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

PLANNING, POLICY AND LEGISLATION COMMITTEE

MEETING NOTICE
Monday, July 11, 2011, 11:00 A.M.
1333 Broadway, Suite 300, Oakland, California 94612
(see map on last page of agenda)

Chair:	Greg Harper	
Vice Chair:	Olden Henson	
Members:	Mark Green	Scott Haggerty
	Keith Carson	Jennifer Hosterman
	Marshall Kamena	Joyce Starosciak
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 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.

3 Consent Calendar

3A. Minutes of June 13, 2011 **– page 1** **A**

3B. Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Prepared by Local Jurisdictions – **page 7** **A**

4	**Planning**		
	4A.	Discussion of MTC Potential Block Grant Policies and Implications for Alameda CTC **– page 13**	**A**
	4B.	Review of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/ Transportation Expenditure Plan Information – **page 19**	**I**
5	**Legislation and Policy**		
	5A.	Legislative Update – **page 31**	**A**
6	**Committee Member Reports**		
7	**Staff Reports**		
8	**Adjournment/Next Meeting: September 12, 2011**		

Key: A- Action Item; I – Information Item; D – Discussion Item
(#) All items on the agenda are subject to action and/or change by the Committee.

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

Alameda County Transportation Commission
1333 Broadway, Suites 220 & 300, Oakland, CA 94612
(510) 208-7400 (New Phone Number)
(510) 836-2185 Fax (Suite 220)
(510) 893-6489 Fax (Suite 300)
www.alamedactc.org

Glossary of Acronyms

ABAG Association of Bay Area Governments

ACCMA Alameda County Congestion Management Agency

ACE Altamont Commuter Express

ACTA Alameda County Transportation Authority (1986 Measure B authority)

ACTAC Alameda County Technical Advisory Committee

ACTC Alameda County Transportation Commission

ACTIA Alameda County Transportation Improvement Authority (2000 Measure B authority)

ADA Americans with Disabilities Act

BAAQMD Bay Area Air Quality Management District

BART Bay Area Rapid Transit District

BRT Bus Rapid Transit

Caltrans California Department of Transportation

CEQA California Environmental Quality Act

CIP Capital Investment Program

CMAQ Federal Congestion Mitigation and Air Quality

CMP Congestion Management Program

CTC California Transportation Commission

CWTP Countywide Transportation Plan

EIR Environmental Impact Report

FHWA Federal Highway Administration

FTA Federal Transit Administration

GHG Greenhouse Gas

HOT High occupancy toll

HOV High occupancy vehicle

ITIP State Interregional Transportation Improvement Program

LATIP Local Area Transportation Improvement Program

LAVTA Livermore-Amador Valley Transportation Authority

LOS Level of service

MTC Metropolitan Transportation Commission

MTS Metropolitan Transportation System

NEPA National Environmental Policy Act

NOP Notice of Preparation

PCI Pavement Condition Index

PSR Project Study Report

RM 2 Regional Measure 2 (Bridge toll)

RTIP Regional Transportation Improvement Program

RTP Regional Transportation Plan (MTC's Transportation 2035*)*

SAFETEA-LU Safe, Accountable, Flexible, Efficient Transportation Equity Act

SCS Sustainable Community Strategy

SR State Route

SRS Safe Routes to Schools

STA State Transit Assistance

STIP State Transportation Improvement Program

STP Federal Surface Transportation Program

TCM Transportation Control Measures

TCRP Transportation Congestion Relief Program

TDA Transportation Development Act

TDM Travel-Demand Management

TEP Transportation Expenditure Plan

TFCA Transportation Fund for Clean Air

TIP Federal Transportation Improvement Program

TLC Transportation for Livable Communities

TMP Traffic Management Plan

TMS Transportation Management System

TOD Transit-Oriented Development

TOS Transportation Operations Systems

TVTC Tri Valley Transportation Committee

VHD Vehicle Hours of Delay

VMT Vehicle miles traveled

ALAMEDA County Transportation Commission
1333 Broadway, Suites 220 & 300 ▪ Oakland, CA 94612 ▪ PH: (510) 208-7400
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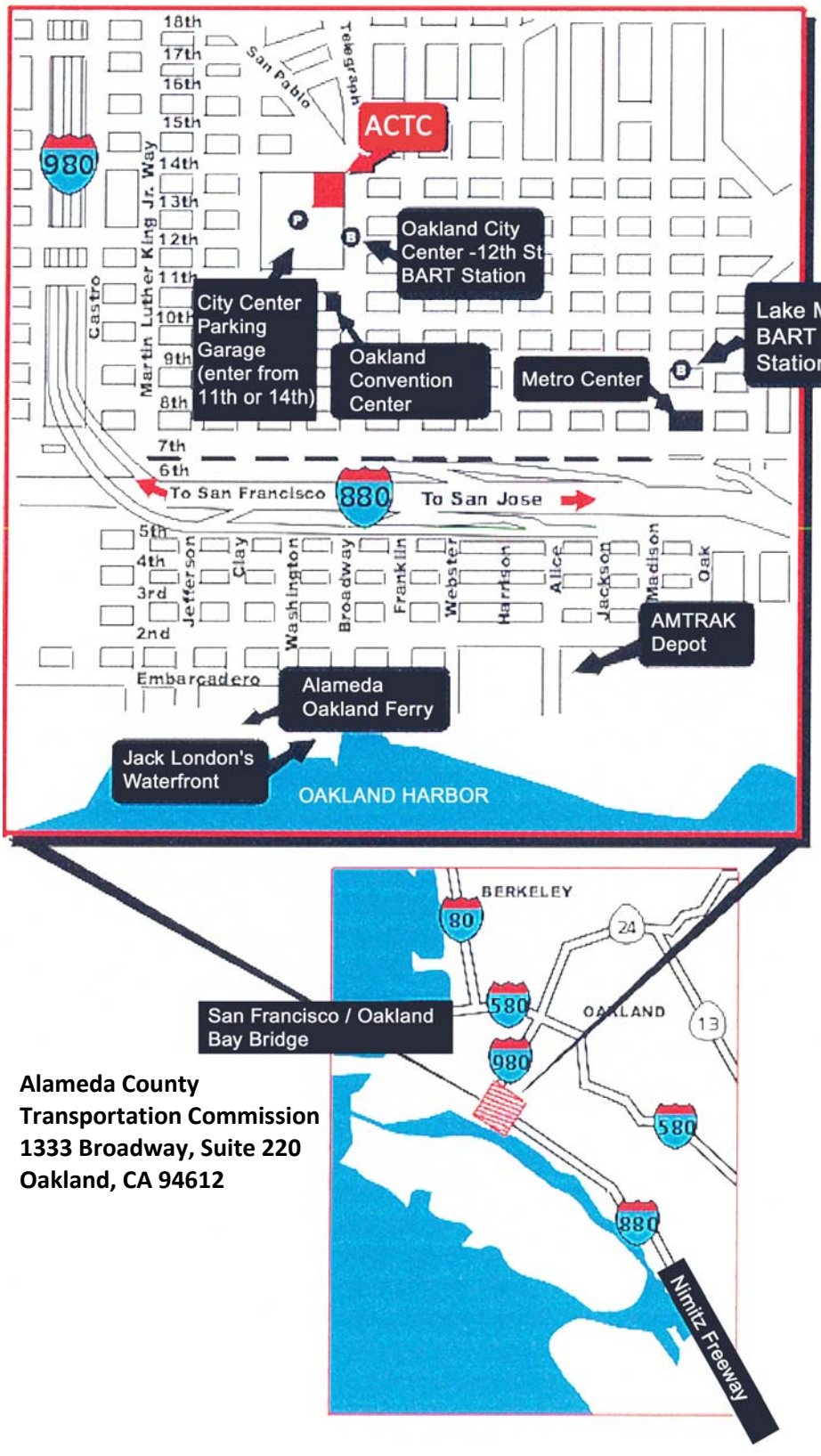

Alameda County Transportation Commission
1333 Broadway, Suite 220
Oakland, CA 94612

Directions to the Offices of the Alameda County Transportation Commission:

1333 Broadway, Suite 220
Oakland, CA 94612

Public Transportation Access:

BART: City Center / 12th Street Station

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

Auto Access:

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

Alameda County Transportation Commission
PLANNING, POLICY AND LEGISLATION COMMITTEE
MINUTES OF JUNE 13, 2011

Chair Greg Harper convened the meeting at 11:00 AM.

