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

PLANNING, POLICY AND LEGISLATION COMMITTEE

MEETING NOTICE
Monday, March 11, 2013, 10:00 A.M.
(PLEASE NOTE SLIGHTLY EARLIER MEETING TIME)
1333 Broadway, Suite 300, Oakland, California 94612
(see map on last page of agenda)

Chair:	Tim Sbranti	
Vice Chair:	Keith Carson	
Members:	Greg Harper	Wilma Chan
	John Marchand	Marvin Peixoto
	Michael Gregory	
Ex-Officio Members:	Scott Haggerty	Rebecca Kaplan
Staff Liaisons:	Beth Walukas, Tess Lengyel	
Executive Director:	Arthur L. Dao	
Clerk of the Commission:	Vanessa Lee	

AGENDA
Copies of individual agenda items are available on the:
Alameda CTC website: www.AlamedaCTC.org

1 PLEDGE OF ALLEGIANCE

2 ROLL CALL

3 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 handling 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.

4 CONSENT CALENDAR

4A.	Minutes of February 11, 2013 – **Page 1**	**A**
4B.	Congestion Management Program: Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments – **Page 5**	**I**

Commission Chair
Scott Haggerty, Supervisor – District 1

Commission Vice Chair
Rebecca Kaplan, Councilmember

AC Transit
Greg Harper, Director

Alameda County
Supervisors
Richard Valle – District 2
Wilma Chan – District 3
Nate Miley – District 4
Keith Carson – District 5

BART
Thomas Blalock, Director

City of Alameda
Marilyn Ezzy Ashcraft, Vice Mayor

City of Albany
Peggy Thomsen, Mayor

City of Berkeley
Laurie Capitelli, Councilmember

City of Dublin
Tim Sbranti, Mayor

City of Emeryville
Ruth Atkin, Councilmember

City of Fremont
Suzanne Chan, Councilmember

City of Hayward
Marvin Peixoto, Councilmember

City of Livermore
John Marchand, Mayor

City of Newark
Luis Freitas, Councilmember

City of Oakland
Larry Reid, Vice Mayor

City of Piedmont
John Chiang, Mayor

City of Pleasanton
Jerry Thorne, Mayor

City of San Leandro
Michael Gregory, Vice Mayor

City Of Union City
Carol Dutra-Vernaci, Mayor

Executive Director
Arthur L. Dao

5	**LEGISLATION AND POLICY**	
5A.	Approval of Legislative Positions and Legislative Update – **Page 11**	**I/A**
5B.	Approval of Policy Framework for Planning, Programming and Monitoring at Alameda CTC – **Page 37**	**A**
6	**ONE BAY AREA GRANT**	
6A.	Approval of Final Alameda County Priority Development Area Investment and Growth Strategy– **Page 49**	**A**
6B.	Review of Complete Streets Local Policy Approvals Update – **Page 57**	**I**
6C.	Review of Coordinated Call for Projects Update – **Page 61**	**I**
7	**COMMITTEE MEMBER REPORTS (VERBAL)**	
8	**STAFF REPORTS (VERBAL)**	
9	**ADJOURNMENT/NEXT MEETING: April 8, 2013**	

Key: A- Action Item; I – Information Item; D – Discussion Item
* Materials will be provided at meeting.
(#) 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.

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PLANNING, POLICY AND LEGISLATION COMMITTEE
MINUTES OF FEBRUARY 11, 2013
OAKLAND CA

Director Harper convened the meeting at 10:30 a.m.

1. PLEDGE OF ALLEGIANCE

2. PUBLIC COMMENT
There were no public comments.

3 ROLL CALL
Lee conducted the roll call. A quorum was confirmed.

4. CONSENT CALENDAR
4A. Minutes of January 14, 2013

4B. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

Mayor Marchand motioned to approve the Consent Calendar. Councilmember Cutter seconded the motion. The motion passed 8-0.

5. LEGISLATION AND POLICY
5A. Legislative Update and Approval of Legislative Positions

Tess Lengyel provided an update on state and federal legislative initiatives. On the federal level, Ms. Lengyel stated that president hasn't issued the budget but a budget outlook was released with information on the highway trust fund. Ms. Lengyel updated the Committee on northern California representatives appointed to House and Senate Committees. On the state level, Ms. Lengyel stated that the newly formed transportation agency is schedule to start on July 1, 2013 and recommended that the Commission take support positions on AB110 ((Wieckowski) and SCA 11 (Hancock).

Supervisor Carson wanted to know when the Alameda CTC was going back out for the sales tax measure. Art Dao stated that staff is preparing a technical analysis and would consider 2016 an option. He also stated that a subcommittee would be created for any new measure administered by the Alameda CTC.

Mayor Marchand motioned to approve this Item. Supervisor Haggerty seconded the motion. The motion passed 8-0.

6 PLANNING
6A. Approval to Release the Draft Alameda County Priority Development Area (PDA) Investment and Growth Strategy for Review and Comment

Beth Walukas recommended that the Commission approve releasing the Draft Alameda County Priority Development Area (PDA) Investment and Growth Strategy for Review and Comment. Kara

Vuicich reviewed a presentation that included the program requirements and the investment and growth strategy process. Ms. Vuicich reviewed the five chapters of the growth strategy and highlighted the strategic plan and comments received to date. She concluded by stating that the final PDA Investment and Growth Strategy will be presented to the Committee and Commission at the March meetings.

Mayor Sbranti wanted to know when funding will become available. Ms. Walukas stated that a call for projects was released. Applications are due by March 15, 2013 and a list of projects will be brought to the Commission in June.

Mayor Marchand motioned to approve this Item. Supervisor Haggerty seconded the motion. The motion passed 8-0.

6B. Approval of Sustainable Communities Technical Assistance Program (SC-TAP) Program Guidelines and Budget

Kara Vuicich recommended that the Commission Approve the Program Guidelines (Appendix A) and issuance of a call for projects; Program $500,000 of Measure B Transit Center Development (TCD) funds for the SC-TAP for FY 2012-13 through FY 2016-17 to support PDA planning and implementation in Alameda County; Program $50,000 of Measure B Bicycle and Pedestrian Countywide Discretionary Funds for FY 2012-13 through FY 2014-2015 to provide technical, resource, and design and engineering assistance and expertise for complex and/or innovative bicycle and pedestrian projects focused on resolving small-scale bicycle and pedestrian safety, access, and convenience issues; and Authorize the Executive Director, or a designee of the Executive Director, to negotiate and execute one or more professional services agreements with consultants or consultant teams selected as a result of the Request for Qualifications (RFQ) process in accordance with procurement procedures.

Ms. Vuicich reviewed the program description, eligible applicants and activities, funding details and the evaluation criteria and application review process. She concluded by stating that programming of the $3.905 million of federal STP funding is scheduled for approval by MTC in February 2013 followed by approval in the Federal Transportation Improvement Program (TIP) document and FHWA authorization. Upon MTC approval, up to $795,700 of Measure B TCD funds (comprised of $296,700 of Measure B TCD funds previously programmed to the TOD TAP plus $500,000 of additional Measure B TCD funds) will be included in the Alameda CTC's FY 2012-2013 budget for the SC-TAP. In addition, $50,000 of Measure B Bicycle and Pedestrian Safety discretionary funds will be budgeted for the SC-TAP in FY 2012-13.

Supervisor Haggerty wanted to know if MTC had already allocated funding. Ms. Walukas stated that MTC had in fact allocated funds and Alameda CTC was matching their funding source.

Vice Mayor Gregory questioned if planning was limited specifically to PDA's. Ms. Vuicich stated that this funding was specific to PDA's and that the PCA program will have a separate regional funding source.

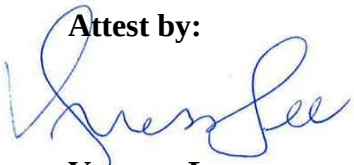
7/8 STAFF AND COMMITTEE MEMBER REPORTS

Tess Lengyel stated that the Alameda CTC Retreat would be held on February 22, 2013 at Hotel Shattuck Plaza in Berkeley. She also stated that staff was planning legislative visits for April 2013.

9 ADJOURNMENT/NEXT MEETING: MARCH 11, 2013

The meeting was adjourned at 11:30 p.m. The next meeting is scheduled for March 11, 2013.

Attest by:



Vanessa Lee
Clerk of the Commission

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Memorandum

DATE: March 11, 2013

TO: Planning, Policy and Legislation Committee

FROM: Beth Walukas, Deputy Director of Transportation Planning
Matthew Bomberg, Assistant Transportation Planner

SUBJECT: Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

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

Summary
This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program (CMP). For the LUAP, Alameda CTC is required to review Notices of Preparations (NOPs), General Plan Amendments (GPAs), and Environmental Impact Reports (EIRs) prepared by local jurisdictions and comment on them regarding the potential impact of proposed land development on the regional transportation system.

Since the last monthly update on February 11, 2013, staff reviewed three NOPs and no DEIRs. Comments were submitted for one of them. The comment letter is attached.

Attachments
Attachment A: Comment letter for City of Newark General Plan Tune-Up

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ALAMEDA County Transportation Commission
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www.AlamedaCTC.org

February 12, 2013

Terrence Grindall
Community Development Director
City of Newark
Community Development Department
37101 Newark Blvd
Newark, CA 94560

SUBJECT: Comments on the Notice of Preparation of an Environmental Impact Report for the Newark General Plan Tune Up Project

Dear Mr. Grindall,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Newark General Plan Tune Up.

The Project is contained within the City of Newark boundaries. The Project is designed to update the policy framework and land use designations that will guide future development in Newark through 2035; to comprehensively incorporate recent planning efforts, including the completed and adopted Dumbarton Transit Oriented Development Specific Plan (2010), Area 3 and 4 Specific Plan (2009), 2009-2014 Housing Element (2010) and Climate Action Plan into the General Plan so as to ensure Citywide policy consistency; and to address and satisfy new State and regional regulations that have come into force since the General Plan was last updated including Assembly Bill (AB) 162, Senate Bill (SB) 5, the Complete Streets Act of 2008, and the greenhouse gas (GHG) reduction goals of AB 32 and SB 375. The General Plan Tune Up will include updates to the following State-mandated elements: Land Use, Transportation, Open Space and Conservation, and Safety and Noise. The State-mandated Housing Element will continue to stand on its own as a separate document. Additionally, the optional Parks and Recreation Element will be updated, and three new optional elements will be added: Economic Development, Sustainability, and Health.

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 Newark adopted Resolution No. 6585 on October 8, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the

Countywide Transportation Demand Model. The analysis should study conditions in years 2020 and 2035. 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 travel model runs themselves or through a consultant. The Alameda CTC has a Countywide Travel Demand model that is available for this purpose. The City of Newark and the Alameda CTC signed a Countywide Model Agreement on April 1, 2008. 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.

The most current version of the Alameda CTC Countywide Travel Demand Model is the August 2011 update, which incorporates the Association of Bay Area Government's Projections 2009 land use assumptions.

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway and transit systems. The MTS roadway network includes both the CMP roadway network and additional routes of local significance. The MTS roadway network is depicted in the attached map, and the MTS network in the proposed project study area is depicted in in 2011 CMP Figure 2. The MTS transit system to consider for this study includes AC Transit, ACE, Capitol Corridor, and BART. The MTS roads in the project study area are Interstate 880 (I-880), Decoto Road, Thornton Avenue, Newark Boulevard, Mowry Avenue, and Stevenson Boulevard.

  - Potential impacts of the project must be addressed for 2020 and 2035 conditions.
  - Please note that the Alameda CTC has *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 2011 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 Alameda CTC 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 of 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 2011 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 policies discussed above.

- The DEIR should also consider Travel Demand Management (TDM) 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 2011 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 DEIR should consider opportunities to promote countywide bicycle and pedestrian routes identified in the Alameda Countywide Bicycle and Pedestrian Plans, which were approved in October 2012. The approved Countywide Bike Plan and Pedestrian Plan are available at http://www.alamedactc.org/app_pages/view/5275.

- 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) 208-7405 or Matthew Bomberg of my staff at (510) 208-7444 if you require additional information.

Sincerely,

Beth Walukas

Beth Walukas
Deputy Director of Planning

Cc: Matthew Bomberg, Assistant Transportation Planner
File: CMP – Environmental Review Opinions – Responses - 2013

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Memorandum

DATE: February 27, 2013

TO: Planning, Policy and Legislation Committee

FROM: Tess Lengyel, Deputy Director of Policy, Legislation and Public Affairs

SUBJECT: Approval of Legislative Positions and Legislative Update

Recommendations
This is an informational update on legislative policy issues and activities.

