



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

PLANNING, POLICY AND LEGISLATION COMMITTEE

MEETING NOTICE

Monday, April 8, 2013, 10:00 A.M.

(PLEASE NOTE SLIGHTLY EARLIER MEETING TIME)

1333 Broadway, Suite 300, Oakland, California 94612

(see map on last page of agenda)

Commission Chair
Scott Haggerty, Supervisor – District 1

Commission Vice Chair
Rebecca Kaplan, Councilmember

AC Transit
Elsa Ortiz, Director

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

BART
Thomas Blalock, Director

City of Alameda
Marilyn Ezzy Ashcraft, Vice Mayor

City of Albany
Peggy Thomsen, Mayor

City of Berkeley
Laurie Capitelli, Councilmember

City of Dublin
Tim Sbranti, Mayor

City of Emeryville
Ruth Atkin, Councilmember

City of Fremont
Suzanne Chan, Councilmember

City of Hayward
Marvin Peixoto, Councilmember

City of Livermore
John Marchand, Mayor

City of Newark
Luis Freitas, Councilmember

City of Oakland
Larry Reid, Vice Mayor

City of Piedmont
John Chiang, Mayor

City of Pleasanton
Jerry Thorne, Mayor

City of San Leandro
Michael Gregory, Vice Mayor

City Of Union City
Carol Dutra-Vernaci, Mayor

Executive Director
Arthur L. Dao

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

AGENDA

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

- 1 PLEDGE OF ALLEGIANCE
2 ROLL CALL
3 PUBLIC COMMENT
Members of the public may address the Committee during "Public Comment" on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Only matters within the Committee's jurisdictions may be addressed. Anyone wishing to comment should make their desire known by filling out a speaker card and handling it to the Clerk of the Commission. Please wait until the Chair calls your name. Walk to the microphone when called; give your name, and your comments. Please be brief and limit comments to the specific subject under discussion. Please limit your comment to three minutes.
4 CONSENT CALENDAR
4A. Minutes of March 11, 2013 – Page 1 A
4B. Congestion Management Program: Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments – Page 5 I

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- 5 LEGISLATION AND POLICY**
- 5A. [Approval of Legislative Positions and Update](#) – Page 13 I/A
- 6 PLANNING**
- 6A. [Approval of 2013 Alameda CTC Retreat Outcomes for Planning Studies Prioritization, Outreach Approach and Implementation Timeline](#) – Page 23 A
- 6B. [FY 2012-13 Coordinated Funding Program: Summary of Applications Received](#) – Page 31 I
- 6C. [Approval of Strategic Planning and Programming Policy for Integration with the 2013 Congestion Management Program \(CMP\) Update and 2014 State Transportation Improvement Plan \(STIP\) Development Process](#) – Page 37 A
- 7 COMMITTEE MEMBER REPORTS (VERBAL)**
- 8 STAFF REPORTS (VERBAL)**
- 9 ADJOURNMENT/NEXT MEETING: May 13, 2013**

Key: A- Action Item; I – Information Item; D – Discussion Item

\* Materials will be provided at meeting.

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

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

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

Mayor Sbranti convened the meeting at 10:00 a.m.

**1. PLEDGE OF ALLEGIANCE**

**2. PUBLIC COMMENT**

There were no public comments.

**3 ROLL CALL**

Lee conducted the roll call. A quorum was confirmed.

**4. CONSENT CALENDAR**

**4A. Minutes of February 11, 2013**

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

Mayor Marchand motioned to approve the Consent Calendar. Vice Mayor Gregory seconded the motion. The motion passed 6-0.

**5. LEGISLATION AND POLICY**

**5A. Legislative Update and Approval of Legislative Positions**

Tess Lengyel provided an update on state and federal legislative initiatives. On the federal level, Ms. Lengyel updated the committee on sequestration, budget cuts and appropriation bills. She updated the Committee on MAP-21 implementation and authorization levels and stated that the president still has not released the budget. On the state level, Ms. Lengyel stated that staff was reviewing over 2100 newly introduced Bills and highlighted important updates regarding lowering the voter thresholds and Cap & Trade revenues.

Vice Mayor Gregory wanted to know if any discussion had been had regarding splitting the voter threshold to different approval levels. Ms. Lengyel stated that the bills are currently written at 55% but as they move through each committee discussions may be had regarding approval levels.

This Item was for information only.

