-going opposition for any taxes by the Assembly Republicans could challenge the reenactment of the gas tax swap, potentially risking the loss of \$2.5 billion in fuel taxes starting in November 2011.

Realignment: Part of the Governor's budget proposal was to realign services from the state to local governments and to shift funding to local governments to implement the programs. Significant debate was focused on this particular element of the Governor's proposal, and the Conference committee adopted the proposed constitutional amendment and spot bill language for how the programs will be shifted from the state to the counties. On-going negotiations on how actual implementation will occur are continuing with counties, and follow up legislation is expected to be introduced to address the complex effort of realignment.

Redevelopment Agencies: Significant debate on the elimination of 400 redevelopment agencies (RDAs) throughout the state, ended with the conference committee supporting the Governor's proposal to eliminate the RDAs. This transpired with the recognition that there are many issues that will need to be addressed in terms of current obligations, transition of debt management to subsequent agencies and how funding at the local level can be augmented to serve local development opportunities.

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

Bills: The last day to introduce bills was February 18th. Staff is evaluating bills and recommends the following positions on three state bills.

- **AB 57 (Beal) Metropolitan Transportation Commission.** The Metropolitan Transportation Commission currently seats 19 elected and appointed members, each serving four-year terms. This bill would require the Commission to consist of 21 members, including the addition of two new members: one each from the cities of Oakland and San Jose, and no more than three members total from a single county, beginning in 2015.

Alameda County represents 20% of the Bay Area population; however, approximately 40% of the Bay Area's congestion is in Alameda County, inclusive of the top 5 congested freeways in the region. The bill would support additional representation of Alameda County on MTC, including the second largest city in the Bay Area, Oakland. As the county and region moves forward with significant efforts aimed at addressing congestion, reducing vehicle miles traveled and housing its portion of the projected population growth as part of the Sustainable Communities Strategy, an additional seat representing Alameda County will bolster the County's ability to assist in addressing regional transportation needs, particularly given the percentage of regional transportation impacts in Alameda County. Alameda CTC's legislative program supports "legislation that encourages regional cooperation and coordination to develop, promote and fund solutions to regional problems." Staff recommends a support position on this bill. **SUPPORT**

- **AJR 5 (Lowenthal). Transportation revenues.** This Assembly Joint Resolution would request the President and United States Congress to consider and enact legislation to conduct a Vehicle Miles Traveled (VMT) study addressing the feasibility of collection processes for a VMT fee as a transportation revenue source to assist in the expansion of a reliable and steady transportation funding mechanism for the maintenance and improvement of surface transportation infrastructure. Reduction of revenues from the gas tax, which has not been increased since the early 1990's, is projected to create insolvency of the Highway Trust Fund by early 2012. In the past three years, over \$35 Billion in loans from the federal general fund have been transferred into the Highway Trust Fund to support obligations as enacted by the surface transportation bill, SAFETEA-LU, which was recently extended again until the end of the current federal fiscal year (September 30, 2011). This bill would allow the study of an alternative funding mechanism that could augment revenues generated from the gas tax. The Alameda CTC legislative program supports "legislation that protects and provides increased funding for operating, maintaining, rehabilitating, and improving transportation infrastructure, including state highways, public transit and paratransit, local streets and roads, bicycle and pedestrian facilities, seismic safety upgrades, and goods movement." The intent of this resolution is similar to a bill introduced last legislative session, SB 1299, Lowenthal, which supported a similar effort at the state level. Both the ACTIA and ACCMA Boards supported SB 1299 last year, and staff

recommends a support position for this resolution. **SUPPORT**

- **AB 1086, (Wieckowski) Transactions and use taxes: County of Alameda.** Existing law authorizes various local governmental entities, to levy transactions and use taxes for specific purposes, and requires that the combined rate of all transactions and use taxes imposed in a county may not exceed 2 percent. This bill would allow the imposition of transactions and use taxes for certain purposes in excess of the combined rate.