Summary
This memo provides an update on federal, state and local legislative activities including an update on federal fiscal cliff issues, federal transportation issues, legislative activities and policies at the state level, as well as an update on local legislative activities.

Alameda CTC's legislative program was approved in December 2013 establishing legislative priorities for 2013 and is included in summary format in Attachment A. The 2013 Legislative Program is divided into five sections: Transportation Funding, Project Delivery, Multi-Modal Transportation and Land Use, Climate Change, and Partnerships. The program was designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, DC. Each month, staff brings updates to the Commission on legislative issues germane to the adopted legislative program, including recommended positions on bills as well as legislative updates.

Background
The following summarizes legislative information and activities at the federal, state and local levels.

Federal Update
The following updates provide information on activities and issues at the federal level and include information contributed from Alameda CTC's lobbyist team (CJ Lake/Len Simon).

Sequestration
On March 1, 2013, sequestration appears to be on track for implementation, pending any final actions during the last week of February to curtail the automatic across-the-board federal agency spending cuts, totaling $85.4 billion in Fiscal Year 2013. As authorized under the 2011 Budget Control Act, which included sequestration, future budget cuts are estimated to be about $109.33 billion annually from Fiscal Year 2014 to Fiscal Year 2021. The cuts in the current fiscal year

will be highest in the Department of Defense, estimated at about 7.9% in overall budget cuts; while other non-defense discretionary spending is estimated to be cut by about 5.3%.

Sequestration is non-discriminatory, affecting all agencies and discretionary programs. For transportation, this means a $1 billion cut to the Department of Transportation, affecting programs like TIGER, Transportation Alternatives, and the Surface Transportation Program (highway funding), with the exception of the highway trust fund. Additionally, any General Fund transfer to the Highway Trust Fund resulting from the enactment of MAP-21 will be subject to the 5.3% reduction. It is important to note these cuts will hasten the date when the Highway Trust Fund will once again be unable to support annual funding levels.

Over the past few weeks, both Democrats and Republicans have offered plans to avert sequestration; however, as of this writing, negotiations have not occurred that would suspend or avoid it. President Obama and his Cabinet members have strongly spoken out against sequestration and have provided details to communities across the country regarding the effect of it, if it is implemented. A summary from the White House on what sequestration will mean to California is included in Attachment B.

FY13 Appropriations

The next major economic issue left unresolved since the early January fiscal cliff deal is the end of a six-month continuing resolution (CR), set to expire on March 27. The government is currently being funded by a CR and has been since October 1, 2012, which is funding agencies at a slight increase from Fiscal Year 2012 (a .612 % across the board increase). However, the Office of Management and Budget (OMB) is not allowing agencies access to the slight increase, recognizing that spreading the money across the board was a political placeholder and that, when Fiscal Year 2013 is finally budgeted, that money will be concentrated in a few accounts, or lost in part to sequestration. As a result, agencies have been cautious in rolling out any new programs or competitive grant announcements in 2013.

It is unclear at this time what sort of deal will be worked out regarding the final Fiscal Year 2013 budget, particularly in relation to sequestration. It is possible that a deal on both the spending cuts due to the sequester and the economic uncertainty surrounding expiration of the CR can be reached sometime between March 1 and March 27, but we are not certain about what such a deal would look like and when it would be reached. House Appropriations Committee Chairman Hal Rogers indicated that he plans to move forward with a spending package that would likely extend Fiscal Year 2012 spending levels through to the end of Fiscal Year 2013.

Transportation

MAP-21 is in its first year of implementation and significant rulemaking on many of its policy changes are underway.

MAP 21 Oversight Hearing: In mid-March, the House Transportation Committee Highways and Transit subcommittee will conduct an oversight hearing on MAP 21, focusing on several topics including project streamlining and performance measures.

Expedited Environmental Review: One of the elements of project streamlining in MAP-21 focused in expedited environmental reviews and expanded exclusions under the National Environmental Policy Act (NEPA). A recent final rule was issued in February that enacts on

February 19, 2013, a new categorical exclusion (CE) for emergency actions as required by MAP-21. The final ruling amends FHWA and FTA joint procedures to implement NEPA by allowing the following actions for transportation facilities:

- Categorical exclusions for emergency repairs:

  The following actions for transportation facilities damaged by an incident resulting in an emergency declared by the Governor of the State and concurred in by the Secretary, or a disaster or emergency declared by the President pursuant to the Robert T. Stafford Act:

  (i) Emergency repairs repair that would include reconstruction of highways, roads, and trails, in any part of the United States, including Indian reservations, that have suffered serious damage as a result of a natural disaster over a wide area, such as by a flood, hurricane, tidal wave, earthquake, severe storm, or landslide; or a catastrophic failure from any external cause; and

  (ii) The repair, reconstruction, restoration, retrofitting, or replacement of any road, highway, bridge, tunnel, or transit facility (such as a ferry dock or bus transfer station), including ancillary transportation facilities (such as pedestrian/bicycle paths and bike lanes), that is in operation or under construction when damaged and the action:

  (A) Occurs within the existing right-of-way and in a manner that substantially conforms to the preexisting design, function, and location as the original (which may include upgrades to meet existing codes and standards as well as upgrades warranted to address conditions that have changed since the original construction); and

  (B) Is commenced within a 2-year period beginning on the date of the declaration.

National Freight Improvements: MAP-21 has limited funding for freight which is primarily focused on truck parking and surface transportation infrastructure improvements in port terminals for direct intermodal interchange, transfer, and port access.

However, in addition to some funding, MAP-21 establishes a policy to improve conditions and performance of the national freight network to support global competitiveness, address congestion, and improve productivity, safety and accountability in the operation and maintenance of the network as well as environmental impacts. To achieve this, MAP-21 requires the establishment of a national freight network that identifies a primary freight network (PFN), as designated by the Secretary, any portions of the Interstate System not designated as part of the PFN, and critical rural freight corridors. The PFN is required to be established within a year of MAP-21 enactment, which means by summer 2013. The Department of Transportation may designate a PFN that contains a maximum of 27,000 centerline miles of existing roadways that are most critical to the movement of freight, and may add up to 3,000 additional centerline miles of roads critical to future efficient movement of goods on the PFN. States will be responsible for designating the critical rural freight corridors.

In addition, MAP-21 requires that within three years a national freight strategic plan is developed in consultation with States and other stakeholders to:

- assess the condition and performance of the national freight network;
- identify highway bottlenecks that cause significant freight congestion;
- forecast freight volumes;
- identify major trade gateways and national freight corridors;

- assess barriers to improved freight transportation performance;
- identify routes providing access to energy areas;
- identify best practices for improving the performance of the national freight network and mitigating the impacts of freight movement on communities; and
- provide a process for addressing multistate projects and strategies to improve freight intermodal connectivity.

The national freight plan must be updated every five years. The Department of Transportation is establishing a National Freight Advisory Committee to provide recommendations to support the freight elements mandated by MAP-21. Alameda CTC is seeking this as an opportunity for representation on a national level to address freight both nationally and locally.

State Update
The following update provides information on activities and issues at the state level and includes information contributed from Alameda CTC's state lobbyist, Platinum Advisors.

Bill Introduction Deadlines
Friday, January 22, was the deadline to introduce new bills for the session. Over 780 bills were introduced on Friday alone, with total bills introduced to date totaling 2,189. All new bills must be "in print" for 30 days before they can be heard or amended, however, this waiting period does not apply to bills with an urgency clause. Taking a position on priority legislation will be brought forward at next month's meeting. As staff reviews each bill, and as the numerous spot bills are amended to show their true intent, this list of bills that will come before the board related to the Alameda CTC legislative program may grow as the session proceeds.

Infrastructure Needs Assessment and Goods Movement
This spring the Business, Transportation and Housing Agency will create a working group comprised of representatives from state, local, and regional entities. This group will be tasked with examining the CTC's transportation needs assessment and explore funding options, such as pay as you go, and evaluate the most appropriate level of government to deliver high priority projects.

Alameda CTC is seeking opportunities to participate on this committee as well as a statewide goods movement committee that will address both state and federal requirements around rail and freight movement.

State Policy Highlights and Emerging Issues

Emerging Legislative Issues
Staff continues to watch legislative and policy issues relevant to Alameda CTC's legislative program including the following:

- *Lowering the Voter Threshold:* With the supermajority that the Democrats obtained in both the Assembly and Senate, there have been numerous measures introduced to reduce the voter threshold for local taxes from 2/3 to 55% for specified purposes. To date, more than a handful of Constitutional Amendments have been introduced that would reduce the vote requirement for parcel taxes or sales taxes for schools, libraries, local economic development, public safety and transportation. With a wide variety of proposals seeking the same goal, there will be a need to reconcile these measures since many amend the

same sections of the Constitution. In addition, a decision will need to be made to either prioritize which types of taxes will move forward and which ballot they will be placed on; or determine if a measure lowering the vote threshold for any local tax to 55% is likely to pass. Thus far, the Alameda CTC has taken support positions on three bills related to lowering the voter threshold: Senate Constitutional Amendment (SCA) 4, SCA 8 and SCA 11.

- *Cap & Trade Revenue:* Alameda CTC and many partners around the state support a fair share of cap and trade funds for transportation and support revenue allocation to the most appropriate local level of government where most of the projects are implemented.

  The California Air Resources Board has commenced its series of workshops on developing an expenditure plan for Cap & Trade auction revenue. The first workshop was held in Fresno during the week of February 18, and the Sacramento workshop was held on Monday of this week, where Alameda CTC testified in support fair investments in transportation commensurate with transportation's greenhouse gas emissions, as well as to support funds to the regional levels, and therein to the most appropriate local level of government where most of the projects are implemented. A final workshop was held in Los Angeles on February 27th.

  While testimony in support of funding transit and transportation investments was rather light in Fresno, a much larger and coordinated group was present at the workshop in Sacramento. The Transportation Coalition for Livable Communities provided a unified statement in providing for transportation related projects, as shown in Attachment C. With over 25 speakers voicing support for the coalition, in addition to Senator Mark DeSaulnier who voiced support for funding transit programs, there was significant support for transportation investments from Cap & Trade.

  The importance of these workshops is highlighted by those representing the state. Most CARB workshops are administered by staff and occasional by a California Air Resources Board (CARB) Board member. However, the Sacramento workshop panel consisted of Secretary Brian Kelly, CARB Chair Mary Nichols, Department of Finance Director Ana Matosantos, California Environmental Protection Agency Secretary Matt Rodriguez, and representatives from the Energy Commission, CalTrans, and the Strategic Growth Council.

  Alameda CTC will submit comments by the March 8 deadline. Once the draft investment plan is released, it will be reviewed at a regular Air Board meeting, which is tentatively scheduled for April 25-26.

- *CEQA Modernization.* At the end of the last legislative session, a flurry of activity occurred around potential opportunities to modernize CEQA to ensure effective implementation of projects that support the sustainable communities strategies throughout the state to and streamline review processes. These efforts are to support project implementation in a way that supports delivery and reduces project costs while fully supporting environmental protections.
- *Infill Infrastructure Funding Mechanisms:* With the elimination of redevelopment agencies, Senator Steinberg reintroduced language similar to SB 1156 that was

introduced and vetoed last year. His current bill is known as SB 1 and focuses on Sustainable Community Areas that can receive funding through tax increment financing. Senator Wolk has also reintroduced her bill that would eliminate voter approval requirements for infill infrastructure districts, known this legislative session as SB33.

- *MAP-21 and State Freight Plan.* SB 14 (Senator Lowenthal) was introduced in December 2012 and requires the development of a state freight plan every five years. The development of the plan will be through the establishment of a state freight advisory committee to meet requirements of MAP-21. The bill identifies the California Business, Transportation, and Housing (BT&H) Agency as responsible for the development of the state freight plan; identifies the elements of the state freight plan; and identifies stakeholders to be involved in the development of the state freight plan. The state will initiate a freight working group in spring 2013 and Alameda CTC will try to participate in that group.

Legislative Coordination and Partnership Activities

Legislative coordination efforts

In addition to the local legislative coordination activities, Alameda CTC is leading an effort to develop and provide statewide information on the benefits of Self-Help Counties and is also coordinating the legislative platform and priorities with the Bay Area Congestion Management Agencies. Fact sheets produced by Alameda CTC for the Self-Help Counties Coalition (SHCC) are included in Attachment D. The SHCC is planning a state lobbying day in spring 2013 to bring counties together to visit legislators to support lowering the voter threshold and significant funding for transportation from cap and trade revenues.