1. PLEDGE OF ALLEGIANCE

2. PUBLIC COMMENT
There was no public comment.

3. CONSENT CALENDAR
3A. Minutes of May 9, 2011
3B. Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Prepared by Local Jurisdictions
A motion to approve the consent calendar was made by Supervisor Haggerty; a second was made by Mayor Green. The motion passed 6-0.

4. PLANNING
4A. Approval of 2011 Congestion Management Program: CMP Roadway Network
Saravana Suthanthira requested the Committee to recommend that the Commission approve the list of new additional CMP roadways in Table 1 – New Roadways Identified for Tier 2 for the supplemental CMP roadway network and the policy for giving funding priority for deficient CMP segments. She said that upon approval by the Commission, Chapter 2 – Designated Roadway System, and Chapter 8 – Conformance, Monitoring and Deficiency Plans – will be updated. She also said that data collection will begin on these roadways starting with the 2012 LOS Monitoring Study. The Committee requested that connections to Contra Costa County in East County be reviewed again to make sure they are adequately included in the network. A motion to approve staff recommendation was made by Supervisor Haggerty; a second was made by Councilmember Henson. The motion passed 8-0.

4B. Review of Draft Vision and Priority Networks for the Alameda Countywide Bicycle and Pedestrian Plans
Diane Stark stated that both the Countywide Pedestrian and Bicycle Plans are now being updated. Each plan includes a "vision" network and "priority" network of capital projects of countywide significance. The prioritized projects will be eligible for future countywide bicycle and pedestrian discretionary funding. She requested the Committee to provide input on the proposed Bicycle and Pedestrian Plans draft vision and priority capital projects networks for the Alameda Countywide Bicycle and Pedestrian Plan updates. The inputs received will be incorporated into the Priority Projects and Programs chapters of the Plans. The Committee commented that it was nice to hear about bicycle examples that are working, but that connectivity, particularly to transit and BART needs to be addressed as well as including discussion about the air quality benefits to biking and walking and bike sharing in the programs like the one the Bay Area Quality Air District is sponsoring. One member asked if the Community Based Transportation Plans, which address transportation issues in disadvantaged communities, need to be updated to make sure the needs of bicyclists and pedestrians

are adequately addressed there. Other comments included that the surface for trails need to be something other than concrete or asphalt for pedestrians and that walking trips may be a priority in the urbanized area, but in areas where walking and transit are not an option, bicycling is the only alternative to driving and therefore needs to be a priority.

A public comment was made by Jane Krunner. She said that she is in favor of building bicycle and pedestrian pathways; however, when constructing the pathways she requested that the pedestrian point of view be considered and that all users be made to understand the rules of the road with respect to pedestrians and penalties should be imposed for not obeying them.

4C.Presentation of Results on San Leandro Transit Oriented Development Technical Assistance Program (TOD TAP) Project

Diane Stark stated that as part of the Alameda CTC's Transit Oriented Development Technical Assistance Program (TODTAP), which provides technical assistance to jurisdictions in the Alameda County to help advance TOD projects, funding was provided to the City of San Leandro to retain a consultant to investigate access options at the San Leandro BART station that would meet pedestrian, bus and vehicle access needs for BART, AC Transit and the City of San Leandro. The San Leandro BART station is one of the priority development areas in Alameda County. Keith Cooke, City of San Leandro staff, presented the results of the San Leandro TOD TAP Project. He said that transforming the character and configuration of San Leandro Boulevard is intended to achieve the following goals: increase transit ridership through improved multi-modal accessibility and safety and the creation of a high-quality environment; enhance connections to downtown and the greater region; reduce vehicle miles travelled by San Leandro residents; and promote pedestrian activity through improved station access and streetscape. He also discussed the lessons learned from the study. This item was for information only.

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

Beth Walukas updated the Committee on the countywide and regional planning activities for the next three months. She also provided the three year schedule for the countywide and regional processes. The highlights include MTC's performance assessment, Alameda CTC's evaluation of transportation investment packages, the process for moving from the recently released Initial Vision Scenario to the Alternative Land Use Scenarios that are scheduled to be released by ABAG in July, and development of an Alameda Countywide land use scenario. This item was for information only.

5 LEGISLATION AND POLICY

5A. Legislative Program Update - Approval of Legislative Positions

Tess Lengyel stated that the May revise of the State budget was released on May 16th and offered promising news regarding $2.8 billion more in current year funding than anticipated in January, and an increase in budget revenue forecasts for 2011/12 by $3.5 billion. This will bring the state's budget deficit to $9.6 billion.

She gave an update on AB 1086 (Wieckowski), Transactions and use taxes: County of Alameda. Existing law authorizes various local government entities to levy transactions and use taxes for specific purposes, and requires that the combined rate of all transactions and use taxes imposed in any county may not exceed 2 percent. This bill would allow the imposition of transactions and use taxes

for certain purposes in excess of the combined rate. This bill was sponsored by the Alameda CTC. It fully passed through all required State Assembly committees and has been transferred to the Senate.

She also said that the current extension of the Surface Transportation Bill runs through the end of the fiscal year, September 30, 2011. Both House Transportation and Infrastructure Chairman John Mica and Senate Environment and Public Works Committee Chairwoman Barbara Boxer have indicated that they want to release bill language for a 6-year reauthorization by summer. The key components of the Senate's proposed surface transportation legislation are: (a) Fund programs at current levels to maintain and modernize out critical transportation infrastructure; (b) Eliminate earmarks; (c) Consolidate numerous programs to focus resources on key national goals and reduce duplicative and wasteful programs; (d) Consolidate numerous programs into a more focused freight program that will improve the movement of goods; (e) Create a new section called America Fast Forward, which strengthens the TIFIA program to stretch federal dollars further than they have been stretched for; and (f) Expedite project delivery without sacrificing the environment or the rights of people to be heard. It is anticipated that the Senate bill may be released in June and the House bill in July. Once each of the bills is released, the debates will also address the President's proposed $556 billion, six-year authorization bill, which does not have an identified funding mechanism, but includes doubling the commitment to transit over the prior reauthorization.

She requested the Committee to recommend that the Commission approve positions on the following bills:

- Support AB 345 (Atkins). Vehicles: Traffic Control Devices: consultation
- Support AB 710 (Skinner). Local Planning: infill and transit-oriented development
- Support AB 348 (Buchanan). Highways: safety enhancement – double fine zone
- Support AB 1105 (Gordon). High occupancy toll lanes: roadway markings

A motion to approve staff recommendation was made by Mayor Green; a second was made by Supervisor Haggerty. The motion passed as follows:

AB 345, AB 348 and AB 1105, 7-0
AB 710 – 5 Aye – 2 Nay

6 STAFF AND COMMITTEE MEMBER REPORTS

There were no reports from Committee members and staff.

7 ADJOURNMENT/NEXT MEETING: JUNE 13, 2010

The meeting was adjourned at 12:35 p.m.