The Alameda CTC is currently updating the Countywide Transportation Plan and is in the developmental stages of a new Transportation Expenditure Plan (TEP) that could be placed on the ballot in November 2012. While the development of the TEP is underway, it has not yet been determined if it will consider an extension of the existing sales tax or an augmentation. Staff worked with Assemblymember Wieckowski to support a bill which would allow the opportunity to potentially increase the tax rate cap specifically in Alameda County. This is particularly important since in November 2010, two cities in Alameda County passed measures that increased the transactions and use fees in their jurisdictions, which would preclude Alameda County from increasing the existing half-cent transportation sales tax measure in November 2012. While a decision has not been made on an extension or augmentation of the existing transportation sales tax measure, this initial bill language would allow Alameda County the possibility of augmenting the existing funds. Staff recommends a **SUPPORT** in concept position on this bill language.

Federal Update

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 approved a two-week extension of the fiscal year 2011 Continuing Resolution that will keep the federal government operating past the March 4th deadline and will now go through March 18th. This two-week extension included approximately \$4 billion in cuts. These efforts are aimed at addressing the current 2011 fiscal year budget. More detailed information on this extension and cuts is included in Attachment B.

Presidential Budget and Surface Transportation: President Obama released his proposed FY 2012 budget on February 14th, which outlined the Administration's priorities for the coming year as well as the Administration's reauthorization proposal. Both the FY 2012 budget and reauthorization proposal are very supportive of transportation funding and investments. Some of these include:

- Department of Transportation FY 2012: \$128 Billion. This proposal increases transportation funding by approximately 60% over the current FY 10 funding levels as noted below:
 - FY 10 funding level: \$76 billion
 - FY11 funding request: \$79 billion
 - FY12 funding request: \$128 billion – 60% increase over current FY 10 amounts

- **Surface Transportation Bill Reauthorization Proposal:** The President proposed a \$556 billion, six-year authorization bill, representing a 60 percent increase over inflation adjusted levels of SAFETEA-LU. While a funding mechanism had not been identified for this funding level, the proposal includes:
 - \$119 billion for transit programs over six-years, doubling the commitment to transit in the prior reauthorization;
 - \$336 billion in funding for highway programs over six years, a 48 percent increase over current levels;
 - \$53 billion over six years for high speed and passenger rail systems;
 - Funding for Sustainable Communities and Innovative Infrastructure Planning;
 - \$30 billion over six years for a National Infrastructure Bank to provide loans and grants for projects of regional and national significance.

While deliberations on the FY 2012 budget and the Administration's proposal for the reauthorization have not gotten underway, staff recommends a **SUPPORT** in concept position on the transportation funding elements of each proposal. This support could be carried to Washington, D.C. during the planned legislative visit during the week of March 28, 2011.

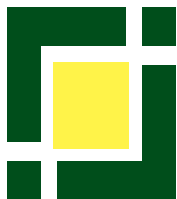
Fiscal Impacts

No direct fiscal impact.

Attachments

Attachment A - State Update

Attachments B and B1 - Federal Updates



March 4, 2011

TO: Art Dao, Executive Director
Alameda County Transportation Commission

FR: Suter, Wallauch, Corbett & Associates

RE: Legislative Update

The Budget Conference Committee wrapped up their work yesterday sending the conference report to the floor on a party-line vote. Missing from their actions was much of the detail necessary to determine the impacts of their votes. Staff will work through the weekend drafting and negotiating last minute changes, with the goal of voting on the budget and trailer bills on March 10. Below is what we currently know about their latest actions, with more to come as details emerge.

Transportation: There were no major issues for Conference Committee to reconcile in the transportation budget. As the budget heads to the Floor, it calls for re-enacting the gas tax swap, using weight fees instead of excise tax revenue for bond debt payments, and providing \$329 million for public transit operations. The transportation items are summarized below. The problem facing this proposal is the continued opposition from the Assembly Republicans to vote for any tax including the reenactment of the gas tax swap. This stance puts at risk the loss of \$2.5 billion in fuel taxes starting in November.

Redevelopment: The Conference Committee approved the Governor's proposal to eliminate redevelopment agencies, with the understanding that further legislation would be developed to deal with successor agencies, low income housing, and current contracts (among other issues). Final language is unavailable, and likely will not be ready until just prior to Floor votes. Leadership remains firm on sending the Governor his proposal to eliminate redevelopment. While staff admits there are problems in the draft language released by Finance, there is no support to address those issues this week and staff points to the likelihood of clean-up legislation.

Realignment: They adopted the Governor's proposed Constitutional amendment on realignment and spot bill language that outline the programs that will be shifted from the state to counties. While the Department of Finance released draft language on the Constitutional amendment, changes continue to be negotiated with counties.