Fiscal Impact

No direct fiscal impact

Attachments

Attachment A:	Alameda CTC Legislative Program and Actions Summary
Attachment B:	White House summary on sequestration effects in California
Attachment C:	Transportation Coalition for Livable Communities platform on Cap & Trade
Attachment D:	Self-Help Counties Coalition Fact Sheets produced by Alameda CTC

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2013 Alameda County Legislative Priorities

This legislative program supports Alameda CTC's transportation vision adopted in the 2012 Countywide Transportation Plan described below:

"Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities.

Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measureable performance indicators. Our transportation system will be: Multimodal; Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies; Integrated with land use patterns and local decision-making; Connected across the county, within and across the network of streets, highways and transit, bicycle and pedestrian routes; Reliable and Efficient; Cost Effective; Well Maintained; Safe; Supportive of a Healthy and Clean Environment"

[This legislative program table will be updated on a monthly basis]

Issue	Priority	Strategy	Actions	Legislation	Status
Transportation Funding	Increase transportation funding	• Support efforts to lower the two-thirds-voter threshhold for voter-approved transportation measures. • Support legislation that increases the buying power of the gas tax • Support efforts to increase transportation revenues through vehicle license fees, vehicle miles traveled or other reliable means. • Support legislation for alternative financing methods such as high-occupancy toll lanes, and allow funds collected on the HOT lanes by the California Highway Patrol to be reinvested within that corridor.	• Leading a portion of Self-Help Counties Coalition (SHCC) efforts to reduce voter-threshold requirements	• Support positions on SCA 8 (Corbett), SCA 4 (Liu), SCA 11 (Hancock) to reduce voter threshold to 55 percent; AB 210 (Wieckowski) to allow Alameda CTC to place another measure on the ballot	•
	Protect and enhance voter-approved funding	• Support legislation that provides increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring and improving transportation infrastructure and operations. • Support legislation that protects against transportation funding diversions to the General Fund. • Support increases in federal, state and regional funding to expedite delivery of Alameda CTC projects and programs. • Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures. • Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems. • Seek, acquire and implement grants to advance project and program delivery. • Support Alameda County as the recipient of funds to implement pilot programs with innovative project implementation or transportation-funding mechanisms.	• On-going monitoring	•	•
Project Delivery	Advance innovative project delivery	• Support legislation and policies that improve environmental streamlining and project reviews to expedite project delivery. • Support legislation that improves the ability to deliver projects and programs in a timely, cost effective manner using contracting flexibility. • Support innovative project delivery methods. • Support HOT lane expansion in Alameda County and the Bay Area. • Support policies that allow local agencies to advertise, award and administer state highway system contracts largely funded by locals	• On-going monitoring	•	•
	Ensure cost-effective project delivery	• Support legislation that reduces project and program implementation costs by reducing or eliminating the requirements for state or other agency reimbursements to implement projects on state/regional systems. • Support legislation that accelerates funding for transportation infrastructure projects that create jobs and economic growth in Alameda County.	• On-going monitoring, and work through the SHCC to provide input to the Secretary of Transportation on streamlining project delivery	•	•

Issue	Priority	Strategy	Actions	Legislation	Status
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	• Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing and jobs. • Support local flexibility and decision-making on land-use for transit oriented development and priority development areas. • Support innovative financing opportunities to fund TOD and PDA implementation that will increase mobility and jobs and reduce GHGs.	• On-going monitoring	•	•
	Expand multimodal systems and flexibility	• Support policies that provide multimodal transportation systems with multiple choices and better access for all kinds of transportation users. • Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people. • Support flexibility in transportation delivery to address climate change, senior population growth and transit maintenance and security, without creating unfunded mandates or dramatically increasing costs. • Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education. • Support parity in pre-tax fringe benefits for public transit/vanpooling and parking.	• On-going work with agency coordination, grant development and legislative advocacy	•	•
Climate Change	Support climate change legislation	• Support climate change legislation that provides funding for innovative infrastructure, operations, programs that relieve congestion, improve air quality, reduce emissions and support economic development. • Support climate change legislation that expands transit services and supports safe, efficient, clear connections to transit services, including bike/ped infrastructure. • To achieve necessary increases in public transit ridership to address GHG emissions from transportation sources, support legislation that augments but does not replace transit funding, nor create unfunded mandates.	• On-going monitoring	•	•
	Support cap-and-trade expenditure plan	• Engage in development of the statewide cap-and-trade expenditure plan and advocate increased transportation funding statewide and in Alameda County.	• Working with the SHCC, MTC the CMAs and local agencies on this effort	•	•
	Support legislation and policies that support emerging technologies	• Support legislation that offers incentives for emerging technologies, such as alternative fuels and fueling technology, and research for transportation opportunties to reduce GHG emissions.	• On-going monitoring	•	•
Partnerships	Expand partnerships at the local, regional, state and federal levels	• Support efforts that encourage regional cooperation and coordination to develop, promote and fund solutions to regional transportation problems. • Support legislation and policies that promote governmental efficiencies and cost savings in transportation. • Support legislation that improves the ability to enhance or augment Alameda CTC projects and programs that affect bordering counties or regional networks. • Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for state and local contracts.	• On-going coordination at the SHCC, the Bay Area CMAs, and with Alameda CTC's local partners legislative roundtable. • An updated Alameda CTC procurement policy will support business participation efforts.	•	•

Impact of March 1st Cuts on Middle Class Families, Jobs and Economic Security: California

Unless Congress acts by March 1st, a series of automatic cuts—called the sequester—will take effect that threaten hundreds of thousands of middle class jobs, and cut vital services for children, seniors, people with mental illness and our men and women in uniform.

There is no question that we need to cut the deficit, but the President believes it should be done in a balanced way that protects investments that the middle class relies on. Already, the President has worked with Congress to reduce the deficit by more than $2.5 trillion, but there's more to do. The President has put forward a balanced plan to not only avoid the harmful effects of the sequester but also to reduce the deficit by more than $4 trillion in total. The President's plan meets Republicans more than halfway and includes twice as many spending cuts as it does tax revenue from the wealthy. For details on the President's plan click here.

Unfortunately, many Republicans in Congress refuse to ask the wealthy to pay a little more by closing tax loopholes so that we can protect investments that are helping grow our economy and keep our country safe. By not asking the wealthy to pay a little more, Republicans are forcing our children, seniors, troops, military families and the entire middle class to bear the burden of deficit reduction. The President is determined to cut spending and reduce the deficit in a balanced way, but he won't stick the middle class with the bill. The President is willing to compromise, but on behalf the middle class he cannot accept a deal that undercuts their economic security.

Our economy is continuing to strengthen but we cannot afford a self-inflicted wound from Washington. Republicans should compromise and meet the President in the middle. We cannot simply cut our way to prosperity, and if Republicans continue to insist on an unreasonable, cuts-only approach, California risks paying the price.

CALIFORNIA IMPACTS

If sequestration were to take effect, some examples of the impacts on California **this year** alone are:

- **Teachers and Schools:** California will lose approximately $87.6 million in funding for primary and secondary education, putting around 1,210 teacher and aide jobs at risk. In addition about 187,000 fewer students would be served and approximately 320 fewer schools would receive funding.
    - Education for Children with Disabilities: In addition, California will lose approximately $62.9 million in funds for about 760 teachers, aides, and staff who help children with disabilities.
- **Work-Study Jobs:** Around 9,600 fewer low income students in California would receive aid to help them finance the costs of college and around 3,690 fewer students will get work-study jobs that help them pay for college.
- **Head Start:** Head Start and Early Head Start services would be eliminated for approximately 8,200 children in California, reducing access to critical early education.

- **Protections for Clean Air and Clean Water:** California would lose about $12.4 million in environmental funding to ensure clean water and air quality, as well as prevent pollution from pesticides and hazardous waste. In addition, California could lose another $1.9 million in grants for fish and wildlife protection.

- **Military Readiness:** In California, approximately 64,000 civilian Department of Defense employees would be furloughed, reducing gross pay by around $399.4 million in total.

  - Army: Base operation funding would be cut by about $54 million in California.

  - Air Force: Funding for Air Force operations in California would be cut by about $15 million.

  - Navy: Maintenance and repair of 5 ships in San Diego and aircraft depot maintenance in North Island could be canceled

- **Law Enforcement and Public Safety Funds for Crime Prevention and Prosecution:** California will lose about $1.6 million in Justice Assistance Grants that support law enforcement, prosecution and courts, crime prevention and education, corrections and community corrections, drug treatment and enforcement, and crime victim and witness initiatives.

- **Job Search Assistance to Help those in California find Employment and Training:** California will lose about $3.3 million in funding for job search assistance, referral, and placement, meaning around 129,770 fewer people will get the help and skills they need to find employment.

- **Child Care:** Up to 2,000 disadvantaged and vulnerable children could lose access to child care, which is also essential for working parents to hold down a job.

- **Vaccines for Children:** In California around 15,810 fewer children will receive vaccines for diseases such as measles, mumps, rubella, tetanus, whooping cough, influenza, and Hepatitis B due to reduced funding for vaccinations of about $1.1 million.

- **Public Health:** California will lose approximately $2.6 million in funds to help upgrade its ability to respond to public health threats including infectious diseases, natural disasters, and biological, chemical, nuclear, and radiological events. In addition, California will lose about $12.4 million in grants to help prevent and treat substance abuse, resulting in around 9,400 fewer admissions to substance abuse programs. And the California State Department of Health Services will lose about $2 million resulting in around 49,300 fewer HIV tests.

- **STOP Violence Against Women Program:** California could lose up to $795,000 in funds that provide services to victims of domestic violence, resulting in up to 3,000 fewer victims being served.

- **Nutrition Assistance for Seniors**: California would lose approximately $5.4 million in funds that provide meals for seniors.

NATIONWIDE IMPACTS

The Office of Management and Budget (OMB) now calculates that sequestration will require an annual reduction of roughly 5 percent for nondefense programs and roughly 8 percent for defense programs. However, given that these cuts must be achieved over only seven months instead of 12, the effective percentage reductions will be approximately 9 percent for nondefense programs and 13 percent for defense programs. These large and arbitrary cuts will have severe impacts across the government.

- **Cuts to education:** Our ability to teach our kids the skills they'll need for the jobs of the future would be put at risk. 70,000 young children would lose access to Head Start, 10,000 teacher jobs would be put at risk, and funding for up to 7,200 special education teachers, aides, and staff could be cut.

- **Cuts to small business:** Small businesses create two-thirds of all new jobs in America. Instead of helping small businesses expand and hire, the automatic cuts would reduce loan guarantees to small businesses by up to approximately $900 million.

- **Cuts to food safety:** Outbreaks of foodborne illness are a serious threat to families and public health. If sequestration takes effect, up to 2,100 fewer food inspections could occur, putting families at risk and costing billions in lost food production.

- **Cuts to research and innovation:** To compete for the jobs of the future and ensure that the next breakthroughs to find cures for critical diseases are developed right here in America, we need to continue to lead the world in research and innovation. Most Americans with chronic diseases don't have a day to lose, but under sequestration progress towards cures would be delayed and several thousand researchers could lose their jobs. Up to 12,000 scientists and students would also be impacted.

- **Cuts to mental health:** If sequestration takes effect, up to 373,000 seriously mentally ill adults and seriously emotionally disturbed children could go untreated. This would likely lead to increased hospitalizations, involvement in the criminal justice system, and homelessness for these individuals.

More detailed explanations of these cuts as well as additional areas that will be impacted include:

Security and Safety

- ***FBI and other law enforcement –*** The FBI and other law enforcement entities would see a reduction in capacity equivalent to more than 1,000 Federal agents. This loss of agents would significantly impact our ability to combat violent crime, pursue financial crimes, secure our borders, and protect national security.