Attest by:

Gladys V. Parmelee
Office Supervisor and Interim Clerk of the Commission

ALAMEDA County Transportation Commission

1333 Broadway, Suites 220 & 300 ▪ Oakland, CA 94612 ▪ PH: (510) 208-7400
www.AlamedaCTC.org

PLANNING, POLICY AND LEGISLATION COMMITTEE MEETING

ROSTER OF MEETING ATTENDANCE
June 13, 2011
11:00 a.m.
1333 Broadway, Suite 300, Oakland, CA 94612

BOARD MEMBERS	Initials	ALTERNATES	Initials
Chair : Greg Harper – AC Transit		Elsa Ortiz – AC Transit	
Vice Chair: Olden Henson – City of Hayward		Marvin Peixoto – City of Hayward	
Members:			
Scott Haggerty – County of Alameda, District 1		Bill Harrison – City of Fremont	
Keith Carson – County of Alameda, District 5		Kriss Worthington – City of Berkeley	
Marshall Kamena – City of Livermore		Michael Gregory – City of San Leandro	
Jennifer Hosterman – City of Pleasanton		Robert Franklin - BART	
Joyce Starosciak – City of San Leandro		Pauline Russo Cutter – City of San Leandro	
Mark Green – City of Union City		Emily Duncan – City of Union City	

LEGAL COUNSEL	
Zack Wasserman – WRBD	
Neal Parish – WRBD	
Geoffrey Gibbs - GLG	

STAFF	
Arthur L. Dao – Executive Director	
Gladys Parmelee – Office Supervisor & Interim Clerk of the Commission	
Beth Walukas – Deputy Director of Planning	
Tess Lengyel – Deputy Director of Policy, Public Affairs and Legislation	
Victoria Winn – Administrative Assistant	

STAFF	Initials	STAFF/CONSULTANT	Initials
Patricia Reavey - Director of Finance	PMR	Arun Goel – Project Controls Engineer	
Yvonne Chan – Accounting Manager		Lei Lam – Senior Accountant	
Matt Todd - Manager of Programming	MT	Linda Adams – Executive Assistant	
Ray Akkawi – Manager of Project Delivery		Jacki Taylor – Programming Analyst	
Saravana Suthanthira - Senior Transportation Planner		Laurel Poeton – Assistant Transportation Planner	
Diane Stark -Senior Transportation Planner	DS	Claudia Leyva – Administrative Assistant	
Vivek Bhat – Senior Transportation Engineer		John Hemiup -- Senior Transportation Engineer	CDL
Liz Brazil – Contract Compliance & Outreach Analyst		Steve Haas – Senior Transportation Engineer	
Frank Furger, Executive Director, I-680 JPA		James O'Brien	
		Stefan Garcia	

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	Keith R. Cooke	San Leandro	510-577-3439	Kcooke@sanleandro.org
2.	Jane Kramer	SJAWD	510-522-6423	jane@jrkramer.com
3.	C Miller	Alameda County	510-272-6676	
4.	Bob Vinn	Livermore	925 960 4516	
5.	~~[illegible]~~			
6.	Rachelle Wheeler	consultant to Alameda CTC	510-208-7471	rwheeler@alamedactc.org.
7.	Brett Hondorp	Alta Planning	510 540 5008	bhondorp@altaplan...
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Memorandum

DATE: June 29, 2011

TO: Planning, Policy and Legislation Committee (PPLC)

FROM: Laurel Poeton, Assistant Transportation Planner

SUBJECT: **Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments prepared by Local Jurisdictions**

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 regional transportation system. Staff will report to the Alameda CTC Commission on comments made.

In June of 2011, staff reviewed six NOPs, GPAs and EIRs. Comments were submitted on one of them and are attached.

Attachments
Attachment A – Revised Comment letter for North Park Street Regulating Code

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ALAMEDA County Transportation Commission
1333 Broadway, Suites 220 & 300 ▪ Oakland, CA 94612 ▪ PH: (510) 208-7400
www.AlamedaCTC.org

June 23, 2011

Mr. Andrew Thomas
City of Alameda
2263 Santa Clara Avenue
Alameda, CA 94501

SUBJECT: Revised Comments on the Notice to Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the North Park Street Regulating Code

Dear Mr. Thomas:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for a Draft Environmental Impact Report (DEIR) for the City of Alameda. This project consists of a Draft North Park Street Regulation Code which is a new zoning code for the plan area. It is designed to implement the policies of the City of Alameda General Plan and the vision for development and reuse of the area established by the 2009 "Gateway District Strategic Plan."

From the information submitted in the NOP, it is not clear if the project will generate more than 100 p.m. peak hour trips above that which is allowable under the current general plan. If the project would generate more than 100 p.m. peak hour trips, 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 revised comments:

- The City of Alameda adopted Resolution No. 12308 on August 18, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). If the proposed project is expected to generate at least 100 p.m. peak hour trips over existing conditions, the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model for projection years 2020 and 2035 conditions. Please note the following paragraph as it discusses the responsibility for modeling. We understand that prior transportation analysis has been done for this project in the context of the recent General Plan Update. Please contact us to discuss whether the information produced in the prior analysis can be used for this purpose.

    - The CMP was amended on March 26th, 1998 so that local jurisdictions are responsible for conducting the model runs themselves or through a consultant. The Alameda CTC and ACCMA have a Countywide model that is available for this purpose. The City of Alameda and the ACCMA 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.

Potential impacts of the project on the Metropolitan Transportation System (MTS) need to be addressed. (See 2009 CMP Figure 2). The MTS roads in the city of Alameda located in the project study area are; SR-61, Webster Street, Posey/Webster Tubes, Park Street, Fruitvale Avenue, Tilden Way, Lincoln Avenue, Fernside Blvd., and I-880.

- The DEIR should address all potential impacts of the project on the MTS roadway and transit systems. These include MTS roadways as shown in the attached map as well as BART and AC Transit. Potential impacts of the project must be addressed for 2020 and 2035 conditions.

  - Please note that the ACCMA and Alameda CTC have *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2009 CMP for more information).

  - For the purposes of CMP Land Use Analysis, the 2000 Highway Capacity Manual is used.

- The adequacy of any project mitigation measures should be discussed. On February 25, 1993, the ACCMA Board adopted three criteria for evaluating the adequacy of DEIR project mitigation measures:

  - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
  - Project mitigation measures must be fully funded to be considered adequate;
  - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).

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

- Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2009 CMP, Chapter 4). Transit service standards are 15-30 minute headways for bus service and 3.75-15 minute headways for BART during peak hours. The DEIR should

address the issue of transit funding as a mitigation measure in the context of the Alameda CTC / ACCMA policies discussed above.

- The DEIR should also consider demand-related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of existing facilities (see 2009 CMP, Chapter 5). The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Site Design Guidelines Checklist may be useful during the review of the development proposal. A copy of the checklist is enclosed.

- The EIR should consider opportunities to promote countywide bicycle and pedestrian routes identified in the Alameda Countywide Bicycle and Pedestrian Plan, which were approved in 2006. The approved Countywide Bike Plan and Pedestrian Plan are available at http://www.actia2022.com/app_pages/view/58

- 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.

Once again, thank you for the opportunity to comment. Should you have any questions or require any additional information, please do not hesitate to contact me at (510) 208-7405.

Sincerely,

Beth Walukas
Deputy Director of Planning

Cc: Laurel Poeton, Assistant Transportation Planner
File: CMP – Environmental Review Opinions – Responses - 2011

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Memorandum

DATE: July 4, 2011

TO: Planning, Policy and Legislation Committee

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

SUBJECT: **Discussion of MTC Potential Block Grant Policies and Implications for Alameda CTC**

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

Summary
This item provides information on proposed policies under development at MTC regarding allocation of the Cycle 2 Federal Surface Transportation Program and Congestion Mitigation Air Quality (STP/CMAQ) funds for next three fiscal years (2012/2013, 2013/2014, 2014/2015). MTC has named this funding cycle the "OneBayArea" grant. MTC's proposed grant program includes funding objectives, funding distributions, policy outcomes and implementation issues, as further described below. The purpose of this memorandum is to provide an overview of MTC's grant program concepts, illustrate potential policy considerations for the Alameda CTC that could position the county well for these funds, and to share MTC's implementation timeline.

Discussion
The OneBayArea grant proposal is linked to the development of the Sustainable Communities Strategy (SCS) in the Bay Area. Guided by the requirements of SB 375, an unfunded mandate, to reduce greenhouse gas emissions and to house the region's population by all income sectors, the OneBayArea grant proposal aims to provide flexible funding to support implementation of the SCS, which will primarily be implemented through focused growth in Priority Development Areas (PDAs) and Growth Opportunity Areas (GOAs), protection of Priority Conservation Areas (PCAs) and linking transportation investments with these land uses. Significant regional work has been underway in developing the region's first SCS, which is scheduled to be adopted in April 2013 along with the Regional Transportation Plan (RTP) for a planning and funding horizon through 2040.

