



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Commission Chair
Councilmember At-Large
Rebecca Kaplan, City of Oakland

Commission Vice Chair
Supervisor Richard Valle, District 2

AC Transit
Board President Elsa Ortiz

Alameda County
Supervisor Scott Haggerty, District 1
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
President Rebecca Saltzman

City of Alameda
Mayor Trish Spencer

City of Albany
Councilmember Peter Maass

City of Berkeley
Councilmember Kriss Worthington

City of Dublin
Mayor David Haubert

City of Emeryville
Vice Mayor John Bauters

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember Dan Kalb

City of Piedmont
Vice Mayor Teddy King

City of Pleasanton
Mayor Jerry Thorne

City of San Leandro
Mayor Pauline Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Planning, Policy and Legislation Committee

Monday, January 8, 2018, 11:15 a.m.

**1111 Broadway, Suite 800
Oakland, CA 94607**

Mission Statement

The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund, and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Public Comments

Public comments are limited to 3 minutes. Items not on the agenda are covered during the Public Comment section of the meeting, and items specific to an agenda item are covered during that agenda item discussion. If you wish to make a comment, fill out a speaker card, hand it to the clerk of the Commission, and wait until the chair calls your name. When you are summoned, come to the microphone and give your name and comment.

Recording of Public Meetings

The executive director or designee may designate one or more locations from which members of the public may broadcast, photograph, video record, or tape record open and public meetings without causing a distraction. If the Commission or any committee reasonably finds that noise, illumination, or obstruction of view related to these activities would persistently disrupt the proceedings, these activities must be discontinued or restricted as determined by the Commission or such committee (CA Government Code Sections 54953.5-54953.6).

Reminder

Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

Glossary of Acronyms

A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

★ Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

Alameda CTC is accessible by multiple transportation modes. The office is conveniently located near the 12th Street/City Center BART station and many AC Transit bus lines. Bicycle parking is available on the street and in the BART station as well as in electronic lockers at 14th Street and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org).



Garage parking is located beneath City Center, accessible via entrances on 14th Street between 1300 Clay Street and 505 14th Street buildings, or via 11th Street just past Clay Street. To plan your trip to Alameda CTC visit www.511.org.

Accessibility

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome. Call 510-208-7450 (Voice) or 1-800-855-7100 (TTY) five days in advance to request a sign-language interpreter.



Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at www.AlamedaCTC.org/events/upcoming/now.

Paperless Policy

On March 28, 2013, the Alameda CTC Commission approved the implementation of paperless meeting packet distribution. Hard copies are available by request only. Agendas and all accompanying staff reports are available electronically on the Alameda CTC website at www.AlamedaCTC.org/events/month/now.

Connect with Alameda CTC

www.AlamedaCTC.org



facebook.com/AlamedaCTC

[@AlamedaCTC](https://twitter.com/AlamedaCTC)

youtube.com/user/AlamedaCTC



Planning, Policy and Legislation Committee Meeting Agenda Monday, January 8, 2018, 11:15 a.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Consent Calendar

4.1. [Approval of the November 13, 2017 PPLC meeting minutes.](#)

4.2. [Update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.](#)

5. Legislation

5.1. [Receive an update on federal, state, regional, and local legislative activities and approve legislative positions.](#)

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: February 12, 2018

All items on the agenda are subject to action and/or change by the Committee.

Chair: Mayor Barbara Halliday, City of Hayward
Vice Chair: Councilmember Kriss Worthington, City of Berkeley
Commissioners: Wilma Chan, Scott Haggerty, John Marchand, Lily Mei, Rebecca Saltzman
Ex-Officio Members: Rebecca Kaplan, Richard Valle
Staff Liaison: Tess Lengyel
Executive Director: Arthur L. Dao
Clerk: Vanessa Lee

Page A/I

1 A

5 I

19 A/I

This page intentionally left blank



Planning, Policy and Legislation Committee
Meeting Minutes
Monday, November 13, 2017, 11:15 a.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Chan.

Subsequent to the roll call:

Commissioner Campbell-Washington arrived as an alternate for Commissioner Chan during item 5.1

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approval of the October 9, 2017 PPLC meeting minutes.