- ***Customs and border patrol*** – U.S. Customs and Border Protection (CBP) would not be able to maintain current staffing levels of border patrol agents and CBP officers as mandated by Congress. CBP would have to reduce its work hours by the equivalent of over 5,000 border patrol agents and the equivalent of over 2,750 CBP officers. Funding and staffing reductions would increase wait times at airports, weaken security between land ports of entry, limit CBP's ability to collect

revenue owed to the Federal government, and slow screening and entry for those traveling into the United States. At the major gateway airports, average wait times could increase by 30-50 percent. At the nation's busiest airports, like Newark, JFK, LAX, and Chicago O'Hare, peak wait times could grow to over 4 hours or more. On the southwest land border, our biggest ports of entry in California and Texas could face wait times of 5 hours or more during peak holiday weekends and travel periods. And at our seaports, delays in container examinations could increase from 2-3 days to 4-5 days, resulting in congestion at terminals, increased transaction costs to the trade community, and reduced availability of consumer goods and raw materials critical to our economy.

- ***Aviation safety*** – The Federal Aviation Administration (FAA) would be forced to undergo a funding cut of more than $600 million. This action would force the FAA to undergo an immediate retrenchment of core functions by reducing operating costs and eliminating or reducing services to various segments of the flying community. A vast majority of FAA's nearly 47,000 employees would be furloughed for approximately one day per pay period, with a maximum of two days per pay period. The furlough of a large number of air traffic controllers and technicians would require a reduction in air traffic to a level that could be safely managed by the remaining staff, resulting in slower air traffic in major cities, as well as delays and disruptions across the country during the critical summer travel season.

- ***Aviation security*** – The Transportation Security Administration (TSA) would reduce its frontline workforce, which would substantially increase passenger wait times at airport security checkpoints. TSA would need to initiate a hiring freeze for all transportation security officer positions in March, eliminate overtime, and furlough its 50,000 officers for up to seven days.

- ***Emergency responders*** – FEMA would need to reduce funding for State and local grants that support firefighter positions and State and local emergency management personnel, hampering our ability to respond to natural disasters like Hurricane Sandy and other emergencies.

Research and Innovation

- ***NIH research –*** The National Institutes of Health (NIH) would be forced to delay or halt vital scientific projects and make hundreds of fewer research awards. Since each research award supports up to seven research positions, several thousand personnel could lose their jobs. Many projects would be difficult to pursue at reduced levels and would need to be cancelled, putting prior year investments at risk. These cuts would delay progress on the prevention of debilitating chronic conditions that are costly to society and delay development of more effective treatments for common and rare diseases affecting millions of Americans.

- ***NSF research –*** The National Science Foundation (NSF) would issue nearly 1,000 fewer research grants and awards, impacting an estimated 12,000 scientists and students and curtailing critical scientific research.

- ***New drug approvals –*** The FDA's Center for Drug Evaluation and Research (CDER) would face delays in translating new science and technology into regulatory policy and decision-making, resulting in delays in new drug approvals. The FDA would likely also need to reduce operational support for meeting review performance goals, such as the recently negotiated user fee goals on new innovative prescription drugs and medical devices.

Economic Growth

- ***Small business assistance*** – Small Business Administration (SBA) loan guarantees would be cut by up to approximately $900 million, constraining financing needed by small businesses to maintain and expand their operations and create jobs.

- ***Economic development*** – The Economic Development Administration's (EDA) ability to leverage private sector resources to support projects that spur local job creation would be restricted, likely resulting in more than 1,000 fewer jobs created than expected and leaving approximately $50 million in private sector investment untapped.

- ***Oil and gas permitting*** - Development of oil and gas on Federal lands and waters would slow down, due to cuts in programs at the Department of the Interior (DOI) and other agencies that plan for new projects, conduct environmental reviews, issue permits and inspect operations. Leasing of new Federal lands for future development would also be delayed, with fewer resources available for agencies to prepare for and conduct lease sales.

Government Services

- ***Food safety*** – The Food and Drug Administration (FDA) could conduct 2,100 fewer inspections at domestic and foreign facilities that manufacture food products while USDA's Food Safety and Inspection Service (FSIS) may have to furlough all employees for approximately two weeks. These reductions could increase the number and severity of safety incidents, and the public could suffer more foodborne illness, such as the recent salmonella in peanut butter outbreak and the E. coli illnesses linked to organic spinach, as well as cost the food and agriculture sector millions of dollars in lost production volume.

- ***Veterans services*** – Although the Department of Veterans Affairs is exempt from sequestration, the Department of Labor's Veterans Transition Assistance Program, which serves over 150,000 veterans a year, would have to reduce operations – leaving thousands of transitioning veterans unserved as they move from active duty to civilian life. The Jobs for Veterans State Grants Program would also experience cuts, translating into a reduction in the capacity to serve tens of thousands of veterans in their efforts to find civilian employment.

- ***National parks*** – Many of the 398 national parks across the country would be partially or fully closed, with shortened operating hours, closed facilities, reduced maintenance, and cuts to visitor services. These closures will hurt the many small businesses and regional economies that depend on nearby national parks to attract visitors to their region.

Education

- ***Title I education funds*** – Title I education funds would be eliminated for more than 2,700 schools, cutting support for nearly 1.2 million disadvantaged students. This funding reduction would put the jobs of approximately 10,000 teachers and aides at risk. Students would lose access to individual instruction, afterschool programs, and other interventions that help close achievement gaps.

- ***Special education (IDEA)*** – Cuts to special education funding would eliminate Federal support for more than 7,200 teachers, aides, and other staff who provide essential instruction and support to preschool and school-aged students with disabilities.

- ***Head Start*** – Head Start and Early Head Start services would be eliminated for approximately 70,000 children, reducing access to critical early education. Community and faith based organizations, small businesses, local governments, and school systems would have to lay off over 14,000 teachers, teacher assistants, and other staff.

Economic Security

- ***Social Security applicant and beneficiary services*** – The Social Security Administration (SSA) would be forced to curtail service to the public and reduce program oversight efforts designed to make sure benefits are paid accurately and to the right people. Potential effects on SSA operations could include a reduction in service hours to the public, and a substantial growth in the backlog of Social Security disability claims.

- ***Senior meals*** – Federally-assisted programs like Meals on Wheels would be able to serve 4 million fewer meals to seniors. These meals contribute to the overall health and well-being of participating seniors, including those with chronic illnesses that are affected by diet, such as diabetes and heart disease, and frail seniors who are homebound. The meals can account for 50 percent or more of daily food for the majority of participants.

- ***Nutrition assistance for women, infants and children*** – Approximately 600,000 women and children would be dropped from the Department of Agriculture's Special Supplemental Nutrition Program for Women, Infants, and Children (WIC) from March through September. At least 1,600 State and local jobs could be lost as a result.

- ***Child care***– Cuts to the Department of Health and Human Services' Child Care and Development Fund would leave 30,000 low-income children without child care subsidies, denying them access to child development programs and ending a crucial work support for many families.

- ***Rental assistance*** – The Department of Housing and Urban Development's (HUD) Housing Choice Voucher program, which provides rental assistance to very low-income families, would face a significant reduction in funding, which would place about 125,000 families at immediate risk of losing their permanent housing.

- ***Emergency unemployment compensation*** – People receiving Emergency Unemployment Compensation benefits would see their benefits cut by nearly 11 percent. Affected long-term unemployed individuals would lose an average of more than $450 in benefits that they and their families count on while they search for another job. Smaller unemployment checks will also have a negative impact on the economy as a whole. Economists have estimated that every dollar in unemployment benefits generates $2 in economic activity.

- ***Homelessness programs*** – More than 100,000 formerly homeless people, including veterans, would be removed from their current housing and emergency shelter programs, putting them at risk of returning to the streets.

Public Health

- ***Mental health and substance abuse services*** – Cuts to the Mental Health Block Grant program would result in over 373,000 seriously mentally ill adults and seriously emotionally disturbed children not receiving needed mental health services. This cut would likely lead to increased hospitalizations, involvement in the criminal justice system, and homelessness for these individuals. In addition, close to 8,900 homeless persons with serious mental illness would not get the vital outreach, treatment, housing, and support they need through the Projects for Assistance in Transition from Homelessness (PATH) program.

- ***AIDS and HIV treatment and prevention*** – Cuts to the AIDS Drug Assistance Program could result in 7,400 fewer patients having access to life saving HIV medications. And approximately 424,000 fewer HIV tests could be conducted by Centers for Disease Control (CDC) State grantees, which could result in increased future HIV transmissions, deaths from HIV, and costs in health care.

- ***Tribal services*** – The Indian Health Service and Tribal hospitals and clinics would be forced to provide 3,000 fewer inpatient admissions and 804,000 fewer outpatient visits, undermining needed health care in Tribal communities.

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TRANSPORTATION COALITION for LIVABLE COMMUNITIES

Re: Transportation Coalition Proposal for CARB Cap and Trade Investment Plan
February 18, 2013

The Transportation Coalition for Livable Communities offers this proposal for investing cap and trade revenue to address both the greenhouse gas reduction goals of AB 32 and critical transportation system maintenance and operation needs identified in the California Transportation Commission's Statewide Transportation Needs Assessment.

It is consistent with AB 32, SB 375, and the provisions of AB 1532 and SB 535 – and most equitably and effectively meets the transportation and GHG reduction goals of the state and local communities. Our approach is simple: through integrating livable community infrastructure, maintenance, and operations of the transportation system at the neighborhood scale we can maximize GHG reductions from the transportation sector and support community benefits. We ask this be considered in the Investment Plan.

Our uniting principle is that auction revenues derived from vehicle fuels should be used to fund transportation system needs in a way that achieves AB 32 objectives and builds on the framework of SB 375 and other GHG reduction strategies. We believe that by integrating investments in new mobility, new infrastructure, and new jobs we can create healthy communities and better quality of life for all – while measurably reducing GHG emissions consistent with legal requirements for spending allocation revenues. Funds should be allocated equitably to regions under statewide criteria to administer competitive grants to local entities. We propose combinations of investments, including transit service and operating costs, road and bridge maintenance, retrofits for complete streets and urban greening, and clean technology and other community infrastructure – integrated with land use modifications to support regional plans. Research clearly shows this approach achieves the greatest GHG reductions.

For the first year Budget allocation we propose the state provide funding through the regions for planning and project development focused on this competitive and integrated approach to most effectively reduce greenhouse gases, meet our local and regional transportation needs, and revitalize our communities. Over the life of the program, we believe that allowance revenues related to motor vehicle fuels should be dedicated to reducing emissions from the transportation sector, with a major part of those funds allocated to this sustainable community funding program. We have commissioned research to identify how to get the best results from such a program and have brought together the local governments and regional agencies responsible for administering our sustainable community programs around the following principles:

--Auction revenue from fuels should implement the AB 32 regulatory program to reduce GHG emissions from transportation.

--Favor cost-effective and integrated transportation and land use strategies.

--Project funding determinations should be done primarily at regional level under statewide criteria for evaluating GHG impacts. Criteria for project selection should be uniform statewide and developed by the State of California. Regions shall administer competitive funding processes and select projects based on these criteria.

--Allow flexibility at the regional and local level to develop most cost effective projects. Assist local governments in meeting regional GHG reduction goals.

--Create performance-based approach to maximize regional flexibility with improved modeling and verification systems to ensure effective results.

--Promote innovation, collaboration, economic development and rural sustainability.

--Support co-benefits: air quality, public health, resource protection, equity, affordable housing, agriculture, and safety.

We hope you to refine these concepts with you as a key component of California's transportation investment program.