No Spring Bonds: Included in the Governor's budget proposal is the recommendation to forego the planned sale of general obligation bonds this spring. Waiting until fall to go to market will place on hold nearly \$1 billion in funds for transportation projects in the Bay Area.

Cash Flow: Last week State Controller John Chiang sent the Governor and legislative leadership a letter outlining the state's cash position. If the Governor's budget plan is enacted soon then according to the Controller the state will have sufficient cash on hand to cover expenses for the remainder of the fiscal year and well into the next budget year. However, the state will temporarily dip below the \$2.5 billion safety margin by \$300 million in July. If a budget agreement is not reached in a timely manner the state is at risk of once again issuing IOUs because the cash flow will fall short by \$1.6 billion in July and \$1.2 billion in August.

Local Government Oversight: The continued fallout over the City of Bell has resulted in a package of bills being introduced to increase transparency and accountability of local governments, including JPAs. The package of bills include AB 148 (Smyth) which expands the scope of ethics training to include compensation guidelines, AB 162 (Smyth) which directs the State Controller to investigate any irregularities found in financial audits, SB 31 (Correa) which would require each local government to create a lobbyist registration programs, and SB 46 (Correa) which would implement a compensation disclosure programs.

Transportation Funding Proposals:

Weight Fee Shift: The budget includes the proposal to use vehicle weight fee revenue rather than fuel excise tax revenue to reimburse the General Fund for transportation bond debt payments. The need to change the fund source was due to Prop 22 which enacted restrictions on using excise tax revenue for debt payments.

Weight Fee Loan: The Budget proposes to loan from the State Highway Account to the General Fund \$644 million in 2010-11 and \$210.3 million in 2011-12. Vehicle weight fees generate about \$1 billion in revenue annually, which is deposited into the State Highway Account.

Prop 26 Fix: Governor Brown proposes to reenact the gas tax swap as part of the budget. As you know, Prop 26 requires the Legislature to enact the swap with a 2/3 vote. Budget trailer bill language will be included to reenact the swap in order to protect funding sources for highways, local streets and roads, and public transit.

Non-Article 19 Funds: The Budget plans to use \$75 million in non-Article 19 funds to reimburse the General Fund for Prop 116 transit bond costs. These revenues are generated from Caltrans document sales and property rentals and are not restricted by Article 19 of the Constitution. Non-Article 19 funds were originally used for transit programs, but Prop 22 restricted the use of Public Transportation Account funds for debt service, which forced this switch. This proposal is akin to using weight fees for debt payments on highway bonds.

Prop 1B Bonds: The Budget appropriates \$2.3 billion in Prop 1B bond funds. This includes \$631.2 million for CMIA projects, \$972.3 million for trade corridor projects, \$117 million for transit capital projects, \$200 million for the state and local partnership program, and \$22 million local bridge seismic safety projects.

Transit Funding: While projections last year estimated STA funding at \$350 million in 2011-12, lower diesel fuel sales will unfortunately reduce STA funding to \$329.6 million in 2011-12.

The passage of Prop 22 specifies in the Constitution 50% of sales tax revenue on fuel to transit operations via the State Transit Assistance (STA) program. This supersedes the 75% commitment made in the gas tax swap legislation. To offset that reduction, the Budget appropriates additional Public Transportation Account revenue in order to maintain an STA funding level equivalent to 75% of the diesel sales tax revenue.

Items Put Over to the June Budget:

Project Initiation Documents (PID): The Governor’s budget proposes to transfer from the state to local entities the cost of performing \$7.3 million in Project Initiation Document (PID) work. This is similar to a proposal last year that claimed the state should be reimbursed for PIDs if construction of the project will be locally funded. Both houses agreed to “deny without prejudice,” which is budget speak for putting this item over for consideration in the spring. The Committee also requested the Administration to provide a plan outlining how this shift would be implemented. The Assembly Budget Committee will likely do the same tomorrow.

High Speed Rail: All funding and trailer bill proposals for the High Speed Rail Authority were also denied without prejudice, and will be discussed as part of the spring budget hearing process.

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MEMORANDUM

TO: Arthur Dao
Alameda County Transportation Commission

FROM: CJ Lake

RE: Legislative Update

DATE: March 4, 2011

Both the House and Senate returned this week from the week-long President's Day recess. In order to avert a government shutdown, both the House and Senate approved a two-week continuing resolution earlier this week that will continue to fund most programs at current levels— but would also cut \$4 billion in discretionary spending for the time period of the two week extension. That reduction reflects the demands of Republicans, led by House Speaker Boehner, that any extensions of current stopgap funding include spending cuts. This new extension will keep the federal government funded through March 18.