**5B. Approval of Policy Framework for Planning, Programming and Monitoring at Alameda CTC**

Tess Lengyel recommended that the Commission adopt a policy framework to guide the integration of how planning, systems performance evaluation and programming of funds will be developed. Ms. Lengyel stated that the Alameda CTC allocates over 160 million dollars of combined federal, state, regional and local funds for transportation per year. She highlighted the Alameda CTC vision and goals identified in the 2012 Countywide Transportation Plan and presented a flow chart summarizing

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the Alameda CTC planning, programming and monitoring process and how the various elements relate to each other. Ms. Lengyel conclude by reviewing how the integrated process allows planning, programming and project delivery to be streamlined to ensure effective feedback loops into decision-making to support local jobs and economic development in Alameda County. She stated that staff will bring back specific details on implantation and a timeline in future meetings.

Councilmember Cutter motioned to approve this Item. Councilmember Peixoto seconded the motion. The motion passed 6-0.

**6 PLANNING**

**6A. Approval of Final Alameda County Priority Development Area Investment and Growth Strategy**

Kara Vuicich recommended that the Commission approve the Final Priority Development Area (PDA) Investment and Growth Strategy and direct staff to submit it to MTC by the May 2013 deadline. Ms. Vuicich reviewed the comments received and stated how they were incorporated into the strategy and responded to. She concluded by stating that the final list of all comments received will be presented to the Commission at the March meeting and posted on the Alameda CTC website.

Councilmember Gregory motioned to approve this Item. Councilmember Peixoto seconded the motion. The motion passed 6-0.

**6B. Review of Complete Streets Local Policy Approvals Update**

Tess Lengyel provided a review of the Complete Streets Local Policy Approvals. She stated that Alameda County was required to adopt complete streets policies, by April 1, 2013 in order to meet the MTC/ABAG One Bay Area Grant (OBAG) requirement. Ms. Lengyel stated that all jurisdictions will have adopted policies by the deadline and staff has had an opportunity to review majority of the policies and will bring back a comprehensive update in future meetings.

This Item was for information only.

**6C. Review of Coordinated Call for Projects Update**

Matt Todd provided a review of the Coordinated Call for Projects. He stated that applications were released February 4, 2013 and were due Friday March 15, 2013. Mr. Todd stated that there is 65 million dollars available for programming which includes OBAG grant funds, Measure B funds and Vehicle Registration Fee funds. The final program will be brought to the Commission in June. Mr. Dao stated that this is the first time Alameda CTC has attempted a coordinated programming effort and is aiming to deliver sustainable transportation projects.

Councilmember Peixoto questioned the participation rate of community based organizations. Mr.Dao stated that Alameda CTC is anticipating that the majority of applications will come from governmental agencies. Mr. Todd stated that the best source of funding for community based organizations will be through the Measure B funds and that staff has targeted community based organization through extensive outreach efforts.

Mayor Sbranti requested more information on the approval process. Mr. Todd stated that a draft program will be brought through the Committee in May and the final program will be recommended to the Commission in June.

This Item was information only.

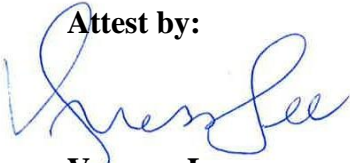
**7/8 STAFF AND COMMITTEE MEMBER REPORTS**

Art Dao stated that staff and Supervisor Haggerty participated in a meeting with California Alliance for Jobs regarding polling for reducing the voter's threshold, VLF tax, gas tax levels, and a Proposition 1B sequel. He also stated that staff will provide a summary of the 2013 Commission Retreat at the March Commission Meeting.

**9 ADJOURNMENT/NEXT MEETING: APRIL 08, 2013**

The meeting was adjourned at 10:55am . The next meeting is scheduled for April 08, 2013.

**Attest by:**



**Vanessa Lee  
Clerk of the Commission**

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## Memorandum

**DATE:** April 8, 2013

**TO:** Planning, Policy and Legislation Committee

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

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

### Recommendation

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

### Summary

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

Since the last monthly update on March 8, 2013, staff reviewed one NOP and one DEA. Comments were submitted for both environmental documents. The comment letters are attached.