4.2. Update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.

Commissioner Saltzman moved to approve the Consent Calendar. Commissioner Kaplan seconded the motion. The motion passed with the following votes:

Yes: Halliday, Worthington, Haggerty, Marchand, Mei, Saltzman, Kaplan, Valle

No: None

Abstain: None

Absent: Chan

5. Legislation

5.1. Receive an update on federal, state, regional, and local legislative activities and approve the 2018 Legislative Program.

Tess Lengyel provided an update on federal, state, regional, and local legislative activities and recommended that the Commission approve the 2018 Legislative Program. She stated that the 2018 Alameda CTC Legislative Program is divided into six sections and retains many of the 2017 priorities: Transportation Funding, Project Delivery and Operations, Multimodal Transportation and Land Use, Climate Change, Goods Movement, and partnerships.

After discussion among the committee members, the following items were requested to be added as an amendment to the recommended action:

- Commissioner Saltzman wanted clarifying language added to the program surrounding multi-modal transportation and land use specifically TOD and priority development.
- Commissioner Kaplan requested to explicitly list seeking funding for expansion of the Safe Routes to Schools program.
- Commissioner Haggerty wanted to explicitly call out the expansion of the electric vehicle charging network, expansion of autonomous vehicles in Alameda County, and support for increased enforcement efforts for express lanes.
- Commissioner Haggerty wanted to add amending the CMP legislation to the program.

There was a public comment on this item made by Jane Kramer regarding local control of Transit Oriented Development areas.

Commissioner Kaplan moved to approve this item as amended with the mentioned changes. Commissioner Haggerty seconded the motion. The motion passed with the following votes:

Yes: Halliday, Worthington, Haggerty, Campbell-Washington, Marchand, Mei, Kaplan, Valle
 No: None
 Abstain: Saltzman
 Absent: None

6. Planning and Policy

6.1. Approve the 2017 Congestion Management Program and the FY2016-17 Congestion Management Program Conformity Findings.

Saravana Suthanthira recommended that the Commission approve the 2017 Congestion Management Program and the FY2016-17 Congestion Management Program Conformity Findings. The last update to the CMP was completed in October 2015 and considering the legislative efforts (implementation of Senate Bill 743) related to the CMP currently underway, the 2017 update to the CMP is a focused update only to incorporate progress on the implementation of various CMP elements that occurred in the last two years. Once the Commission adopts the 2017 CMP, Alameda CTC will forward the document to the Metropolitan Transportation Commission (MTC) to meet the MTC requirement for CMP conformance.

Commissioner Kaplan moved to approve this item. Commissioner Haggerty seconded the motion. The motion passed with the following votes:

Yes: Halliday, Worthington, Haggerty, Campbell-Washington, Marchand,
Saltzman, Mei, Kaplan, Valle
No: None
Abstain: None
Absent: None

6.2. Approve the Goods Movement Emissions Reduction Pilot Program Principles and Investment Types and authorize the Executive Director to negotiate and enter into funding agreements as necessary to implement the program.

Carolyn Clevenger recommended that the Commission Approve the Goods Movement Emissions Reduction Pilot Program Principles and Investment Types and authorize the Executive Director to negotiate and enter into funding agreements as necessary to implement the program. She stated that for the past year, Alameda CTC has been participating in a multi-agency effort led by the Bay Area Air Quality Management District to advance a coordinated program that can leverage other funds from multiple sources to reduce impacts on our local communities. Staff recommends the Commission approve a list of programs to advance for funding as part of the Goods Movement Emissions Reduction Pilot Program. Programming will be contingent on the principles adopted by the Commission being met prior to execution of any funding agreements.

Commissioner Kaplan requested that truck buyouts for heavily polluted trucks be specifically included under the Goods movement emission reduction program investment types and support for community impact reduction efforts.

Commissioner Kaplan moved to approve this item. Commissioner Worthington seconded the motion. The motion passed with the following votes:

Yes: Halliday, Worthington, Haggerty, Campbell-Washington, Marchand,
Saltzman, Mei, Kaplan, Valle
No: None
Abstain: None
Absent: None

6.3. Approve and authorize the Executive Director, or a designee to negotiate and execute the Professional Services Agreement with Nelson\Nygaard Consulting Associates for a not-to-exceed amount of \$720,000 to provide Program Management Services for the Implementation of the Transportation Demand Management (TDM) Program.