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The premise of the program concept is that we must INTEGRATE transportation and land use strategies – combining livable community infrastructure, maintenance, and operations in order to maximize GHG reductions from neighborhood scale planning and combined projects rather than single purpose investments.

the strategy

With California's regions planning for higher density and more compact development patterns, successful implementation of SB 375 and other regional GHG reduction strategies relies on cost-effective and integrated investments in land use and transportation in existing urban and rural communities. Livable Community Infrastructure includes the streets and sidewalks that connect our neighborhoods, the pipes that move water to and from homes and businesses, and the parks and trees needed to improve quality of life in neighborhoods.

what we propose to fund

The Transportation Coalition for Livable Communities proposes funding projects that implement transportation improvements in conjunction with land use strategies. Examples include:

- bike facilities
- smooth roads
- frequent and predictable transit
- clean technology infrastructure
- rail improvements
- streetscape enhancements
- traffic calming
- multi-use paths
- underground utilities
- urban greening

the numbers behind it all

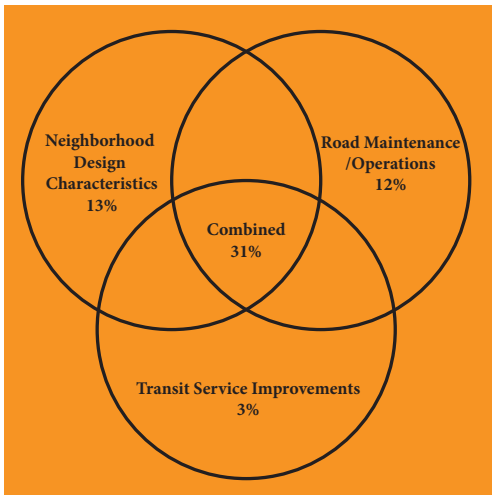
	Transportation and Land Use Strategies		Max GHG reduction if applied as an individual strategy to full neighborhood scale plan (not additive)	Max GHG reduction if applied to full neighborhood scale plan, in combination with other supporting strategies (not additive)
Transportation Efficiency Measures	Travel Demand Management	Commute Trip Reduction	7%	21%
		Transit Fare Subsidies	7%	20%
		Parking Cashout	3%	8%
	Transportation Network Management	Eco-Drive Education	5%	14%
		Multi-modal Network Connectivity	7%	21%
		Road Maintenance	10%	*Reductions not yet quantified*
		Variable Speed Limits	20%	*Reductions not yet quantified*
		Transit Service Frequency	1%	3%
Land Use Incentives and Improved Transportation Options	Neighborhood Design Characteristics	Residential Density	5%	15%
		Transit Proximity	8%	25%
		Land Use Diversity	10%	30%
	Multi-modal Infrastructure	NEV Networks	1%	3%
		Bus Fleet Low Carbon Fuels	5%	*Reductions not yet quantified*
		Pedestrian Network	1%	2%
		Capital Transit Improvements	8%	*Reductions not yet quantified*

what it means

- The interactions of land use, urban form, and transportation are complex. They vary over time and depend on the context, scale, and intensity of application. Many achieve their greatest impact when they affect the full spectrum of travel purposes, destinations, and trip lengths. When attempting to project the full long-range effects of investments on travel and GHG reduction, illustrated above are measures applied at a community-wide or corridor level scale of development such as within a specific plan.
- Transportation efficiency measures such as lowering speed limits, using congestion pricing, expanding transit service, or making operational improvements, could be implemented within a few years to generate reductions in GHGs prior to 2020. Compounding GHG reductions can be achieved when combined with land use strategies and transit infrastructure.
- While strategies that involve land use patterns and improved transportation options take a longer time to implement, notable reductions are realized by 2030, with greater GHG reductions of 9% to 15% by 2050. Early investments must be made in land use in order to achieve these significant reductions.[10]
- Road maintenance is a transportation system efficiency strategy that can yield up to a 10% decrease in GHG emissions. Maintaining smooth roads allows vehicles to operate more efficiently, and well-maintained bridges keep detours to a minimum – improving traffic flow and reducing associated greenhouse gas emissions.
- Combining land use and transit strategies is projected to yield GHG reductions of 4% by 2020 and 16% by 2050 as compared to 2050 baseline trends.[3]
- Transportation efficiency measures yield greatest short term (2020) GHG benefits between 4% and 20% from 2050 trends, but infrastructure investments in land use, transit, and complete streets facilities have additional benefits such as improved public health.[10]
- When streets and transit infrastructure are co-implemented with land use, greater reductions in GHGs are realized, especially over a long term horizon. For example, land use code changes combined with expanded transit services achieve stronger GHG reductions than when only one option is implemented.

why it's important

No single strategy can achieve AB 32 goals. Key trends from existing research can help shape an understanding of why an integrated approach must be taken to maximize our investments in GHG reduction. From an initial assessment of research, a policy framework can be built around allocating funding to regions to promote combinations of integrated strategies for transportation efficiency, land use incentives, and improved transportation options at the local level. Implementing various "bundles" of transportation and land use strategies at a regional and local level could achieve 30% greater annual GHG emission reductions than expected baseline levels in 2050.



Combinations of transportation and land use strategies create synergies that substantially enhance the potential reductions from individual measures. The diagram and table presented in this document are a synthesis of the latest research on the ranges of GHG reduction from individual and combined strategies based on research published by various Universities, Caltrans, the Transportation Research Board, California Air Pollution Control Officers Association, US Environmental Protection Agency, and other institutions, and also found within the books *Growing Cooler* and *Moving Cooler*.

how we got here

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Transportation Needs Rise
While Funding Declines

FUND REVENUES WILL ONLY MEET ABOUT 45 PERCENT OF NEED

According to the 2011 Statewide Transportation System Needs Assessment, total transportation system costs will be $538.1 billion (from 2011 to 2020), and the estimated revenues from all sources is $242.4 billion, only 45 percent of what's needed. This includes an estimated $158.4 billion in local revenues.

TWO-THIRDS MAJORITY SPECIAL TAX THRESHOLD OBSTRUCTS TRANSPORTATION PROGRESS

Two measures failed passage in November 2012 — depriving counties of much needed funding for transportation infrastructure, maintenance and operations.

Alameda County: Measure B1, an $8 billion extension and half-cent augmentation of a half-cent sales tax for transportation did not pass:

Votes required:	66.67 percent
Votes received:	66.53 percent

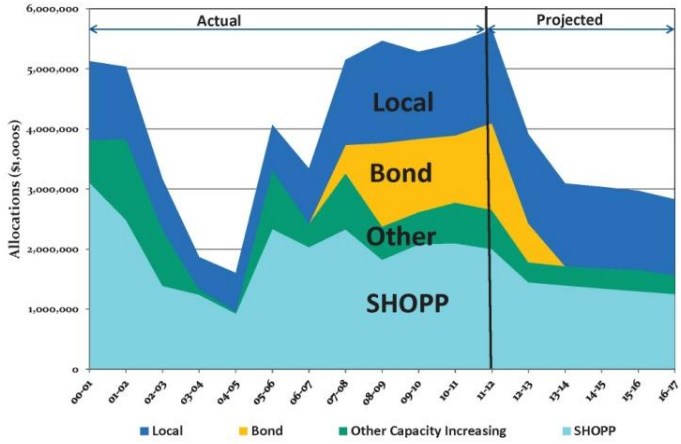
Los Angeles County: Measure J, a $90 billion 30-year extension of a half-cent sales tax for transportation did not pass.

Votes required:	66.67 percent
Votes received:	66.11 percent

Averting a Transportation Fiscal Cliff

Exponential population growth, climate change legislation to reduce greenhouse gas emissions and a growing economy are increasing the demand for transportation services, despite diminishing financial resources. Statewide voters have funded transportation by passing infrastructure bonds, some countywide sales taxes and other local measures to help meet basic, ongoing transportation needs. But, these sources are time-limited. Most Proposition 1B Bond projects are under construction and will be complete within two years, many sales tax measures have delivered promises to voters early, and others have been thwarted by the current two-thirds voter threshold requirement to pass new sales tax measures. At a time when needs are growing, transportation funding is heading toward a cliff.

Actual and Estimated Transportation Expenditures Dramatically Decline[1]



Ongoing challenges

A growing economy coupled with new legislative mandates requires a transportation system that is reliable, efficient and clean. At the state and federal levels, transportation funding is on the decline, while maintenance, transit operations and capital investments to meet growing travel demands are on the rise. The federal Highway Trust Fund has had to borrow almost $50 billion since 2008 to meet authorized expenditures. MAP-21, the federal transportation bill, did not increase revenues for transportation, nor address a future funding mechanism to create a reliable funding stream.

If the U.S. fails to increase infrastructure investments between now and 2020, the nation will lose:[2]

- $3.1 trillion in gross national product.
- $1.1 trillion in trade.
- $3,100 per year in personal disposable income.
- $2.4 trillion in consumer spending.
- Over 3.1 million jobs.

As people live longer and the population increases exponentially, the demand for public transportation is becoming more difficult to meet.

LOCAL FUNDING FOR MAJOR TRANSPORTATION INITIATIVES

California is one of the largest economies in the world and growing. Local sales tax dollars represent a stable fund source to finance critical transportation programs and projects, despite volatile federal and state funding.

SELF-HELP COUNTIES COALITION

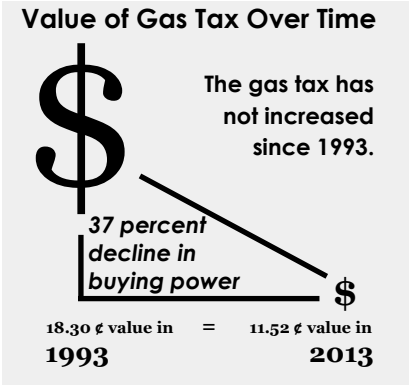
- 19 counties in the SHCC represent 81 percent of California's population.
- SHCC funds critical transportation investments — $3-4 billion per year.
- California SHCC member agencies are accountable to voters.
- SHCC agencies deliver transportation that Californians depend on every day.

[1]"Preliminary Review of the Governor's Proposed 2013-14 State Budget," California State Assembly, January 31, 2013.

[2]"The Impact of Current Infrastructure Investment on America's Economic Future," ASCE.

Gas Tax Loses Buying Power

State and federal revenue streams for transportation are primarily funded through the fuel tax, which hasn't increased since 1993. According to the federal Department of Labor's statistics inflations calculator, the gas tax in 2013 has lost almost 37 percent of its buying power since 1993. Higher fuel efficiency vehicles, increases in electric vehicle use (which do not pay any gas tax) and changes in vehicle use patterns all affect the current revenue stream and foreshadow continuing declines in fuel tax receipts for future transportation investments.



Even though vehicle miles traveled in California have increased by 25 percent and fuel prices have fluctuated significantly in that same time period, the California gas tax remains flat with no index to inflation. Combined with recent sales tax measure losses, this creates serious transportation and economic issues.

Ways to increase transportation funding

As local governments take on more fiscal responsibility for their transportation systems, supporting key legislation that increases transportation funding is critical. Ways to increase funding include:

✓ Lower the two-thirds majority:

Support bills that decrease the voter threshhold for transportation sales tax measures. This will support passage of measures to fund transportation investments that far exceed available state and federal sources.

✓ Support cap-and-trade:

Ensure that cap-and-trade funding for transportation is commensurate with the green house gas emissions of the transportation sector (38 percent statewide) to support projects and programs that protect the environment, reduce emissions and spur economic growth.

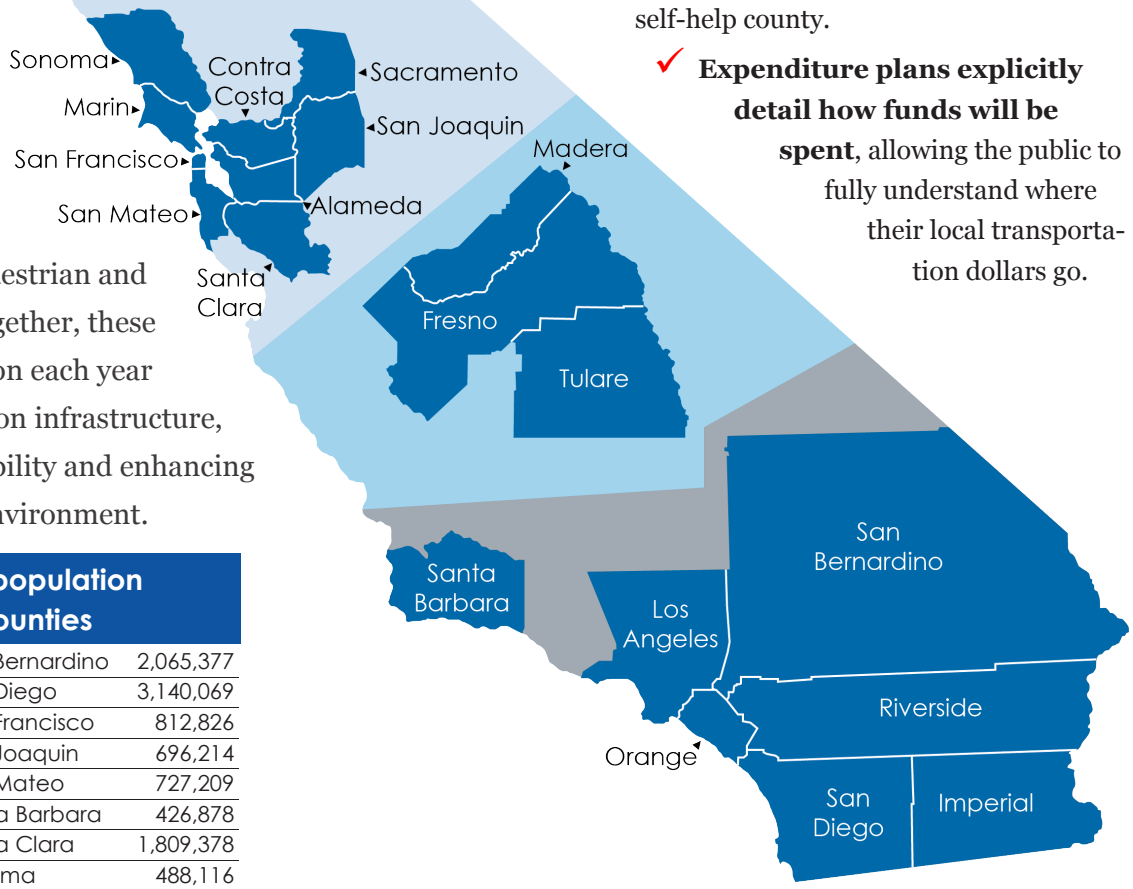
Self-Help Counties Coalition

Locally Funded Transportation Investments

California's Economy Fueled by Local Sales Tax Measures

THROUGHOUT California, 19 county transportation agencies have formed the Self-Help Counties Coalition (SHCC). **Californians depend on these agencies for accessible, safe, innovative and cutting-edge transportation solutions.** Each county delivers voter-approved (by super-majority) transportation sales tax measures that fund transit, highway, freight, bicycle, pedestrian and other mobility programs. Together, these counties pump $3 to $4 billion each year into California's transportation infrastructure, creating jobs, expanding mobility and enhancing local communities and the environment.