As planning continues on the SCS, MTC is also looking at how to financially support and reward jurisdictions that help in fulfilling the state's mandates as well as many of the additional targets established in the region for the SCS. Some of the federal funding sources available to support implementation of the SCS are STP/CMAQ funds. MTC will more fully define the OneBayArea grant proposal in the coming months, and has shared a preliminary draft with the Congestion Management Agencies. As this program becomes more fully defined, the Alameda CTC can address several policy level issues in the preliminary MTC grant proposal. The following summarizes the OneBayArea grant and Alameda CTC policy considerations.

OneBayArea Grant Proposal Overview
The OneBayArea grant proposal objectives are to expand the amount of funds that go into supporting PDA's and to create more flexibility by eliminating program funding silos, expanding opportunities for leveraging funds, and ultimately offering more discretion at the local level for program implementation. This is consistent with the MTC federal legislative advocacy efforts regarding reauthorization of the Federal surface transportation bill.

The OneBayArea grant program proposal to includes a number of funding categories and a majority of which would be implemented at the county level. The following summarizes potential funding distributions, policy outcomes and implementation issues.

Funding Distributions
Funding Formula: MTC has identified scenarios for funding formula allocations that link transportation funding to housing investments, including distributions to counties based on 50% population and 50% based upon some form of housing production numbers. At this juncture, MTC is considering a hybrid option looking at actual housing construction data over a quantifiable period (1999-2006) combined with Regional Housing Needs Allocation (RHNA) numbers is under consideration. This would provide funding based upon past performance as well as projected required housing numbers (RHNA numbers). The RHNA numbers will require housing production at all income levels and will therefore implicitly address low income housing needs. MTC is proposing a funding floor so no county would receive less funding that originally anticipated in Cycle 2 STP/CMAQ funds. MTC may be considering other options for funding formula as well.

Minimum PDA Requirement: At this point, MTC is proposing that 70% of the funds are allocated to PDAs (planned and potential) and GOAs.

Priority Conservation Areas: MTC's proposal includes $2 million for a pilot program to develop PCA plans and potentially implement some recommendations.

Local Planning Funding: MTC proposes continuing planning funds to the counties to support station area and CEQA planning.

Policy Outcomes
MTC has included some desired policy outcomes of this increased funding and expanded flexibility proposal to help support the implementation of the SCS, including:
1) Housing Production: Incentivizing housing production through its funding formula allocations
2) Eligibility: Require local agency adoption of two or more of the items below to be eligible for the funds:
   a) Establishment of parking/pricing policies and employer trip reduction strategies
   b) Develop Community Risk Reduction Plans (CRRP) as defined by the Air District per CEQA guidelines
   c) Create affordable housing policies to ensure that new development does not displace low income housing
   d) Require adoption of local bicycle and pedestrian plans and complete streets policies pursuant to the Complete Streets Act of 2008.

Implementation Considerations
While MTC aims to increase county share funding amounts and flexibility for implementing the SCS, there is uncertainty regarding the authorization of the new surface transportation bill. MTC indicates that it will closely monitor the federal bill development to ensure that Cycle 2 STP/CMAQ policies are responsive to any new federal program, eligibility or funding distributions.

In addition, MTC is working with the Air District to potentially expand the OneBayArea grant program by pooling funds into the grant cycle for regional Air District Transportation Fund for Clean Air (TFCA) funds (potentially $6 million). Discussions around this topic will include whether only the regional funds are applied to this funding pool, or if the county program manager funds are expected to be included.

Eligibility, performance and accountability will be important factors in distributing and monitoring the Cycle 2 STP/CMAQ funds. MTC is proposing that the same eligibility requirements are used as in Cycle 1, and that both housing and transportation performance measures be included in monitoring efforts.

Alameda CTC Policy Considerations
While MTC is in the process of developing program funding structures linked to implementation of the SCS, Alameda CTC is poised to address many of the policy level considerations in the proposed grant program.

Funding Allocation Formulas and PDA Readiness in Alameda County: Alameda County currently has 34 PDAs (both planned and potential), 14 GOAs, and 18 PCAs located throughout the county. This ranks Alameda County as having the highest number of PDAs in the Bay Area, and second highest of total PDAs and GOAs combined behind Santa Clara County, which has 14 PDAs (planned and potential) and 40 GOAs. In addition, Alameda County has the highest number of transit operators operating in a single county in the Bay Area, the highest number of BART stations, and a large number of operating and planned bicycle and pedestrian networks. These are components of a potentially highly integrated system that could support housing, transportation and job linkages. With 20% of the Bay Area's population in Alameda County and a large number of planned housing units and focused growth in the PDA areas, Alameda County is well suited to receive a significant amount of funds through the OneBayArea grant program. The planning funds that MTC proposes to continue for each of the counties may also be used in Alameda County for additional technical studies that can support PDA implementation.

Policy Considerations: Funding for on-going maintenance and operations has been echoed in public outreach efforts, by many Commission members and through previous Commission funding actions. If the OneBayArea Grant program does not have any prescribed funding percentage allocations by program type, Alameda CTC may consider establishing minimums for certain types of funding to ensure on-going support for many different types of transportation programs. For example, local streets and roads, Safe Routes to Schools and TOD would compete for the same funding pot without any specific set-aside percentages required by MTC.

Alameda CTC action: Staff has initiated a process to evaluate the recent housing construction and construction readiness of transit oriented developments in each of the PDA's, and to overlay the current and planned transit, roadway, and walking and biking investments in each of these areas. This work will help illustrate the level of readiness and funding each of the PDAs requires and can help facilitate the Commission in making priority decisions on funding allocations out of the OneBayArea grant program, particularly since the program may require that 70% of the funds are used to support the PDAs and GOAs in the county.

MTC Policy Outcomes

As described earlier, MTC has proposed desired policy outcomes as a condition of the increased funding and flexibility of the OneBayArea grant program and would require that more than two of them are met to be eligible for the funds. The Alameda CTC could address many of these policy outcomes through upcoming efforts as described below:

1) MTC Policy outcome: Establishment of parking/pricing policies and employer trip reduction strategies

   Alameda CTC policy consideration: An outcome of the update of the current Countywide transportation plan could include recommendations for countywide guidelines for parking and pricing policies as well as other Transportation Demand Management (TDM) programs. Alameda CTC currently funds and administers a TDM program – the Guaranteed Ride Home program.

   Alameda CTC action: Work with Alameda County jurisdictions to determine what parking or pricing and TDM programs are in place and what are in the planning stages.

2) MTC Policy outcome: Develop Community Risk Reduction Plans (CRRP) as defined by the Air District per CEQA guidelines.

   Alameda CTC policy consideration: The Alameda CTC could fund the development of large area CRRPs to cover many of the PDAs and GOAs throughout the County. This could be funded through some of the Measure B Transit Center Development Funds and would need to be done in close coordination and collaboration with the Planning Directors.

   Alameda CTC action: Work with Alameda County jurisdictions and the Air District to assess the opportunities and constraints for development of CRRPs.

3) MTC Policy outcome: Create affordable housing policies to ensure that new development does not displace low income housing

   Alameda CTC policy consideration: The Alameda CTC would seek the guidance and direction from each of the cities and the county on this issue and would look to them to serve as the experts in this area. The Alameda CTC would not partake in policy-level issues on this topic, unless requested to provide resources to do so, since the cities and counties deal directly with these types of land use decisions.

4) MTC Policy outcome: Require adoption of local bicycle and pedestrian plans and complete streets policies pursuant to the Complete Streets Act of 2008.

   Alameda CTC policy consideration: The Alameda CTC is beginning the process of developing new master funding agreements for Measure B pass-through funds and grants and the Vehicle Registration Fee (VRF) program. A potential new requirement in the funding agreements could be to demonstrate adoption, or the process and timeline for adoption, of the Complete Streets Act policies, and to report annually on funding complete streets projects and programs. In addition, the Alameda CTC has historically funded bicycle and pedestrian plans through the discretionary Measure B Bicycle and Pedestrian Program. Future grant funding cycles could also incorporate the VRF bicycle and pedestrian funds and prioritize funding for bicycle and pedestrian plans and plan updates.

   Alameda CTC action: Work with Alameda County jurisdictions to identify how many have updated their General Plans to adopt Complete Streets policies, and identify how many jurisdictions have adopted bicycle and pedestrian plans.