Two-Week Continuing Resolution

This two week CR that is funding the government through March 18 does not include any of the controversial policy restrictions that House Republicans added to their year-long funding bill (passed the House on February 19), such as provisions barring funding of last year's health care overhaul law or of various EPA rules and regulations. The \$4 billion in cuts target programs that President Obama proposed to terminate in his FY12 budget (almost \$1.3 billion in cuts) as well as funds that previously had been earmarked (more than \$2.7 billion cut). Three spending bills would take the brunt of the cuts: Labor-HHS-Education (\$1.5 billion, with \$890 million from education); Transportation-HUD (\$1.2 billion, with \$943 million from highway and other transportation projects); and Energy-Water (\$996 million, with \$516 million from Army Corps of Engineers activities).

Below are the specific proposed terminations:

- Election Assistance Grants = -\$75 million. This termination was requested in the President's FY12 budget request. Both the House and Senate proposed eliminating the program last year.
- Broadband Direct Loan Subsidy (U.S. Department of Agriculture) = -\$29 million. No funds were requested for this program in the President's FY12 budget request.
- Smithsonian Institution Legacy Fund = -\$30 million. No funds were requested for this program in the President's FY12 budget request.
- Striving Readers program (U.S. Department of Education) = -\$250 million. This termination was requested in the President's FY12 budget request.

- LEAP program (U.S Department of Education) = -\$64 million. This termination was requested in the President's FY12 budget request.
- Even Start (U.S. Department of Education) = -\$66 million. This termination was requested in the President's FY12 budget request.
- Smaller Learning Communities (U.S. Department of Education) = -\$88 million. This termination was requested in the President's FY12 budget request.
- Highways – Additional General Fund spending (Federal Highways Administration) = -\$650 million. No funds were requested for this use in the President's FY12 budget request. This one-time, non-recurring funding addition was provided in fiscal year 2010 and distributed to all States through the existing, authorized highway formula. Removing these funds will have no impact on the authorized, mandatory side of the highway program and its limitation of obligations.

HR 1

As we reported previously, prior to the President's Day recess, the House passed its version of a spending bill to govern the remainder of FY2011. HR1 includes cuts totaling \$100 billion from the President's FY11 budget proposal. This amounts to a \$61 billion reduction from current FY10 levels. Although the Administration and the Democratic leadership in the Senate are willing to make some cuts, they have rejected the level of cuts proposed by the House in HR 1.

Negotiations between the House, Senate and Administration began yesterday and will lead to "test votes" in the Senate next week. Yesterday, the Administration proposed an additional \$6.5 billion in spending cuts from current levels as an opening bid; this is far below the \$61 billion in cuts included in HR1. The Administration has not yet detailed the additional cuts, but we are hearing some general programs that could be cut under this proposal include programs at USDA, FEMA, an FBI construction program, a Great Lakes restoration effort and a wildfire suppression program.

The Senate leadership intends to bring both HR1 and the Democratic alternative to the floor next week. Neither bill will receive the necessary 60 votes to overcome a filibuster. The leadership is hoping these votes will show that neither plan is workable; and that compromise is needed.

Surface Transportation Authorization

Both the House and Senate approved a six month extension of SAFETEA-LU this week. The bill will extend the surface transportation programs through the end of the fiscal year (September 30th).

The longer term extension is expected to provide House Transportation and Infrastructure Chairman John Mica and Senate Environment and Public Works Committee Chairwoman Barbara Boxer time to draft a longer term bill. Chairwoman Boxer has said she wants to have a bill marked up by the Memorial Day recess. Chairman Mica has said that he want to have a bill on the House floor in July.

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Washington Friday Report

Volume XIII, Issue 8

March 4, 2011

INSIDE THIS WEEK

- 1 **FY12 Budget Battles, Impacts of H.R.1**
- 2 **Impacts of H.R.1, EPA, HUD on Hill,**
- 2 **SAFETEA-LU, Homeless Vets, EPA Reg, Labor**

It was a whiplash week with budget cut proposals flying around town in every possible direction as a possible government shutdown that could have happened today was averted! We've got the wrap-up for you here on that and some other highlights of a very significant week.