IN CALIFORNIA,
19 Self-Help Counties will fund over $95 billion of voter-approved transportation investments by mid-century, pumping $3 to $4 billion each year for essential transportation programs and projects.



81% of California's population is in Self-Help Counties			
Alameda	1,529,875	San Bernardino	2,065,377
Contra Costa	1,066,096	San Diego	3,140,069
Fresno	942,904	San Francisco	812,826
Imperial	177,057	San Joaquin	696,214
Los Angeles	9,889,056	San Mateo	727,209
Madera	152,925	Santa Barbara	426,878
Marin	255,031	Santa Clara	1,809,378
Orange	3,055,745	Sonoma	488,116
Riverside	2,239,620	Tulare	449,253
Sacramento	1,436,105	**TOTAL: 31 Million**	

- ✓ **Self-Help Counties create and maintain jobs** for transportation infrastructure, operations and maintenance.
- ✓ The SHCC provides a **reliable and stable funding stream** that far outstrips state and federal funding on an annual basis.
- ✓ The SHCC has **extensive accountability** measures and local elected official oversight on all taxpayer's dollars.
- ✓ The public has **direct access to local decision-makers**, and public meetings are held each month throughout the state with public opportunities to participate in every self-help county.
- ✓ **Expenditure plans explicitly detail how funds will be spent**, allowing the public to fully understand where their local transportation dollars go.

Local Funding for Major Transportation Initiatives

CALIFORNIA REPRESENTS the United States' largest economy, and the ninth largest in the world. Its diverse industries range from agriculture to mining to biotechnology to the Internet — all of which support the state's economic strength. Each industry relies on a backbone of transportation to move its people, goods and services. Local sales tax dollars represent a stable fund source to finance critical transportation programs and projects, despite volatile federal and state funding. The Self-Help Counties spend a small portion of the sales tax on administration. The majority of sales tax expenditures result in:

- ✓ **Job creation:** Local sales tax dollars are pumped back into the local economy through contracts with local firms. Transportation system improvements require the services of architects, engineers, construction workers, project managers and other professionals. High-quality, efficient transportation systems attract and retain businesses in California.
- ✓ **Mobility:** The Self-Help Counties invest in multimodal transportation that provides choices for the traveling public — from express bus services, pathways for bicyclists and pedestrians, and public transit for youth, seniors and people with disabilities, to road and highway investments — Self-Help Counties move people, goods and services that are vital to the quality of life and economic strength of California.

** Figures are based on projections from the individual Self-Help Counties; each has a different basis for projecting dollar values.*

- ✓ **Technological innovation:** Implementing technologies on heavily traveled roadways such as express lanes, adaptive ramp metering, real-time signage, monitoring and incident management reduces congestion and travel time and improves safety. Throughout California, the SHCC is implementing state-of-the-art transportation solutions.

Technical innovations reduce congestion, reduce travel time and improve air quality.

- ✓ **Community vitality:** Reinvesting local dollars back into communities attracts additional funding resources. Leveraging these local dollars allows counties to complete major capital infrastructure projects, operate public transit and paratransit services and focus on transit oriented development to revitalize communities and meet the needs of people at all income levels.

Local dollars reinvested help meet the transportation needs of the community.

Providing multimodal alternatives to driving reduces greenhouse gas emissions.

- ✓ **Sustainability:** Multimodal investments — bicycle and pedestrian improvements, public transit and paratransit for seniors and people with disabilities — support greenhouse gas reduction mandates in California Assembly Bill 32, the Global Warming Solutions Act, and California Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008. These investments also support Sustainable Communities Strategies across the state.

Self-Help Transportation Spending in California

Based on the Self-Help Counties' expenditure plans, over $95 billion will be infused in California's transportation infrastructure from local transportation sales tax measures over the next 28 years. These figures are based on the individual projections from the counties.

Self-Help Transportation Spending in California*	
Capital Projects	$45.9B
Local Streets & Roads	$23.9B
Mass Transit	$17.6B
Paratransit	$3B
Express Bus	$1.8B
Bicycle & Pedestrian	$1.3B
Program Administration	$997.6M
Other	$908.1M
Transit Oriented Development	$264.4M
TOTAL: Over $95B	

Memorandum

DATE: February 26, 2013

TO: Policy, Planning and Legislation Committee

FROM: Tess Lengyel, Deputy Director of Policy, Legislation and Public Affairs

SUBJECT: **Approval of Policy Framework for Planning, Programming and Monitoring at Alameda CTC**

Recommendation
Staff recommends that the Commission adopt a policy framework to guide the integration of how planning, systems performance evaluation and programming of funds will be developed and implemented in Alameda County for the investment of federal, state, regional and local funds that are under Alameda CTC's purview. This process will guide identification and programming of funds for capital infrastructure projects, operations and programs to support the diverse and multi-modal needs of the County.

Summary
Alameda CTC's transportation vision supports investing in infrastructure and programs to expand mobility choices and fuel the economy by creating jobs. Planning for capital improvements, operations and maintenance is an on-going process and requires the integration of both short and long-range planning as well as feedback loops from system monitoring and performance evaluations. Over time, the County's infrastructure and operational needs will change and capital and programmatic investments must focus on addressing a combination of new construction to meet increased demand, as well as maintenance, operations and educational efforts to enhance the use of the County's existing investments.

The purpose of an overall transportation planning and programming policy is to develop a comprehensive approach for allocating federal, state, regional and local funds in a manner that provides both short- and long-term solutions for transportation that are cost effective, supportive of sustainable development, enhance economic development through expanded transportation access and mobility, increase safety and improve transportation system efficiencies to meet Alameda CTC's vision for transportation as established in its long-range transportation plan, the Countywide Transportation Plan, as shown in Attachment A. In addition, this policy framework addresses the need for integration of data collection, evaluation and monitoring of system performance (in part, collected through the Congestion Management Program) that will provide important system performance feedback loops into transportation planning and programming efforts on a regular basis as shown in Attachment B.

This policy framework will allow Alameda CTC to:

- fully integrate its practices to further streamline agency planning, programming and delivery efforts,
- ensure effective feedback loops into decision-making through planning, data collection and partnerships,

- improve the public understanding of the benefits of projects and programs delivered by Alameda CTC; and
- support an on-going process of contracting opportunities that will support local jobs and economic development in Alameda County.

Discussion
The Alameda CTC is responsible for programming on average approximately $160 million per year in federal, state, regional and local funds. These policies aim to integrate planning, programming and monitoring through a systematic process, including feedback loops to address system performance to support development and implementation of projects and programs to meet the vision and goals established for the county's transportation system.

This framework will bring together all disciplines at Alameda CTC to further integrate how projects and programs are developed and implemented in the County, and how the data collected at Alameda CTC and through partner agencies can be best utilized in Alameda CTC's planning and programming activities.

This proposed system integrates current practices as well as defines new structures to systematically link these elements together. The following summarizes four sections of the policy framework that define a proposed system for planning, programming, implementation and monitoring.

The policy framework recommendation begins with a section on *Planning* that will expand the County's assessment of its multi-modal systems to facilitate greater capacity to identify needs and priorities. Planning is followed by a *Strategic Investments* section which focuses on how to translate the long-range transportation plan, including its vision and goals, into documents that are integrated with the Congestion Management Program (CMP), as well as link all funding sources together that are under Alameda CTC's programming authority. In addition, this section proposes the development of an allocation plan that identifies a two-year programming effort for all projects and programs at Alameda CTC. The third section focuses on *Implementation* and links the programming efforts of the Alameda CTC with its procurement and contracting policies as well as reporting procedures to ensure that the public is kept well informed on the use and benefits derived from the transportation investments in Alameda County. The final section, *Monitoring, Data Collection and Feedback Loops*, expands on how the annual performance monitoring, LOS monitoring and other data collection efforts performed at Alameda CTC should link directly into future cycles of long- and short-range transportation planning and programming. All of these efforts are also linked into the Regional Transportation Plan and regional funding actions. An overview of the policy framework is below:

- *Planning*: Long-range planning is the cornerstone of project and program identification and prioritization to meet the county's transportation vision and goals. The Countywide Transportation Plan is the document that establishes the county's vision for transportation and all programming efforts must reflect the vision and priorities of the CWTP. Future proposed policies regarding implementation of this element will focus on strengthening current transportation planning efforts through the development of more specific modal plans to help identify and prioritize needs.

- *Strategic Investments*: Strategic investments in Alameda County will be consistent with the long-range CWTP and further define a set of short-range transportation planning and programming documents to ensure that projects and programs can move effectively into implementation. The proposed polices for this element will focus on improving the coordination of planning, monitoring and programming by better aligning both programmatic and capital investment programming processes, including the work completed to support the CMP. In addition, policies will focus on linking the selection of projects and programs to the performance measures adopted in the CWTP, as well as defining specific programming policies. This effort will take into account all fund sources on which the Alameda CTC takes action as shown in Attachment C.

- *Implementation*: Project and program implementation will be done through Alameda CTC professional contracting efforts or via contracts with partner agencies. When done through Alameda CTC contracting, Alameda CTC will maximize the amount of contracts that will go to Alameda County businesses to perform the work. The policies in this element are linked with the Alameda CTC procurement and contracting policy under development and which will come before the Commission in spring 2013. In addition, future policies that will be brought to the Commission will focus on aligning monitoring and reporting timelines for all fund sources as well as expanding the overall reporting on benefits of the projects and programs implemented throughout the County.

- *Monitoring, Data Collection and Feedback Loops*: The CMP requires on-going monitoring of Alameda County's roadway performance through Levels of Service reporting, an Annual Performance Report on all modes of transportation and how they are performing in relation to the adopted vision and goals of the CWTP, and a land use analysis which addresses how all types of development in Alameda County affect the transportation system. In addition to data being collected to meet the CMP requirements, Alameda CTC also performs annual bicycle and pedestrian counts, on-going monitoring of the Safe Routes to Schools Program and its capital projects, annual program compliance reports for Measure B and Vehicle Registration Fee funds, and reviews MTC's annual Pavement Condition Report of Bay Area Jurisdictions and Caltrans data. Future policy recommendations will support using data collected through these monitoring and reporting processes to provide feedback into the evaluation and selection of projects and programs for funding at Alameda CTC through the CWTP, and capital and program investment plans.

Future policies will be brought before the Commission in the coming months to address implementation of each of the above policy framework elements.

Fiscal Impact
There is no fiscal impact at this time.