MTC OneBayArea Preliminary Timeline

MTC has identified a preliminary grant program development timeline that includes MTC adoption of the program after the approval of the draft preferred SCS and at the same time as the final RHNA numbers in spring 2012.

Timeline	**MTC Actions**	**Alameda CTC-Related planning efforts**
July-September 2011	Conceptual discussion of OneBayArea Grants	First draft of the Countywide Transportation Plan (CWTP)
Fall 2011	Presentation of Cycle 2 Approach	First draft of Transportation Expenditure Plan (TEP)
December 2011	Adoption of Cycle 2 funding commitments for MTC regional programs	Second draft of the CWTP
February 2012	Adoption of draft preferred SCS	Full adoption of TEP and seek approvals from cities and the County
March 2012	Adoption of Cycle 2, OneBayArea grant, with final RHNA numbers	Finalization of CWTP, and TEP approvals
April 2012-Feb. 2013	Delegation to CMAs for project selection process	Approval of final plans, placement of TEP on ballot, approval of measure and implementation of county-level OneBayArea Program
April 2013 Committee	Adoption of final SCS	Plans implementation

Fiscal Impact

None at this time.

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Memorandum

DATE: June 29, 2011

TO: Community Advisory Working Group

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

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

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

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

Discussion
ACTAC; the Planning, Policy and Legislation Committee (PPLC); the Alameda CTC Board; the Citizen's Watchdog Committee; the Paratransit Advisory and Planning Committee; the Citizen's Advisory Committee; and the Bicycle and Pedestrian Advisory Committee receive monthly updates on the CWTP-TEP and RTP/SCS. The purpose of this report is to keep various Committee and Working Groups updated on regional and countywide planning activities, alert Committee members about issues and opportunities requiring input in the near term, and provide an opportunity for Committee feedback in a timely manner. CWTP-TEP Committee agendas and related documents are available on the Alameda CTC website. RTP/SCS related documents are available at www.onebayarea.org.

<u>July 2011 Update:</u>
This report focuses on the month of July 2011. A summary of countywide and regional planning activities for the next three months is found in Attachment A and a three year schedule for the countywide and the regional processes is found in Attachment B and Attachment C respectively. Highlights include MTC and ABAG's alternative scenario and performance assessment and the release of Alameda CTC's first round evaluation results of the transportation investment packages.

1) MTC/ABAG Development of Alternative Land Use and Transportation Scenarios
MTC and ABAG have released draft alternative land use and transportation scenarios, which were presented to the MTC Planning and ABAG Administration Committees and the MTC Commission at

their June 10 and June 22 meetings. The MTC Commission and ABAG Administrative Committee after much discussion and public comment approved five land use options and two transportation options and directed staff to bring back additional information on how social equity will be accomplished in the analysis. MTC staff will begin its performance assessment with result anticipated to be released in October.

2) RTP/SCS Work Element Proposals
MTC continues to refine their proposals and guidance for the following work elements of the RTP/SCS including:

- Releasing draft 25-year revenue projections (county budgets are not anticipated to be available until Fall 2011); and
- Developing draft transit capital, local streets and roads maintenance needs, and transit operation needs estimates.

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

Committee	**Regular Meeting Date and Time**	**Next Meeting**
CWTP-TEP Steering Committee	4th Thursday of the month, noon Location: Alameda CTC	July 28, 2011 No August Meeting September 22, 2011
CWTP-TEP Technical Advisory Working Group	2nd Thursday of the month, 1:30 p.m. Location: Alameda CTC	July 14, 2011 No August Meeting September 8, 2011
CWTP-TEP Community Advisory Working Group	1st Thursday of the month, 3:00 p.m. Location: Alameda CTC	July 7, 2011 No August Meeting September 1, 2011
SCS/RTP Regional Advisory Working Group	1st Tuesday of the month, 9:30 a.m. Location: MetroCenter,Oakland	July 5, 2011 August 2, 2011 September 6, 2011
SCS/RTP Equity Working Group	Location: MetroCenter, Oakland	July 13, 2011 August 10, 2011 September 14, 2011
SCS/RTP Housing Methodology Committee	10 a.m. Location: BCDC, 50 California St., 26th Floor, San Francisco	July 28, 2011

Fiscal Impact
None.

Attachments
Attachment A: Summary of Next Quarter Countywide and Regional Planning Activities
Attachment B: CWTP-TEP-RTP-SCS Development Implementation Schedule
Attachment C: One Bay Area SCS Planning Process

Summary of Next Quarter Countywide and Regional Planning Activities
(July through September)

Countywide Planning Efforts

The three year CWTP-TEP schedule showing countywide and regional planning milestone schedules is found in Attachment B. Major milestone dates are presented at the end of this memo. During the July through September time period, the CWTP-TEP Committees will be focusing on:

- Coordinating with ABAG and local jurisdictions to provide comments on the Initial Vision Scenario and to define the Alternative Land Use Scenarios for the Sustainable Communities Strategy;
- Evaluating transportation investment packages against a Future Land Use scenario;
- Reviewing the results of the evaluation and developing a constrained transportation network;
- Identifying a preliminary list of Transportation Expenditure Plan projects and programs;
- Developing countywide 25-year revenue projections and opportunities that are consistent and concurrent with MTC's 25-year revenue projections;
- Continuing the discussion on Transportation Expenditure Plan strategic parameters and funding scenarios;
- Developing a Locally Preferred SCS land use scenario to test with the constrained transportation network; and
- Developing a public outreach strategy for Fall 2011.

Regional Planning Efforts

Staff continues to coordinate the CWTP-TEP with planning efforts at the regional level including the Regional Transportation Plan (MTC), the Sustainable Communities Strategy (ABAG), Climate Change Bay Plan and amendments (San Francisco Bay Conservation and Development Commission (BCDC)) and CEQA Guidelines (Bay Area Air Quality Management District (BAAQMD)).

In the three month period for which this report covers, MTC and ABAG are focusing on

- Receiving input on the Initial SCS Vision Scenario released March 11, 2011;
- Developing the Alternative Land Use and Transportation Scenarios based on that input;;
- Developing draft 25-year revenue projections; and
- Conducting a performance assessment.

Staff will be coordinating with the regional agencies and providing feedback on these issues, through:

- Participating on the MTC/ABAG Regional Advisory Working Group (RAWG),
- Participating on regional Sub-committees (Equity sub-committee); and
- Assisting in public outreach.

Key Dates and Opportunities for Input

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

Sustainable Communities Strategy:
Presentation of SCS information to local jurisdictions: Completed

Initial Vision Scenario Released: March 11, 2011: Completed
Alternative SCS Scenarios Released: July 2011
Preferred SCS Scenario Released/Approved: December 2011/January 2012

RHNA
RHNA Process Begins: January 2011
Draft RHNA Methodology Released: September 2011
Draft RHNA Plan released: February 2012
Final RHNA Plan released/Adopted: July 2012/October 2012

RTP
Develop Financial Forecasts and Committed Funding Policy: Completed
Call for RTP Transportation Projects: Completed
Conduct Performance Assessment: May 2011 - October 2011
Transportation Policy Investment Dialogue: October 2011 – February 2012
Prepare SCS/RTP Plan: April 2012 – October 2012
Draft RTP/SCS for Released: November 2012
Prepare EIR: December 2012 – March 2013
Adopt SCS/RTP: April 2013

CWTP-TEP
Develop Land Use Scenarios: May – September 2011
Call for Projects: Completed
Outreach: January 2011 - December 2011
Draft List of CWTP constrained Projects and Programs: July 2011
First Draft CWTP: September 2011
Preliminary TEP Program and Project list: September 2011
Draft CWTP and TEP Released: January 2012
Outreach: January 2012 – June 2012
Adopt CWTP and TEP: July 2012
TEP Submitted for Ballot: August 2012

Countywide Transportation Plan and Transportation Expenditure Plan
Preliminary Development Implementation Schedule - Updated 6/27/11

Attachment B

Calendar Year 2010

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

Countywide Transportation Plan and Transportation Expenditure Plan
Preliminary Development Implementation Schedule - Updated 6/27/11

Calendar Year 2011

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

Countywide Transportation Plan and Transportation Expenditure Plan
Preliminary Development Implementation Schedule - Updated 6/27/11