More on the Mayors

Last week we provided you with an extensive summary of the meeting the leadership of the U.S. Conference of Mayors had with DOT Secretary **Ray LaHood**. We wanted to forward to you some additional highlights of their leadership meeting, including their strong opposition to CDBG cuts and their meeting with Attorney General **Eric Holder**. On CDBG there was bipartisan unanimity for Mayors to resist the 62 per cent cut in CDBG included in HR 1. As USCM Vice President and Philadelphia Mayor **Michael Nutter** noted, the proposal was "outrageous and unacceptable". USCM will not stand for this activity. We will not stand for this attack on our own citizens" He also noted that CDBG was an accountable program, declaring that "we know where every dollar and dime goes".

The meeting with the Attorney General focused to a great degree on guns. Acknowledging that "it is not an easy time to be a Mayor" he indicated that there will be an administration gun safety initiative which will be "rolled out in the next couple of weeks" and asked for the support of the Mayors at that time. He also told the Mayors that with respect to the crime problem, "we cannot incarcerate our way out". He acknowledged that medical marijuana is creating difficulties of enforcement at the local level and suggested there might be some federal effort to assist in this area. With respect to federal preemption of local gun laws, he indicated that "a one size fits all approach" may not be practical. We'll continue to follow the Justice Department initiatives he hinted at and report back to you.

FY2011 Budget Battles

Over the last few weeks the battle over the FY2011 budget has been at the forefront of all the current issues before Congress. The House passed H.R.1 the Continuing Resolution, which includes \$100 billion in cuts as compared to what President

Obama had requested. House Appropriations Chairman **Hal Rogers** praised the bill as "monumental accomplishment" for making the large single discretionary spending cuts in our nation's history. "We held no program harmless from our spending cuts, and virtually no area of government escaped this process unscathed." Ranking Member **Norm Dicks**, however, voiced his strong opposition to H.R.1. "The result, after more than four days of debate over hundreds of amendments, is a bill that is regrettably even worse than when it was introduced, and it is now encumbered with an array of ideologically-driven provisions that will surely render it dead on arrival in the other body and virtually impossible for the President to sign it into law." [Chairman Rogers' Statement.](#) [Rep. Dicks' Statement.](#)

In order to avoid a government shutdown as the existing CR expires on March 4th, the House and Senate passed two week extensions this week to allow government agencies and programs to continue operating until a conclusion is reached in the FY2011 budget debate. This CR does include \$4 billion in spending reductions. It included the termination of eight programs mostly coming from the Department of Education. It also incorporated some noticeable cuts such as \$293 million from Surface Transportation priorities and \$173 million from HUD Economic Development Initiatives. Senate Majority Leader **Harry Reid** said that while he was pleased with most of the cuts in the two week CR he thought a longer extension is necessary to avoid another short term CR or government shutdown. "The time has arrived for Republicans to come to the table to begin negotiations with Senate Democrats and the White House immediately on a long-term package. Republicans insisted on a two-week timeline. Now they have a responsibility to set aside threats of government shutdown if they don't get everything they're demanding. They need to be prepared to negotiate immediately and reach an agreement quickly." [Speaker Boehner's Statement.](#) [House Appropriations Committee Release.](#) [Senate Democrats' Statement.](#)

Following the passage of the two week CR **President Obama** announced that he will be calling a meeting between Democratic and Republican leaders of Congress, Vice President Biden, the President's Chief of Staff, and the Budget Director. He stated that "this agreement should cut spending and reduce deficits without damaging economic growth or gutting investments in education, research and development that will create jobs and secure our future. This agreement should be bipartisan, it should be free of any party's social or political agenda, and it should be reached without delay." [White House Release.](#)

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The legislative week ended with Senate Democrats proposing their own \$51 billion cut to FY11, which can be found [here](#).

Impacts of H.R.1

The Center of Budget Policy and Priorities has released a study on some of the potential effects if the current version of H.R.1 were to be enacted. The study points out that many of the most vulnerable people like children and the poor are the most at risk from the cuts in funding. The study sites that some 157,000 at-risk children up to age 5 could lose education, health, nutrition, and other services under Head Start. Additionally the funds for Pell Grants that help students go to college would fall by nearly 25 percent. *"H.R. 1 also would terminate a program to help low-income families weatherize their homes and permanently reduce their home energy bills, cut federal funds for employment and training services for jobless workers and for clean water and safe drinking water by more than half, and raise the risk that the WIC nutrition program may not be able to serve all eligible low-income women, infants, and children under age 5."* [CBPP's Entire Report](#).