Attachments

Attachment A:	Alameda CTC Adopted Transportation Vision and Goals from 2012 Countywide Transportation Plan
Attachment B:	Feedback loop flow chart for Alameda CTC planning, programming and monitoring
Attachment C:	Funding sources that are programmed by Alameda CTC

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Alameda CTC Adopted Transportation Vision and Goals from 2012 Countywide Transportation Plan

"*Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities.*

Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measureable performance indicators and will be supported by these goals:

Our transportation system will be:

- *Multimodal*
- *Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies*
- *Integrated with land use patterns and local decision-making*
- *Connected across the county, within and across the network of streets, highways and transit, bicycle and pedestrian routes*
- *Reliable and Efficient*
- *Cost Effective*
- *Well Maintained*
- *Safe*
- *Supportive of a Healthy and Clean Environment"*

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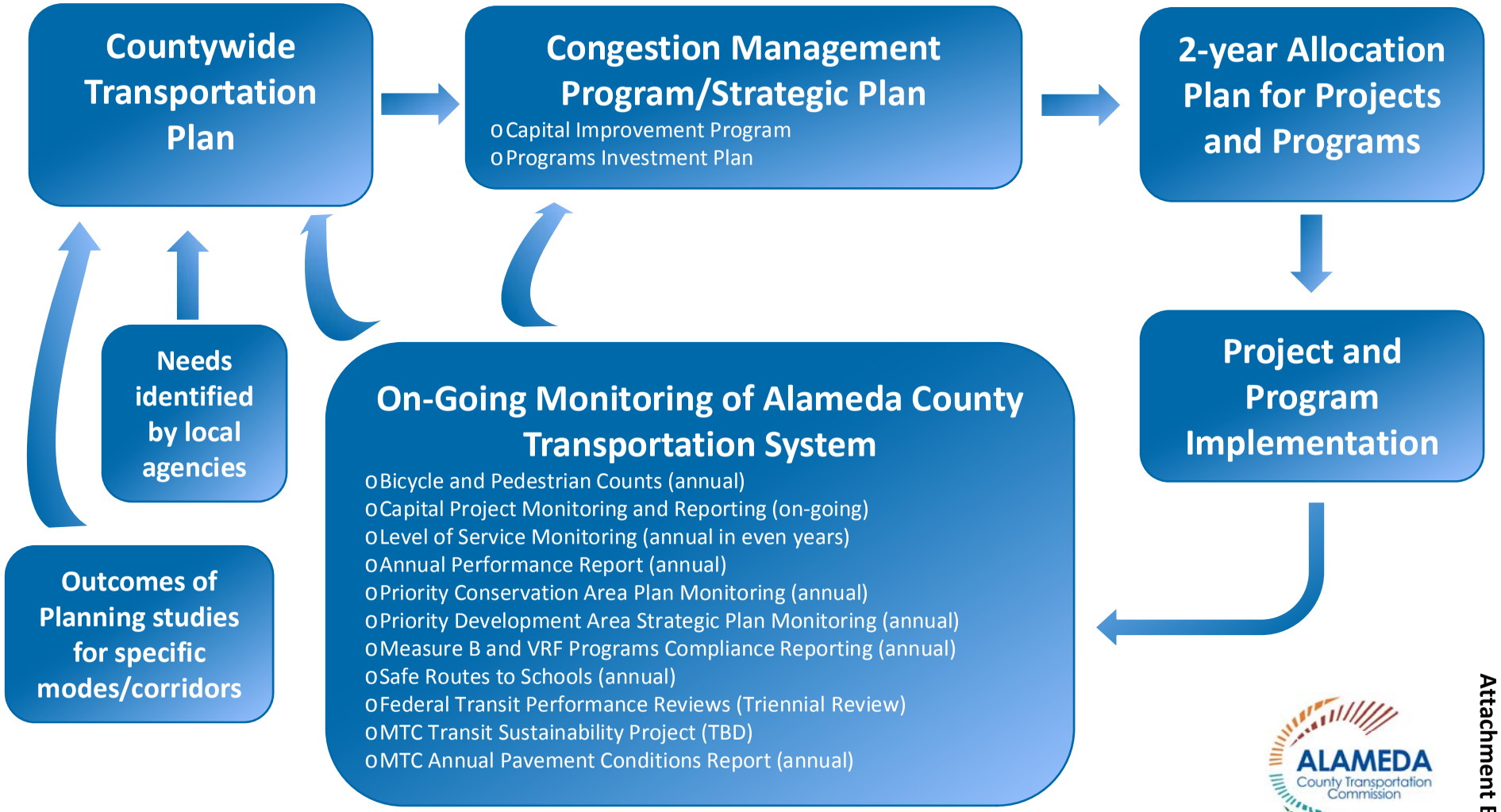
Alameda CTC Policy Framework for Planning, Programming and Monitoring Feedback Loop Process



This flowchart only illustrates Alameda CTC's process, which will integrate into the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (TIP)

ALAMEDA County Transportation Commission

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Funding Sources Programmed by Alameda CTC

Federal:

Surface Transportation Program. The Alameda CTC, as Alameda County's congestion management agency, is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal Surface Transportation Program (STP). The STP is provided through funding from the reauthorization of federal funding for surface transportation, the legislation by which the Alameda CTC receives federal monies. MTC's One Bay Area Grant Program is how these funds will be allocated in the coming years.

Congestion Mitigation & Air Quality Program. The Alameda CTC is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal Congestion Mitigation & Air Quality Program (CMAQ). These funds are used on projects that will provide an air quality benefit. MTC's One Bay Area Grant Program is how these funds will be allocated in the coming years.

State and Regional:

State Transportation Improvement Program. Under state law, the Alameda CTC works with project sponsors, including Caltrans, transit agencies and local jurisdictions to solicit and prioritize projects that will be programmed in the State Transportation Improvement Program (STIP). Of the STIP funds, 75 percent are programmed at the county level and earmarked as "County Share." The remaining 25 percent are programmed at the state level and are part of the Interregional Transportation Improvement Program. Each STIP cycle, the California Transportation Commission adopts a Fund Estimate (FE) that serves as the basis for financially constraining STIP proposals from counties and regions.

Transportation Fund for Clean Air Program (TFCA). State law permits the BAAQMD to collect a fee of $4/vehicle/ year to reduce air pollution from motor vehicles. Of these funds, the District programs 60 percent; the remaining 40 percent are allocated annually to the designated overall program manager for each county—the Alameda CTC in Alameda County. Of the Alameda CTC's portion, 70 percent are programmed to the cities and county and 30 percent are programmed to transit-related projects.

Lifeline Transportation Program (LTP). Alameda CTC is responsible for soliciting and prioritizing projects in Alameda County for the LTP. The LTP provides funds for transportation projects that serve low income communities using a mixture of state and federal fund sources. The current program is made up of multiple fund sources including: State Transit Account, Job Access Reverse Commute and State Proposition 1B funds. The make-up of this program will likely change due to the passage of MAP-21 and most of the Proposition 1B funds already allocated.

Local:

Measure B Program Funds: These include 60% of the sales tax dollars that are allocated to 20 separate organizations via direct pass-through funds or discretionary grant programs. In April 2012, the Alameda CTC entered into new Master Program Funding Agreements with all recipients, which require more focused reporting requirements for fund reserves. Agreements were executed Alameda-Contra Costa Transit District (AC Transit), Water Emergency Transportation Authority (WETA), Altamont Commuter Express (ACE), the Livermore Amador Valley Transit Authority (LAVTA), and the Bay Area Rapid Transit District (BART); cities include Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, and Union City (same agreement as for Union City Transit); and Alameda County.

The funds allocated to jurisdictions through the Master Program Funding Agreements include the following:

- Local Transportation, including local streets and roads projects (22.33 percent)
- Mass Transit, including express bus service (21.92 percent)
- Special Transportation (Paratransit) for seniors and people with disabilities (10.5 percent)
- Bicycle and Pedestrian Safety (5 percent)
- Transit-Oriented Development (0.19 percent)

Measure B Capital Funds: These include 40% of the sales tax dollars that are allocated to specific projects as described in the voter approved November 2000 Expenditure Plan, as amended. Each recipient has entered into a Master Projects Funding Agreement and Project-Specific Funding Agreements for each project element. Funds are allocated through the project strategic planning process which identifies project readiness and funding requirements on an annual basis. Project-specific funding allocations are made via specific recommendations approved by the Commission.

Vehicle Registration Fee: The Alameda County Vehicle Registration Fee (VRF) Program will be allocated in part through the Alameda CTC Master Program Funding Agreements as pass-through funds, and others through discretionary programs, as noted below:

- Local streets and roads (60 percent, allocated through MPFA)
- Transit (25 percent, allocated through discretionary program)
- Local transportation technology (10 percent, allocated through discretionary program)
- Bicycle and pedestrian projects (5 percent, allocated through discretionary program)

Local Exchange Program. Under this program, the Alameda CTC can exchange state and federal funds for local monies, giving project sponsors the flexibility to streamline and expedite project delivery. The local funds also allow agencies to begin projects that would otherwise have been delayed due to the lack of available STIP funding. The program includes projects such as bus purchases, overpasses, intermodal facilities, local road improvements and arterial management projects.

Other Funding Sources

There are numerous other funding programs that fund transportation investments in Alameda County, but the Alameda CTC does not have a direct role in programming these fund, including, but not limited to:

- Federal Disaster Assistance
- Federal Transit Sections 5300 series
- State Interregional Transportation Improvement Program
- State Environmental Enhancement and Mitigation Program
- State Transportation Development Act (transit, paratransit and bicycle/pedestrian)
- State Transit Assistance
- State Highway Operations and Protection Program
- Local BART Sales Tax
- Local Bridge Tolls (Regional Measure 2) – sometimes Alameda CTC may have a role in identifying projects for these funds
- Local Gas Tax (Highway Users Tax Account)

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Memorandum

DATE: February 26, 2013

TO: Planning, Policy and Legislation Committee

FROM: Beth Walukas, Deputy Director of Planning
Kara Vuicich, Senior Transportation Planner

SUBJECT: **Approval of the Final Alameda County Priority Development Area (PDA) Investment and Growth Strategy**

Recommendation
It is recommended that the Commission approve the Final Priority Development Area (PDA) Investment and Growth Strategy and direct staff to submit it to MTC by the May 2013 deadline. A list of comments and responses is included in Attachment A.

Summary
The Draft PDA Investment and Growth Strategy was released for public comment on February 1, 2013 and comments were initially due on February 20, 2013. Comments were received from Committee members, ABAG and MTC staff and Urban Habitat and are shown in Attachment A. Staff will provide a final list of all comments received at the March 11, 2013 PPLC meeting. The PDA Investment and Growth Strategy is available on the Alameda CTC web site at http://www.alamedactc.org/app_pages/view/1696.

Fiscal Impacts
There are no fiscal impacts.

Attachment
Attachment A: Initial Summary of Comments on the Draft Alameda County PDA Investment and Growth Strategy and changes to be incorporated into the Final Draft

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Summary of Comments on Draft Alameda County Priority Development Area (PDA) Investment and Growth Strategy

No.	Chapter	Commenter	Comment	Response
1	1	ABAG	Clarify the definitions of "Planned" and "Potential" PDAs.	Comment was incorporated.
2	2	ABAG	In the section that provides an overview of Alameda County's PDAs, clarify that the regional PDA program was designed to work for a wide range of cities and towns rather than prescribe a specific development program. Consequently, jurisdictions took a variety of approaches to designating PDA boundaries.	Comment was incorporated.
3	2	ACTAC	In Figures 2-5, 2-7, 2-9, and 2-11, PDA Status (Planned vs. Potential) should be consistent with the classification of PDAs Figure 3-5 with regard to Planning Readiness.	The information on PDA Status was compared with the PDA classifications in Chapter 3 and any discrepancies were corrected.
4	2	ACTAC	In Figures 2-5, 2-7, 2-9, and 2-11, the current population density for several PDAs is listed as "n/a" or as "0". It is unclear as to how current population density was calculated for the PDAs.	The "Current Population Density" column was removed from these figures due to lack of comprehensive and consistent information on PDA geographic areas and populations. Staff will evaluate data related to measuring PDA densities and will include more information on PDA population and/or residential densities in the next update of the PDA Investment and Growth Strategy.
5	2	ABAG	Under "Transportation Policies", add that parking reductions or maximums in urban areas can make pedestrian-oriented real estate development possible where it might not be in more auto-oriented locations.	Comment was incorporated.