Calendar Year 2012

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

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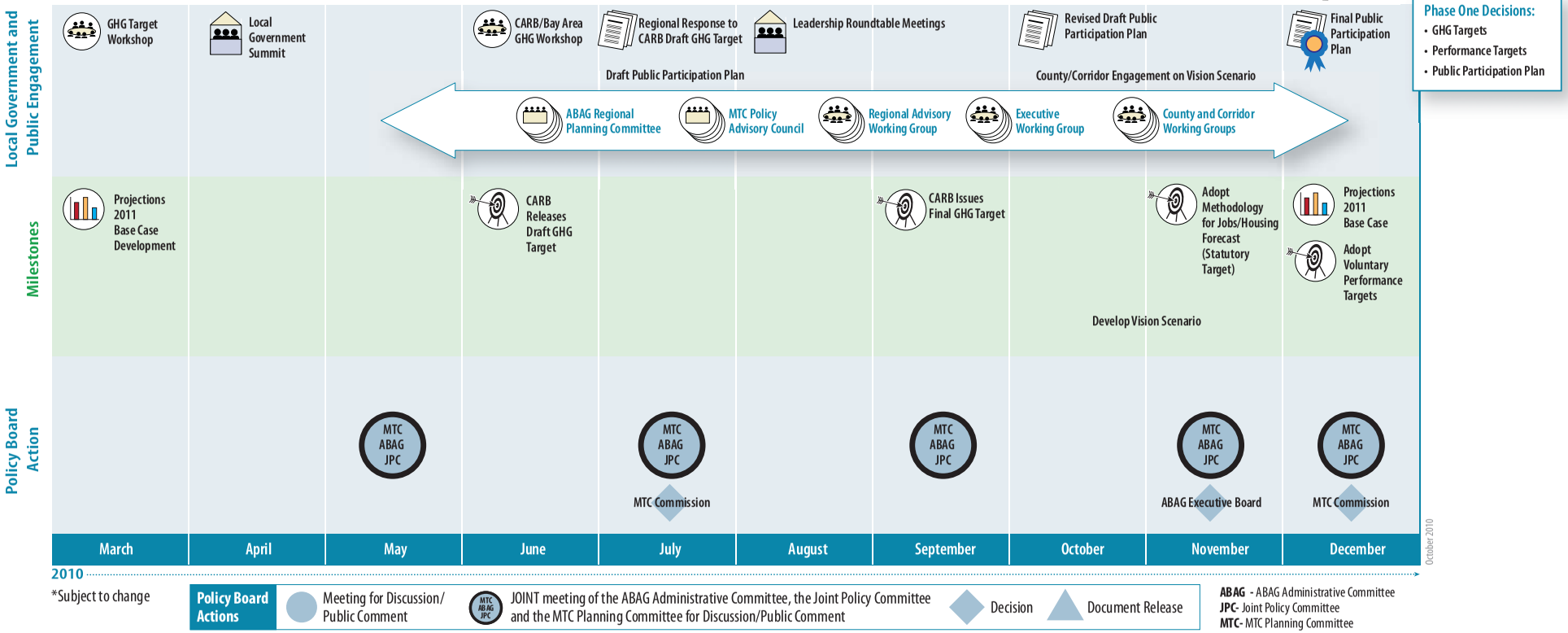
Sustainable Communities Strategy Planning Process: Phase 1 Detail for 2010*

Phase 1: Performance Targets and Vision Scenario

OneBayArea



Phase One Decisions:
- GHG Targets
- Performance Targets
- Public Participation Plan