Cathleen Sullivan recommended that the Commission approve and authorize the Executive Director, or a designee to negotiate and execute the Professional Services Agreement with Nelson\Nygaard Consulting Associates for a not-to-exceed amount of \$720,000 to provide Program Management Services for the Implementation of the Transportation Demand Management (TDM) Program. As part of the 2018 Comprehensive Investment Program, the Commission allocated \$854,000 of Measure BB and Transportation Fund for Clean Air (TFCA) funds to the TDM Program.

Staff has subsequently worked to define the scope of work for the TDM Program and procure a consultant team. Consultant services were sought through a Request for Proposals (RFP), released in August. Two proposals were received and reviewed by a panel. Based on the review of the proposals and interviews, the panel selected Nelson\Nygaard Consulting Associates as the top-ranked firm. Staff recommends that the Commission approve and authorize the Executive Director, or his designee, to negotiate and execute a Professional Services Agreement with Nelson\Nygaard Consulting Associates for a not-to-exceed amount of \$720,000 to provide TDM Program Management Services.

Commissioner Saltzman moved to approve this item. Commissioner Haggerty seconded the motion. The motion passed with the following votes:

Yes: Halliday, Worthington, Haggerty, Campbell-Washington, Marchand,
Saltzman, Mei, Kaplan, Valle
No: None
Abstain: None
Absent: None

7. Committee Member Reports

Tess noted that this is the 3rd year anniversary of the passage of Measure BB and she noted that there was a Goods Movement roundtable scheduled for December 11, 2017 at Alameda CTC.

8. Staff Reports

There were no staff reports.

9. Adjournment/ Next Meeting

The next meeting is:

Date/Time: January 8, 2018 at 11:15 a.m.

Location: Alameda CTC Offices, 1111 Broadway, Suite 800, Oakland, CA 94607

Attested by:



Vanessa Lee,
Clerk of the Commission



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 2, 2018

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

RECOMMENDATION: Update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.

Summary

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

Since the last update on November 13th, 2017, Alameda CTC reviewed one NOP, two EIRs, and two GPAs. A response was submitted on these general plan amendments and is included as Attachment A.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Response to the Notice of Intent to Adopt a Mitigated Negative Declaration and Notice of Public Hearing for the 31252 Veasy Street General Plan Amendment
- B. Response to the Draft Environmental Impact Report for the Ursa Residential Project
- C. Response to the Draft Environmental Impact Report for the Bay Fair Transit-oriented Development Specific Plan
- D. Response to the Notice of Preparation of the Draft Environmental Impact Report for the 600 Addison Street Project
- E. Response to the Mitigated Negative Declaration for the Centerville Pioneer in Fremont

Staff Contacts

[Saravana Suthanthira](#), Principal Transportation Planner

[Chris G. Marks](#), Associate Transportation Planner

This page intentionally left blank



November 2, 2017

Adam Petersen
Contract Planner
Planning Department
City of Union City
34009 Alvarado-Niles Road
Union City, CA 94587

SUBJECT: Response to the Notice of Intent to Adopt a Mitigated Negative Declaration and Notice of Public Hearing for the 31252 Veasy Street General Plan Amendment

Dear Mr. Petersen,

Thank you for the opportunity to comment on the Notice of Intent to adopt a Mitigated Negative Declaration (MND) and Notice of Public Hearing for a new faith-based facility located at 31252 Veasy Street. The project would demolish an existing 5,600 square foot ancillary structure and replace it with a 15,707 square foot faith-based facility as well as amend the existing General Plan Map changing the designation for the property from Light Industrial to Private Institutional.

We have reviewed the project and determined that it is exempt from review under the Congestion Management Program Land Use Analysis Program as it will not generate 100 p.m. peak hour trips in excess of trip generation from existing land use designations.

Thank you for the opportunity to comment on this General Plan Map Amendment MND. Please contact me at (510) 208-7426 or Chris G. Marks, Associate Transportation Planner, at (510) 208-7456 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Saravana Suthanthira".

Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner

This page intentionally left blank



November 15, 2017

Bill Roth
Associate Planner
Planning Division
City of Fremont
39550 Liberty St.
P.O. Box 5006
Fremont, CA 94538

SUBJECT: Response to the Draft Environmental Impact Report for the Ursa Residential Project

Dear Mr. Roth,

Thank you for the opportunity to comment on Draft Environmental Impact Report (DEIR) for the proposed Ursa Residential Project. The project would allow 17 new houses and re-locate and rehabilitate the existing house on the 2.67-acre site located at 48495 Ursa Drive in southern Fremont. The proposed project would also rezone the site from R-1-6 to a Planned Development District.

We have reviewed the project and determined that it is exempt from review under the Congestion Management Program Land Use Analysis Program as it will not generate 100 p.m. peak hour trips in excess of trip generation from existing land use designations.

Thank you for the opportunity to comment on this DEIR. Please contact me at (510) 208-7426 or Chris G. Marks, Associate Transportation Planner, at (510) 208-7453, if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Saravana Suthanthira".

Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner

This page intentionally left blank



November 20, 2017

Tom Liao
Deputy Community Development Director
835 East 14th Street
San Leandro, CA 94577

SUBJECT: Response to the Draft Environmental Impact Report for the Bay Fair Transit-oriented Development Specific Plan

Dear Mr. Liao,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for Bay Fair Transit-oriented Development (TOD) Specific Plan in San Leandro (the Plan). The Plan area covers 154 acres bound by East 14th St to the northeast, Hesperian Blvd to the east and west, and the City of San Leandro's boundary with the unincorporated Alameda County to the south and southeast. The Plan area also includes the Bay Fair BART station and supporting parking facilities. The Plan does not propose specific development but would allow additional density. The DEIR estimates 2,540 new housing units and 300,000 square feet of office space replacing 161,000 square feet of retail space by 2030.

Alameda CTC respectfully submits the following comments on the DEIR:

- The Alameda CTC's Congestion Management Plan (CMP) requires that the DEIRs address potential impacts to Metropolitan Transportation System (MTS) roadways and transit operators (BART and AC Transit), the Countywide Bicycle Network, and Pedestrian Areas of Countywide Significance. Please refer to Alameda CTC's response dated April 7th, 2017 to the Notice of Preparation of a DEIR for this project, which identifies these multimodal analysis requirements. Currently, the DEIR only addresses impacts to the MTS Roadways and transit operators and does not address impacts to bicycle and pedestrian facilities. Considering that this plan is a TOD Specific Plan, increased active transportation (bicycle and pedestrian) activity in addition to transit trips are anticipated in the Specific Plan area. In this regard, on page 311, the DEIR discusses the existing condition of pedestrian facilities and describes sidewalks within parts of the planning area as discontinuous. Similarly, the East Bay Greenway that crosses the Specific Plan area is referenced in both Chapter 3 of the Plan and the existing conditions section of the DEIR. However, no further analysis or discussion is included regarding the future impacts to the pedestrian or bicycle facilities including addressing the existing gaps. Alameda CTC requests that the DEIR is updated to address the Specific Plan impacts to bicycle and pedestrian facilities and movement.

- The DEIR makes references to a CMP roadway performance standard of Level of Service (LOS) E. The DEIR should apply a different threshold of significance based on professional judgement using the context of the project. The LOS E standard applies to the Alameda CTC's biennial LOS monitoring activities but is not intended as a threshold of significance for the review of development projects through the CMP's Land Use Analysis Program. As stated on page 91 of Alameda CTC's 2015 CMP: "Alameda CTC has not adopted thresholds of significance for CMP land use analysis purposes. Project sponsors should use professional judgement to 1) define a threshold that is appropriate for the project context; and 2) use this threshold to determine if segments are impacted".
- Impact T-2 in the DEIR states that most CMP arterial roads have been built out to their ultimate configuration and that there would be significant and unavoidable impacts to vehicle delay as a result of the Plan. While Alameda CTC acknowledges that these arterials are built to their ultimate configuration, the extensive list of Transportation Demand Management (TDM) measures listed in Chapter 3 of the Plan could be strategically applied as potential mitigation measures. The DEIR should be updated to include the appropriate TDM measures and the potential effect these measures would have on overall traffic generated in the Plan area including traffic on arterials.