Administrator Jackson on the Budget

Environmental Protection Agency Administrator **Lisa Jackson** went before a hearing of the House Interior-Environmental Appropriations Subcommittee this week to discuss the EPA's proposed FY2012 budget. During the hearing Appropriations Chairman **Hal Rogers** of placing too strict of restraints on the U.S. Coal industry and over stepping their authority given by the Clean Water Act by vetoing permits given by the Army Corps of Engineers. Rogers voiced his concern that EPA guidance about water quality thresholds pre-empted existing standards and targeted only coal mining in his region of the country. Administrator Jackson defended the EPA's action by reiterating that their decisions are based on the best available peer-reviewed studies and that *"without intervention, there would be irreversible harm to waterways in the region."* In the Senate, Majority Leader **Mitch McConnell** and **Rand Paul** introduced a bill Thursday that would set a time frame for the agency to decide whether it will wield its veto power over such permits. It would also prohibit the agency from using the veto retroactively. [Chairman Rogers' Statement](#). [Administrator Jackson's Statement](#).

Secretary Duncan Testifies on the Budget

This week Department of Education Secretary **Arne Duncan** testified before the Senate Committee on the Budget on the President's proposal for the Department of Education's FY2012 budget. Secretary Duncan spoke about the need to eliminate wasteful spending while still investing in education as one of the most critical steps toward a prosperous future: *"We believe it is absolutely essential to keep investing in education so that, as the President put it, 'every American is equipped to compete with any worker, anywhere in the world.'"* Committee Chairman **Kent Conrad** reflected Secretary Duncan's assertion that while these are important times to be fiscally restrained education is something our nation cannot afford to fall further behind in investing in. Ranking member **Jeff Sessions** however, argued that funding increases have not always produced better results in American schools and that the Department should look at more

cost-effective ways of improving America's education system. [Secretary Duncan's Statement](#). [Chairman Conrad's Statement](#). [Ranking Member Sessions' Statement](#).

Surface Transportation Extension

The House and Senate both passed extensions of the surface transportation authorization this week. The bill distributes money to states in the same amounts approved in fiscal 2010. It additionally extends the authority to spend money from the Highway Trust Fund. The bill will continue the authorization for highway, transit and road safety programs through Sept. 30, which were set to expire Friday under the most recent extension. It is expected that President Obama will not delay in signing the bill. Environment and Public Works Chairwoman **Barbara Boxer**, promised that they will continue working on the new long-term legislation. [House Transportation Committee Release](#).

HUD and VA Release Report on Veteran Homelessness

The U.S. Department of Housing and Urban Development and the U.S. Department of Veterans Affairs recently published a complete study of the extent and nature of homelessness among American veterans, titled: *Veteran Homelessness: A Supplement to the 2009 Annual Homeless Assessment Report to Congress*. According to HUD and VA's assessment, nearly 76,000 veterans were homeless on a given night in 2009 while roughly 136,000 veterans spent at least one night in a shelter during that year. HUD Secretary **Shaun Donovan** said: *"This report offers a much clearer picture about what it means to be a veteran living on our streets or in our shelters. Understanding the nature and scope of veteran homelessness is critical to meeting President Obama's goal of ending veterans' homelessness within five years."* [Veteran Homelessness Report](#).

EPA Issues New Standard for Boilers and Incinerators

The U.S. Environmental Protection Agency has issued final Clean Air Act standards for boilers and certain incinerators that achieve significant public health protections through reductions in toxic air emissions, including mercury and soot, but cut the cost of implementation by about 50 percent from an earlier proposal issued last year. The standards cover more than 200,000 boilers and incinerators that emit harmful air pollution, including mercury, cadmium and particle pollution. [EPA Release](#).

ETA Upcoming Funding Opportunities

The Department of Labor's Employment and Training Administration has released an update on several new funding opportunities that have become available. We recently met with ETA Assistant Secretary Jane Oates and she reviewed the new funding opportunities as well as seven ETA grants that are currently open for competition. The list of new funding opportunities can be found [here](#) and the Competitive Grants [here](#).

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