6	2	ABAG	Under “Affordable Housing and Community Stabilization Policies”, consider adding that low-income residents are more likely to use transit investments, so affordability is also a ridership issue (per the Bay Area Travel Survey). Households that can locate close to transit can save $5000 a year in transportation costs, a significant amount of low income households. Also, consider adding a clarifying sentence such as: "Because the rate of housing production is often less than the demand, community stabilization policies are aimed at creating sufficient engagement, asset-building and affordable housing options to minimize the displacement of low income renters from growing transit-oriented neighborhoods."	Comment was incorporated.
7	2	ACTAC	For Figures 2-13 through 2-16, specify that growth projections are for 2040.	Comment was incorporated.
8	2	ABAG	Under “Designating New PDAs” note that PDA boundary changes can sometimes be approved at a staff level.	Comment was incorporated.
9	2	ACTAC	Delete Figure 2-19: Community Receptiveness to Growth in PDAs by Geographic Area. Because this information is based on jurisdiction staff’s general perception rather than a more thorough community survey, it may be inaccurate.	Comment was incorporated and Figure 2-19 was removed.
10	2	PPLC	In Figures 2-20 through 2-23, more clearly specify that these maps are showing Growth Opportunity Areas (GOAs) as opposed to PDAs.	Comment was incorporated.

11	3	ABAG	The Portland METRO case study at the end of the document talks about aiming between weak market areas and strong market areas where development does not need an incentive. Please address this issue when describing the proposal to invest in "stronger markets."	The Portland Metro TOD Strategic Plan was cited as a potential approach for future PDA data collection and monitoring. The investment priorities of the Portland Metro TOD Strategic Plan are different from those of the current Alameda County PDA Investment and Growth Strategy due to the fact that Portland Metro is investing directly in land development,[1] whereas the Alameda CTC (and other CMAs) is investing in supportive transportation capital improvements. Portland Metro can help catalyze weaker development markets because of its direct investment in land development; consequently, its strategy is focused on weaker TOD markets that have some development potential. The types of transportation capital improvements that will be funded by the OBAG Program are far less direct in terms of catalytic potential. Consequently, the Alameda CTC has prioritized those PDAs with stronger real estate markets where advance planning has been completed in order to maximize the likelihood that transportation capital investments will result in additional housing and job growth within these PDAs in the near term. Once additional information is available and we have a better understanding of the types of investments or improvements that are needed in order to catalyze development in Alameda County PDAs with weaker development markets, we will be able to refine our PDA Investment and Growth Strategy accordingly.

[1] According to the Metro TOD Strategic Plan, "The TOD Program is designed to provide incentives, primarily in the form of modest funding grants, to private developers to build higher-density, mixed-use projects located near transit." http://library.oregonmetro.gov/files//tod_final_report.pdf, p. 5

12	4	ABAG	In the section "Future Activities to Support PDA Development", What about favoring affordable housing development or jurisdictions that have strong affordable housing policies, consistent with the earlier criteria?	The current OBAG project selection criteria shown at the end of Chapter 3 provide up to 9 out of 100 points for projects located in jurisdictions with affordable housing preservation and creation strategies. It is also important to note that 80% of Alameda County jurisdictions have some type of inclusionary housing policy and that nearly all jurisdictions have policies aimed at preserving rental and/or affordable housing (see Chapter 2 for a more detailed discussion). The section in Chapter 4 titled "Future Activities to Support PDA Development" discusses the kinds of transportation-related activities (projects or planning) that may be most appropriate for different types of PDAs based on their current development markets and level of planning readiness. It is not a ranking or prioritization of PDA investments. Future prioritization of PDA investments will be informed by more detailed data collection and monitoring that will enable a better understanding of how transportation investments (particularly in areas where high quality transit service already exists) can support efforts to create and preserve affordable housing.
13	4	ACTAC	Clarify that additional funding is needed for catalyst improvements in PDAs that are near active or need additional support.	Comment was incorporated.
14	4	MTC	Under Advocacy Efforts, include regional advocacy efforts.	Comment was incorporated.
15	4	ACTAC	Include traffic- and transit-related data in data collection and monitoring efforts.	Comment was incorporated.
16	4	ACTAC	Develop a data collection and monitoring strategy that builds on existing efforts and doesn't create redundancies.	Comment was incorporated. Text will be revised to emphasize the need to build on existing data collection efforts and not create redundancies.

17	4	MTC	Under Policies, include complete streets policies in the discussion.	Comment was incorporated.
18	4	ABAG	Figure 4-1 Summary of Potential PDA Monitoring Data: These are very good. Please also note the regional indicator data available at http://www.onebayarea.org/pdf/SCS_Indicators_v3.pdf and see if you want to include any of these. Regional data will be updated regularly.	Comment noted.
19	4	Urban Habitat	The PDA Strategic Plan should approach PDAs more holistically by looking beyond market readiness as the main driver for how funding is allocated and which PDAs are prioritized for development. Specifically, Alameda CTC should be considering the housing needs within the PDAs and which PDAs are at greatest risk of gentrification and the displacement of low-income residents, among other things. (See the report "Mapping Susceptibility to Gentrification: The Early Warning Toolkit", http://communityinnovation.berkeley.edu/reports/Gentrification-Report.pdf). Other considerations could include pedestrian/bicyclist safety, air quality, impacts of freight movement, and parks and open space.	Future data collection and monitoring for PDAs will be coordinated with regional efforts to monitor implementation of the Sustainable Communities Strategy as well as with the Alameda CTC's existing performance monitoring efforts. As more detailed information on Alameda County's PDAs becomes available, it will be integrated into the PDA Investment and Growth Strategy.

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Memorandum

DATE: February 26, 2013

TO: Planning, Policy and Legislation Committee

FROM: Tess Lengyel, Deputy Director of Policy, Legislation and Public Affairs
Rochelle Wheeler, Countywide Bicycle and Pedestrian Coordinator

SUBJECT: Review of Complete Streets Local Policy Approvals Update

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

Summary
Local jurisdictions in Alameda County are required to adopt complete streets policies, or demonstrate that their general plan is compliant with the state Complete Streets Act, by April 1, 2013 in order to meet the Metropolitan Transportation Commission's (MTC's) One Bay Area Grant (OBAG) requirement. In October 2012, the Alameda CTC Commission approved ten policy elements that are required for local jurisdictions in Alameda County to be compliant with both the Alameda CTC's Master Program Funding Agreements (MPFAs) requirement for a local complete streets policy, and also the OBAG requirement. To date, all 15 jurisdictions in the county have met, or are scheduled to meet, the complete streets requirement for adopting a local policy or having a compliant general plan, by April 1st. Alameda CTC staff has provided local jurisdictions with resources and assistance to support them in adopting these complete streets policies. Staff is currently reviewing adopted policies and will provide an update to the Commission in April regarding whether all local policies meet Alameda CTC's policy element requirements.

Background
Complete streets are generally defined as streets that are safe, convenient and inviting for all users of the roadway, including pedestrians, bicyclists, motorists, persons with disabilities, seniors, children, movers of commercial goods, users and operators of public transit, and emergency services. A complete street is the result of comprehensive planning, programming, design, construction, operation, and maintenance, and should be appropriate to the function and context of the street.

The Alameda CTC MPFAs, adopted by Alameda CTC in December 2011, require that all local jurisdictions adopt a complete streets policy by June 30, 2013. Five months after Alameda CTC's adoption of the MPFAs, the MTC, via OBAG, established a requirement for local jurisdictions to adopt a complete streets policy or to have a general plan that complies with the California Complete Streets Act of 2008 (AB1358) by January 31, 2013, five months before the Alameda CTC requirement. In October 2012, Alameda CTC staff requested that the MTC grant

jurisdictions within Alameda County an administrative deadline extension for adoption of complete streets policies. In December 2012, the administrative extension was approved and extended to June 30, 2013. However, in order for Alameda CTC to ensure that it only considers and programs OBAG funds to jurisdictions that have met the OBAG requirements, jurisdictions that wish to apply for OBAG funds must have adopted their complete streets policy or submit a letter stating that the jurisdiction's general plan is compliant with the California Complete Streets Act by April 1, 2013. Jurisdictions that do not wish to apply for OBAG funds must still adopt a complete streets policy by June 30, 2013 to comply with the MPFAs requirement.

In October 2012, the Alameda CTC Commission approved the ten policy elements required for local jurisdictions in Alameda County to be compliant with the MPFAs requirement. Alameda CTC staff developed the policy elements to incorporate the MTC required elements, so that local jurisdictions may adopt one resolution that meets both agency requirements. To support local jurisdictions in adopting a complete streets policy resolution, staff developed a sample resolution, sample staff report and sample PowerPoint presentation that provides an overview of complete streets. In addition, Alameda CTC staff invited jurisdictions to submit their draft policies to Alameda CTC for staff to review and comment on their compliance with the required policy elements.

As of late February, twelve of the fifteen jurisdictions in the county have adopted complete streets policies; two jurisdictions (Newark and Hayward) are scheduled to adopt policies in March; and one jurisdiction (Fremont) submitted a letter stating that their general plan is compliant with the state Complete Streets Act, thus meeting the OBAG requirement (see summary table below). (In order to be compliant with the MPFA requirement, Fremont will also adopt a complete streets policy by June 30, 2013.) Alameda CTC staff reviewed and provided comments on the eight draft policies and letter (from Fremont) that were submitted for review.

Status: Adopted Local Complete Streets Policy Resolutions			
Jurisdiction	**Expected Date of final Adoption**	**Date Resolution Adopted**	**Policy Posted to Jurisdiction Website**
Alameda County		**12/4/2012**	
Alameda (City)		**1/14/2013**	✓
Albany		**1/22/2013**	
Berkeley		**12/11/2012**	✓
Dublin		**12/4/2012**	✓
Emeryville		**1/15/2013**	
Fremont		**1/7/2013** (date of letter indicating General Plan compliance)	✓
Hayward	**3/19/2013**		
Livermore		**1/28/2013**	
Newark	**3/28/2013**		
Oakland		**2/5/2013**	✓
Piedmont		**11/19/2012**	
Pleasanton		**12/4/2012**	✓
San Leandro		**2/4/2013**	
Union City		**11/27/2012**	

Alameda CTC is asking all jurisdictions to post their final adopted policy to their website, and has created a webpage on Alameda CTC's website to link to these policies: http://www.alamedactc.org/app_pages/view/8563. To date, six cities have provided links, as shown in the above table.

Next Steps

Alameda CTC staff is currently in the process of reviewing all adopted resolutions to ensure that they meet the intent of the required policy elements, and will report to the Commission in April on this topic. Now that most jurisdictions have adopted complete streets policies, Alameda CTC staff and MTC are developing resources and technical assistance for policy implementation. MTC is developing a workshop on complete streets design and implementation, scheduled for early May (exact date still to be determined). Alameda CTC staff will be providing resources, such as workshops, a speaker series and a half-day conference, on implementation.

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ONE BAY AREA GRANT, MEASURE B, VEHICLE REGISTRATION FEE

Coordinated Call for Projects




ALAMEDA COUNTY COORDINATED CALL FOR PROJECTS NOTICE

$65.2 Million in Funding for Transportation Projects

Fiscal Year 2012-2013 Coordinated Programming

The Alameda County Transportation Commission (Alameda CTC) plans, funds and delivers transportation projects and programs within Alameda County. This includes programming federal, state and local transportation funds.

Alameda CTC is requesting applications for transportation projects through its FY 2012/13 Coordinated Call for Projects. The fund sources in this unified call for projects:

- $53.9 million in Federal One Bay Area Grant (OBAG) Funds (From Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds)
- $2.5 million in Measure B Bicycle/Pedestrian Countywide Discretionary Funds
- $2.2 million in Measure B Countywide Express Bus Service Funds
- $1.5 million in Vehicle Registration Fee (VRF) Pedestrian and Bicycle Access and Safety Program Funds
- $5 million in VRF Transit for Congestion Relief Program Funds

Eligible applicants:

- Public agencies that operate within Alameda County.
- Nonprofit, community-based organizations that meet Alameda CTC requirements are eligible to apply for Measure B Bicycle and Pedestrian CDF funding.

Projects will be selected for the available funding based on project eligibility, merit and deliverability within established deadlines.

Applications are due by 3 p.m. on Friday, March 15, 2013.

CALL FOR PROJECTS SCHEDULE

- Application Workshop at Alameda CTC Offices: February 7, 2013, 1:30 p.m.
- Grant Applications Due: March 15, 2013 by 3 p.m.
- Grant Review and Evaluation: April-May 2013
- Alameda CTC Adoption of Final Coordinated Program: June 2013
- Federal Highway Administration Approval of Federal Funds: Fall 2013 (estimated)

APPLICATION MATERIALS

Application and Program Guidelines are posted on AlamedaCTC's website: http://www.alamedactc.org/news_items/index/3

For additional information, contact:

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