Thank you for the opportunity to comment on this DEIR. Please contact me at (510) 208-7426 or Chris G. Marks, Associate Transportation Planner at (510) 208-7456, if you have any questions.

Sincerely,



Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner



November 22, 2017

Fatema Crane
Associate Planner
Planning and Development Department
Land Use Planning Division
City of Berkeley
1947 Center Street
Berkeley, CA 94704

SUBJECT: Response to the Notice of Preparation of the Draft Environmental Impact Report for the
600 Addison Street Project

Dear Ms. Crane,

Thank you for the opportunity to comment on the Notice of Preparation of the Draft Environmental Impact Report (DEIR) for the proposed 600 Addison Street Project. The 8.67-acre, single parcel, project site is bound by Addison Street to the north, Bancroft Street to the south, and Union Pacific Railroad track to the east and Bolivar Drive to the west. The proposed project would replace the existing 55,000 square feet of light industrial and manufacturing space and 130 surface parking spaces and replace it with 475,000 square feet of research and development and office space and either 55,789 or 34,544 square feet of parking

The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

Basis for Congestion Management Program Review

- It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the Congestion Management Program (CMP) Land Use Analysis Program requires the City to conduct a transportation impact analysis of the project. For information on the CMP, please visit: http://www.alamedactc.org/app_pages/view/5224

Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. 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 City of Berkeley and the Alameda CTC signed a Countywide Model Agreement on September 15, 2010. 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 December 2015 update.

Impacts

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway network. MTS roadway facilities in the project area include:
 - Interstate 80
 - University Avenue
 - 6th Street
 - 7th Street
 - San Pablo Avenue

For the purposes of CMP Land Use Analysis, the Highway Capacity Manual 2010 freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts. Also, 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 2015 CMP for more information).

- The DEIR should address potential impacts of the project on MTS transit operators.
 - MTS transit operators potentially affected by the project include AC Transit and Capitol Corridor.
 - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix J of the 2015 CMP document for more details.
- The DEIR should address potential impacts of the project to cyclists on the Countywide Bicycle Network.
 - Bicycle related impacts to consider include effects of vehicle traffic on bicyclist conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2015 CMP document for more details.
- The DEIR should address potential impacts of the project to pedestrians in Pedestrian Plan Areas of Countywide Significance.
 - Pedestrian related impacts to consider include effects of vehicle traffic on pedestrian conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2015 CMP document for more details.

Mitigation Measures

- Alameda CTC's policy regarding mitigation measures is that to be considered adequate they must be:

- Adequate to sustain CMP roadway and transit service standards;
 - fully funded; and
 - consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.
- The DEIR should discuss the adequacy of proposed mitigation measure according to the criteria above. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The DEIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.
 - Jurisdictions are encouraged to discuss multimodal tradeoffs associated with mitigation measures that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify whether the mitigation will result in an improvement, degradation, or no change in conditions for automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.
 - 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 Alameda CTC CMP Menu of TDM Measures and TDM Checklist may be useful during the review of the development proposal and analysis of TDM mitigation measures (See Appendices F and G of the 2015 CMP).

Thank you for the opportunity to comment on this NOP. Please contact me at (510) 208-7426 or Chris G. Marks, Associate Transportation Planner, at (510) 208-7453 if you have any questions.

Sincerely,



Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner



November 22, 2017

Bill Roth
Associate Planner
Planning Division
City of Fremont
39550 Liberty St.
P.O. Box 5006
Fremont, CA 94538

SUBJECT: Response to the Mitigated Negative Declaration for the Centerville Pioneer in Fremont

Dear Mr. Roth,

Thank you for the opportunity to comment on the Mitigated Negative Declaration (MND) for the Centerville Pioneer in Fremont. The project site is located within the grounds of the Centerville Pioneer Cemetery and will include eight new attached townhouses on a 0.4-acre site. The project includes a General Plan Amendment from Open Space General and Town Center – Commercial to Medium Density Residential, which will increase the allowed density on the site from 14.6 units per acre to 29.9 units per acre.