*Subject to change

Policy Board Actions

Meeting for Discussion/ Public Comment

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

Decision

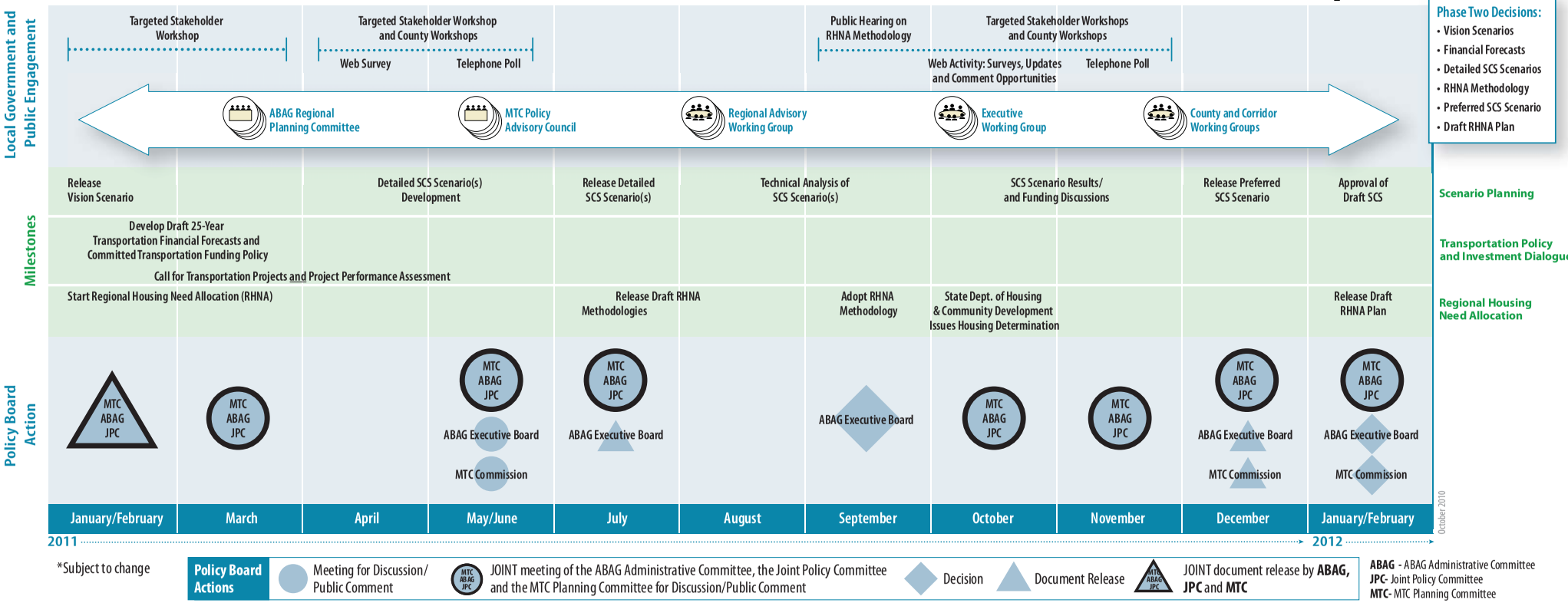
Document Release

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

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

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

OneBayArea



*Subject to change

Policy Board Actions

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

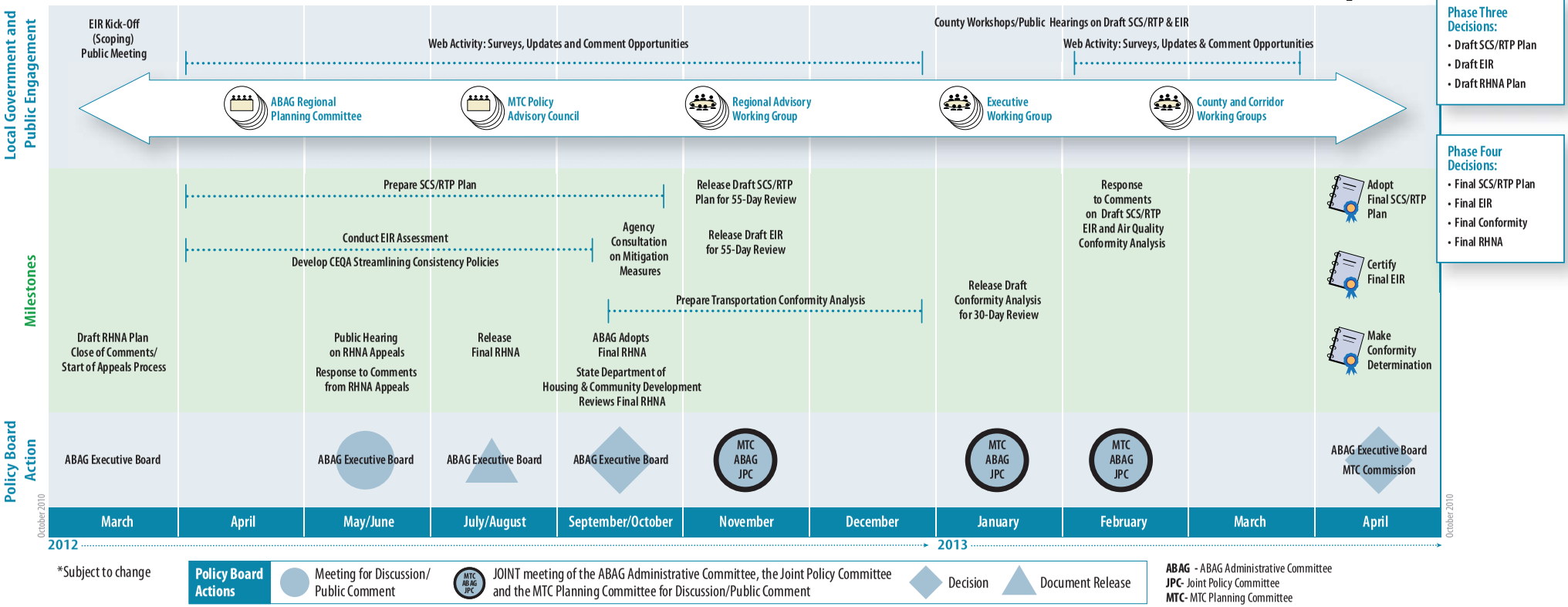
ABAG - ABAG Administrative Committee
JPC- Joint Policy Committee
MTC- MTC Planning Committee

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

OneBayArea

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

Phase 4: Plan Adoption



Phase Three Decisions:
- Draft SCS/RTP Plan
- Draft EIR
- Draft RHNA Plan

Phase Four Decisions:
- Final SCS/RTP Plan
- Final EIR
- Final Conformity
- Final RHNA

*Subject to change

Policy Board Actions

Meeting for Discussion/ Public Comment

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

Decision

Document Release

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

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Memorandum

DATE: June 28 , 2011

TO: Planning, Policy and Legislation Committee

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

SUBJECT: **Legislative Update**

Recommendations
This is an information item only.

Summary

State Update

Budget: A balanced state budget was passed by the legislature and signed by the Governor prior to the end of the state fiscal year. The budget included additional cuts, triggers for more cuts if the estimated state revenues do not manifest by January, realignment to counties for many criminal and court responsibilities and the elimination of redevelopment agencies, unless they pay specific fees to schools..

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

Update on AB 1086, (Wieckowski) Transactions and use taxes: County of Alameda. Existing law authorizes various local governmental entities, to levy transactions and use taxes for specific purposes, and requires that the combined rate of all transactions and use taxes imposed in a county may not exceed 2 percent. This bill would allow the imposition of transactions and use taxes for certain purposes in excess of the combined rate. The Alameda CTC is the sponsor of this bill, which fully passed through all required State Assembly committees and will be heard in the Senate Governance and Finance Committee on July 6. Staff will provide an update on the progress of this bill at the PPLC meeting.

Federal Update

FY2012 Budget: In May, the House appropriations Chair, Hal Rodgers, announced subcommittee allocations reflecting a $46 billion cut in programs that are non-security related, and an increase in defense programs of $17 billion. This could potentially result in a 14% decrease in funds from the previous year, on top of the 18.5% cut for FY 2011 for Transportation – Housing and Urban Development (T-HUD). This is significantly lower that what President Obama proposed for the 2012 T-HUD allocation request of $74.7 billion

The House subcommittee markup is scheduled for July 14th and the full committee meeting is July 26th.

Surface Transportation: The current extension of the surface transportation bill runs through the end of the fiscal year, September 30, 2011. Both House Transportation and Infrastructure (T&I) Chairman John Mica and Senate Environment and Public Works (EPW) Committee Chairwoman Barbara Boxer have indicated that they want to release bill language for a 6-year reauthorization by July. Key considerations for each of the bills is how to fund the nation's surface transportation in light of the declining highway trust fund revenues, which are not keeping pace with currently approved appropriation levels, and which have been bolstered by general fund revenues totaling over $34 million since 2008. Complicating the debate is the discussion of the debt ceiling which is currently anticipated to be reached by August 2011.

Staff will provide updates at each commission meeting on the process and progress of the surface transportation bill development and the debt ceiling discussions.

Additional information on recent federal activities can be found in Attachments B1 and B2.

Fiscal Impact
No direct fiscal impact.

Attachments
Attachment A: State Update
Attachment B: Federal Update

Suter ▪ Wallauch ▪ Corbett
& Associates
Government Relations

BUDGET UPDATE

June 24, 2011

"Raising taxes just cannot be part of the conversation for us."
(Connie Conway, Asm. Republican Leader)

"The Republicans have a Rejectionist Posture . . ."
(Gov Jerry Brown)

Circular Firing Squad: Rejectionism took on cult proportions under the Golden Dome in the past few days. It must have been that Dem political earthquake. This week back-to-back seismic events rattled the precariously stacked State budget, collapsed the tax bridge, and wildly wobbled California's bondability. Following the Governor's unprecedented veto of the legislature's majority vote budget, State Controller John Chiang rocked the legislature by denying its members their pay. Three Constitutional officers emphatically declared the legislature's creative budget unbalanced and unfinancible. Sparklers, not fire crackers, flared briefly as Democrats wagged their legislative light swords in the general direction of the Governor, threatening to hold up some of his administrative appointments in retaliation for the veto. Then, while he was *in absentia,* the entire Republican caucus held a press conference at his office door. "Conference" might be stretching a point—after several questionss, they cut off the press. No wonder the hallway tourist throng, also at the Gov's office door, was confused.

"What's going on? What's going on?" *whispered the Tourists.*
"Nothing!" *declared the Press Reports.*

Nothing, Indeed. Not at the press conference, anyway. It was a summer rerun of the theme that a few Rs have voiced, to vote for a September tax-extension election if the ballot shoves even more legislative work onto the voters: pension reform and spending caps. It's not really a fresh position. At least one R declared that legislators "didn't deserve their pay" because of the impasse, and Asm. Reep Leader Connie Conway later told a luncheon audience that she is "unemployed." Hey, everybody, what ever happened to "elected?" There are several versions of the R position: (1) They will vote for a budget that depends upon the outcome of a tax vote, as long as pension reform and a spending cap are separate items on the same ballot. (2) Asm. R Leader Conway's position that they will vote for a *2/3 all-cuts* budget. (3) In their Secret Meetings with the Gov, a third group of Republicans adds a meteor to the top of the Christmas tree: they're demanding a major re-write of AB 32 to erase environmental lawsuits, grant environmental waivers to big telecommunications companies, and exempt many large urban development projects from the EIR process. Maybe all this stuff is piled up on the bargaining table, but it's hard to know who is holding out for what.

"We as a group feel that there's not the need for a bridge at this point in time."
(Sen.Berryhill at the press conference)

"We as a Group" were a little strained this afternoon. Though it may not be an ingredient in the budget stew, apparently a Republican leadership fight is simmering in the Senate. Now that Senate Reep Leader Bob Dutton shared his intent to run for the Assembly with his caucus, Senators Bob Huff and Joel Anderson are reportedly vying for Dutton's position. Ya' gotta love term limits.

"They have a little bit of heartburn . . .but I have my path;
we'll ultimately get to the Promised Land."
(Governor Brown)

Back on the Trifurcated Dem Side: The Gov still hopes to Jesuitically persuade four R votes to accept an election option that may fall short of Reep pension and spending cap demands. Ninja-kick might be a better strategy. GovBro says, possibly to the chagrin of those not receiving paychecks, that he is willing to sweat it out for a few more weeks. *Say it isn't so! A few weeks? Sweat? It's Sacramento in July!* ProTem Steinberg sounds to us like he, too, may be working on an all-cuts budget, although surely not in conjunction with Leader Conway. Both of them must be sweating the K-14 education funding ravage that will accompany the all-chop option.