We have reviewed the project and determined that it is exempt from review under the Congestion Management Program Land Use Analysis Program as it will not generate 100 p.m. peak hour trips in excess of trip generation from existing land use designations.

Thank you for the opportunity to comment on this MND. Please contact me at (510) 208-7426 or Chris G. Marks, Associate Transportation Planner, at (510) 208-7453, if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Saravana Suthanthira".

Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner

This page intentionally left blank



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 2, 2018

SUBJECT: January Legislative Update

RECOMMENDATION: Receive an update on federal, state, and local legislative activities and approve legislative positions.

Summary

The January 2018 legislative update provides information on federal and state legislative activities and information on Alameda CTC's advocacy efforts.

Background

The Commission approved the 2018 Legislative Program in December 2017. The purpose of the legislative program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy. The final 2018 Legislative Program is divided into six sections: Transportation Funding; Project Delivery and Operations; Multimodal Transportation, Land Use, and Safety; Climate Change and Technology; Goods Movement; and Partnerships (Attachment A). The program is 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 the region as well as in Sacramento and Washington, DC.

Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative updates.

Federal Update

At the end of the year, Congress passed its tax overhaul and acted on an extension to the continuing resolution which keeps the federal government funded at Fiscal Year 2017 levels through January 19, 2018. Staff will provide additional verbal updates at the meeting, if additional transportation-related items are addressed in Congress by the end of the year.

State Update

Platinum Advisors, Alameda CTC's state lobbying firm, provided the following summary of state activities. The state budget development timeline is also summarized below.

New Senate Leadership

In December, Senator Toni Atkins (San Diego) was chosen as the new leader of the Senate to replace Senate pro Tempore Kevin de León next year. Atkins was the Assembly Speaker from 2014 to 2016 and served on the San Diego City Council prior to her election to the Assembly in 2010. The formal vote will be in early January with a transition later in the year. Atkins is the first woman to hold the position and the third member in California's history who will have served both as Speaker and pro Tem.

Transportation Funding Programs Update

SB 1 Repeal Efforts: The Secretary of State's Office announced that the campaign to repeal SB 1 has reached the 25 percent threshold on required signatures. These signatures are for the Constitutional amendment initiative that would prohibit the enactment of any fuel tax or vehicle fee without first being approved by a majority of the voters. The campaign for this initiative must submit 585,407 signatures by May 21, 2018 to qualify for the ballot.

Cap and Trade Auction: The November Cap and Trade Auction set a new record for revenue, generating over \$850 million in proceeds for the Greenhouse Gas Reduction Fund. All 80 million allowances were sold, including 16 million that went unsold during the 2016 auctions. With the extension of the auction authority to 2030, the market has stabilized, and demand has returned. As a result of the latest auction proceeds combined with the \$642 million generated in August, Greenhouse Gas Reduction Fund revenue is far exceeding estimates for the fiscal year.

RM3 Update: The Bay Area Toll Authority (BATA) held a workshop on December 20 to discuss polling results on Regional Measure 3, including the public's response to toll increases and specific projects in each county. MTC will determine in January 2018 whether it will require the nine counties to place a measure on the ballot for June 2018 or a later date, and what amount of toll increase would be included in the ballot measure. The poll results indicated that the measure could pass with a minimum of 50% in all counties (over 60% in many counties) if voters know what projects would be funded by the measure. A link to the BATA workshop presentation materials, including a PowerPoint of the polling results can be found here: <https://mtc.legistar.com/MeetingDetail.aspx?ID=578307&GUID=4E3D9367-E2D6-4403-B319-D5A366FEF35D&Options=info&Search=>

State Budget: According to state law, Governor Brown will release his 2018-2019 proposed budget by no later than January 10th. Budget subcommittees will begin hearings on the budget into early May prior to the Governor's May Revise, which must be submitted by May 14. Thereafter, both the Assembly and Senate will finalize each houses' version of the budget, then conference to resolve differences. The legislative leaders and the Governor will meet in June to address any outstanding issues and a final budget must be adopted by June 15, so the new budget year can begin on July 1 after the Governor signs the final budget bill.