All Cuts Budget? For reasons applicable to hopeful thinking and mass confusion, the Capitol was abuzz with expectations of a new proposal from the Gov on Wednesday, which turned out to be "*never was, never will be."* Therefore, it is with caution that we note there *may* be another version of the budget put forward by Legislative Dems sometime next week, but we doubt one is coming from the Gov. We'll do some staff-checking over the weekend to see if such is underway.

Rising Temps, Rising Tempers: A few days of grousing and repositioning after the Gov's veto and Chiang's paycheck decision were predictable. We just hope the legislature doesn't sidetrack itself from the budget by taking on the Constitutional question of separation of powers in court, thus adding the third branch of government to the mix. The situation is too urgent for that distraction right now. As Controller Chiang, Treasurer Lockyer, and GovBro have all pointed out, California must have a "financeable" option for issuing short-term notes and long-term bonds once this budget dust-lion curls up.

"I expect there will be efforts to accelerate the reassessment
of commercial property tax."
(Governor Brown)

Blowing Up More than Boxes: On the continuing subject of California's Constitution, GovBro suggested yesterday that if he isn't able to find common ground with Republicans, organized labor might take the tax extension question to voters with an initiative that could include—

Gasp!—changing the current Prop 13 caps on commercial property taxes. In simple terms—offing the un-split roll in the same way he's trying to eliminate RDAs.

Wither the Fate of Redevelopment? For the time being, the proposals to eliminate and then resuscitate redevelopment agencies are calling for AMI to scoop them up. As budget trailer bills, they are tied to the budget bill, which was vetoed. The two bills are still in Enrollment, but won't be sent to the Governor. There are countless procedural maneuvers that could result in their rebirth as other bills, modified proposals, and political footballs. Stay tuned for more as we muddle forward in this unprocessed, biodegradable budget.

VLF Update: Vehicle License Fee Fund Shortage: In early May, the Gov signed SB 94 into law, which temporarily provided the DMV with flexibility to send VLF renewal notices late. The Governor did this in the hopes that he would garner the votes to maintain a higher VLF rate past July 1st. The result of this action is that VLF funds beginning in May are coming in lower than budgeted which will have the consequence of reducing base funding for the 1991 realignment for counties for the 2011-12 budget year. DOF is aware of the problem and is working with CSAC to remedy it legislatively.

Realignment Update: Sometime after 9:00 last night CSAC passed along the Administration's major policy shift in AB 109 Realignment. They now want to delay implementation of the local revocation hearing process, and continue with state Board of Parole hearings through June 30, 2013. This means that local courts will not take jurisdiction until July 1, 2013. This would delay expansion of responsibilities for district attorneys and public defenders, who would then be limited only to revocation responsibility for those who violate terms of post-release community supervision. This means a reduction of $12.7 million available in AB 109 realignment funding. CAOs and CSAC are working on allocation of the reduction. There will surely be more to come on this subject as we lurch forward into the next chapter of *Budget 2011*.

"I'm not giving up. . .
In all probability it will take the use of the initiative to fix this."
(Governor Brown)

Wretched farewell to FY 2010-11: Next week will bring more scrambling as we hurtle toward June 30, 2011, the last day of the fiscal year, possibly without a budget. Budget or not, without an agreement with Republicans the current temporary taxes will expire on July 1, leaving us with another hole to fill, programs to lop, and concern about the legislature's ability to address the revenue gap in an uncertain economy. *Once the taxes expire, the length of the impasse may be measured by the ability of legislators to withstand a long period of no pay checks.*

Did we mention it's double-digit hot in Sacamenna? It doesn't feel like the Promised Land yet.

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MEMORANDUM

TO: Arthur Dao
Alameda County Transportation Commission
FROM: CJ Lake
RE: Legislative Update
DATE: June 29, 2011

The House is in recess this week while the Senate is in session. The House will be back next week on July 5, while the Senate will be in recess. The two chambers will not be in session at the same time again until the week of July 11. The only votes expected in the Senate this week relate to Department of Justice nominations and a bill that would streamline the Senate confirmations process. The fact that the two chambers' schedules are not aligned is making it that much more difficult to reach agreement on a way forward on the debt ceiling. Many believe the House Republican Leadership will not allow a surface transportation authorization bill to move forward until agreement can be reached on the debt limit.

Debt Ceiling and Deficit Reduction

The main focus in Washington over the last few weeks remains trying to reach an agreement on raising the debt ceiling and a long-term deficit reduction plan.

The Administration has warned Congress that failure to raise the $14.3 trillion debt ceiling by August 2 could result in the United States defaulting on some of its borrowing obligations and risk a financial catastrophe. Since May, the Treasury Department has begun a series of "extraordinary" measures designed to prevent a potential government default until August 2, when Treasury will be faced with the need to cut $125 billion in monthly spending or default on interest payments.

Negotiations between the Administration and Congressional leaders are ongoing on a debt-reduction compromise that would be acceptable to both Republicans and Democrats. Republicans are saying the only way they will support a debt increase is if it is coupled with a significant debt reduction plan. President Obama's deficit reduction commission led by Vice President Biden imploded late last week when House Majority Leader Cantor (R-VA) and Senator John Kyl (R-AZ) pulled out of the talks. Democrats continue to insist that revenues be part of a "balanced" approach to deficit reduction, indicating they won't agree to steep cuts in spending unless revenues are part of the solution, while Republicans are continuing to insist that tax increases won't be considered.

President Obama and Vice President Biden met earlier this week with both Senate Majority Leader Reid (D-NV) and Minority Leader McConnell (R-KY).

If a long term deal cannot be reached, we can likely expect a short-term debt limit increase, although Majority Leader Cantor has said he does not want to have multiple debt limit votes.

Appropriations

As we have reported previously, the House Appropriations Committee has begun moving its appropriations bills. The full House has now approved three bills: Homeland Security, Military Construction and Agriculture. The current schedule has a subcommittee mark up planned for Transportation HUD on July 14, with full committee consideration scheduled for July 26. Regardless, we do not expect Transportation HUD to come before the full House until at least September. Leader Cantor announced a few weeks ago that Transportation HUD would be one of the last bills considered by the full House.

One area of concern with bills moving later in the process, including Transportation HUD, is that their allocations could be cut even more should other subcommittees need additional funding above their allocations. We saw this happen when the Energy and Water bill was taken up by the Appropriations Committee earlier this month – unobligated High Speed Rail funding was used to offset emergency disaster funding for the Army Corps. The House Transportation HUD discretionary allocation is $47.6 billion for FY12; a reduction of almost $8 billion from current levels.

The Senate is moving much slower and plans to take up its first bill, Military Construction, at the committee level this week. It is unknown what other spending bills Senate appropriators may try to move in the absence of an agreement on top-line discretionary spending for the year – particularly since Democrats oppose the Republican cuts proposed for other spending bills. Senate Appropriations leaders have been waiting for debt reduction negotiators to reach an agreement on discretionary spending as part of those broader talks, but Appropriations Chairman Daniel K. Inouye, (D-HI), one of those negotiators, said it also was important to begin moving Senate spending bills given that the new fiscal year starts October 1. In a statement issued before the Biden talks broke down, Inouye expressed confidence that an agreement would eventually be reached.

Surface Transportation Authorization

House Transportation and Infrastructure Chairman John Mica has said he plans to release his bill on July 7. He is tentatively planning to hold a mark up the week of July 11, however many believe these dates could slip pending negotiations on the debt limit. We are also hearing that Senate EPW is planning to release its draft bill the week of July 11, will hold hearings the following week, with a markup scheduled for July 29. Senate Banking Committee staff has indicated it is ready to mark up a bill authorizing the transit piece, but will not move forward until the Senate Finance Committee provides funding levels for a Senate bill.

- The Administration has proposed a $556 billion bill.
- The House is proposing a $219 billion bill – what is currently in the trust fund.

- The Senate is proposing a $340 billion bill – this would fund programs at current levels (accounting for inflation).

Chairwoman Boxer has said she is willing to move a two-year bill if necessary, but Chairman Mica remains committed to moving a six-year bill. A two-year Senate bill would need $12 billion in additional revenue, while a full six-year bill would require around $70 billion in additional funds.

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