Fiscal Impact: There is no fiscal impact.

Attachment

A. Alameda CTC 2018 Legislative Program

Staff Contact

[Tess Lengyel](#), Deputy Executive Director of Planning and Policy

This page intentionally left blank



2018 Alameda County Transportation Commission Legislative Program

The legislative program herein supports Alameda CTC's transportation vision below adopted for its Countywide Transportation Plan:

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

“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.”

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none"> • Oppose efforts to repeal transportation revenues streams enacted through SB 1. • Support efforts that protect against transportation funding diversions. • Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures. • Support the implementation of more stable and equitable long-term funding sources for transportation. • Seek, acquire, accept and implement grants to advance project and program delivery.
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> • Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations. • Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs, including funding to expand the Affordable Student Transit Pass program. • Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures. • Support efforts that streamline financing and delivery of transportation projects and programs. • Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.
Project Delivery and Operations	Advance innovative project delivery	<ul style="list-style-type: none"> • Support environmental streamlining and expedited project delivery. • Support contracting flexibility and innovative project delivery methods. • Support high-occupancy vehicle (HOV)/toll lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation. • Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> • Support efforts that reduce project and program implementation costs. • Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.
	Protect the efficiency of managed lanes	<ul style="list-style-type: none"> • Support utilizing excess capacity in HOV lanes through managed lanes as a way to improve corridor efficiencies and expand traveler choices. • Support ongoing HOV/managed lane policies to maintain corridor-specific lane efficiency, including improved enforcement. Partner with regional efforts by MTC to explore legislation for HOV lane enforcement and additional state funding for dedicated HOV-lane enforcement by either the California Highway Patrol or local law enforcement. • Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.
	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> • Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs.

Issue	Priority	Strategy Concepts
Multimodal Transportation, Land Use and Safety		<ul style="list-style-type: none"> • Support local flexibility and decision-making regarding land-uses for transit oriented development (TOD) and priority development areas (PDAs). • Support legislation that removes barriers to local development in TOD and PDAs. • Support innovative financing opportunities to fund TOD and PDA implementation.
	Expand multimodal systems, shared mobility and safety	<ul style="list-style-type: none"> • 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, and do not create unfunded mandates. • Support policies that enable shared mobility innovations while protecting the public interest and maintaining equitable transportation. Support allowing shared data (such as data from transportation network companies and app based carpooling companies) that could be used for transportation and land use planning and operational purposes. • Support investments in active transportation (bicycle, pedestrian and last mile access to transit) for all users, including investments that improve safety and support Vision Zero strategies. • 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, carpooling, and vanpooling and other modes with parking. • Support legislation to modernize the Congestion Management Program, supporting the linkage between transportation, housing, and multi-modal performance monitoring
Climate Change and Technology	Support climate change legislation and technologies to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> • Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions, and support economic development. • Support cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy. • Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions. • Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions. • Support and engage in legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County. • Support protections for on-going transit services and transit oriented development as advanced technologies emerge. • Support the expansion of electric vehicle charging stations. • Support efforts that ensure Alameda County jurisdictions are eligible for state funding related to the definition of disadvantaged communities used in state screening tools.
Goods Movement	Expand goods movement funding and policy development	<ul style="list-style-type: none"> • Support a multimodal goods movement system and efforts that enhance the economy, local communities, and the environment. • Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy. • Support legislation and efforts that improve the efficiency and connectivity of the goods movement system, including passenger rail connectivity. • Ensure that Alameda County goods movement needs are included in and prioritized in regional, state and federal goods movement planning and funding processes. • Support rewarding Self-Help Counties that directly fund goods movement infrastructure and programs. • Leverage local funds to the maximum extent possible to implement goods movement investments in Alameda County through grants and partnerships.

Issue	Priority	Strategy Concepts
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> • Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional transportation problems and support governmental efficiencies and cost savings in transportation. • Support policy development to advance transportation planning, policy, and funding at the county, regional, state, and federal levels. • Partner with community agencies and other partners to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs. • Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.

This page intentionally left blank