### Attachments

Attachment A: Comment letter for Navy/Veterans Administration Draft Environmental Assessment for Land Transfer and Veterans Administration Clinic Development

Attachment B: Comment letter for City of Oakland Notice of Preparation of a Draft Supplemental Environmental Impact Report for the Broadway/West Grand 2013 Modified Project

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March 14, 2013

Douglas Roaldson  
Environmental Program Manager  
U.S. Department of Veterans Affairs/VISN 21  
201 Walnut Avenue, Room 1020  
Mare Island, CA 9452-1107

**SUBJECT:** Comments on the Draft Environmental Assessment for the Transfer of Excess Federal Property and Development of an Outpatient Clinic, Offices, and National Cemetery at the Former Naval Air Station Alameda, California

Dear Mr. Roaldson:

Thank you for the opportunity to comment on the Draft Environmental Assessment (EA) for the transfer of excess federal property and development of an outpatient clinic, offices, and a national cemetery at the former Naval Air Station (NAS) Alameda, California. The Proposed Action area, referred to as the VA Transfer Parcel, is located within the southwest corner of the former NAS Alameda property. The VA Transfer Parcel is bordered by the San Francisco Bay to the west and south, and the remainder of the former NAS Alameda property, now referred to as Alameda Point, to the east and north. The Department of the Navy (Navy) and Department of Veterans Affairs (VA) jointly initiate a Proposed Action consisting of the transfer of excess federal property at the former NAS Alameda and subsequent reuse of the property by the VA. The Navy's Proposed Action is to dispose of excess property at the former Naval Air Station (NAS) Alameda via a federal-to-federal (fed-to-fed) transfer to VA. The VA Proposed Action is to establish a single location for combined services consistent with the national "One VA" goal, which advocates consolidating services wherever possible to ensure that the most centralized, coordinated, and efficient care and services are provided to Veterans in a local area. The Navy would be responsible for transfer of excess federal property, and the VA would be responsible for site preparation activities and the construction and operation of the proposed facilities. In addition, the VA would be responsible for implementation of mitigation measures identified in this EA.

Depending on the action alternative selected, the VA Transfer Parcel would be either approximately 549 acres or 624 acres in size. Both action alternatives would include an approximately 112-acre VA Development Area within the larger VA Transfer Parcel. The VA Development would include a 158,000 square foot outpatient clinic, a 2,700 square foot cemetery, and a 2,500 square foot conservation management office. The remaining acreage within the VA Transfer Parcel, including the CLT colony, would remain undeveloped. The VA would also construct an off-site access utility/road corridor on approximately 6 acres of land to the east of the VA Transfer Parcel.

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

- The Draft EA identifies a significant impact at the Harrison Street/7<sup>th</sup> Street intersection, and specifies that the VA should pay for signal optimization (Appendix D, page 60). The Alameda CTC, through its Level of Service Monitoring, has identified the connection between State Route 260 (Posey Tube) Eastbound and Interstate 880 Northbound (the loop consisting of the Posey Tube, 7<sup>th</sup> Street Eastbound, Jackson Street Southbound, and the Interstate 880 On-Ramp) as a deficient roadway segment. The Environmental Assessment should ensure that the Proposed Action does not exacerbate delay on these segments. Furthermore, any mitigation affecting these segments should be consistent with the improvements identified in the State Route 260 (Posey Tube) Deficiency Plan (1999).

Thank you for the opportunity to comment on this Draft EA. Please do not hesitate to contact me or Matthew Bomberg of my staff at (510) 208-7400 if you require additional information.

Sincerely,



Beth Walukas  
Deputy Director of Planning

Cc: Matthew Bomberg, Assistant Transportation Planner

File: CMP – Environmental Review Opinions – Responses - 2013



March 13, 2013

Catherine Payne  
Planner III  
City of Oakland  
Department of Building and Neighborhood Preservation  
Planning and Zoning Division  
250 Frank H. Ogawa Plaza  
Suite 2114  
Oakland, CA 94612

**SUBJECT:** Comments on the Notice of Preparation of a Draft Supplemental Environmental Impact Report (DSEIR) for the Broadway/West Grand 2013 Modified Project (23<sup>rd</sup>/Broadway) (ER030022)

Dear Ms. Payne,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of a Draft Supplemental Environmental Impact Report (DEIR) for the Broadway/West Grand 2013 Modified Project (23<sup>rd</sup>/Broadway) (ER030022).

The Project is located in the block bounded by Broadway to the east, 23<sup>rd</sup> Street to the south, Valley Street to the west, and 24<sup>th</sup> Street to the north. The Project is a modification to the Broadway-West Grand Mixed-Use Project (Original Project, 2004). Subsequent revisions include the First Modified Project (2006) and the Second Modified Project (2008). The 2013 Modified Project would demolish two existing buildings. The project would consist of two new residential buildings containing up to 97 residential units, eight additional units from converting an existing vacant commercial building, and approximately 79,300 square feet of commercial space in renovated and newly constructed space. The 213 Modified Project would contain 193 surface parking spaces and two interior parking lanes.

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

- The City of Oakland adopted Resolution No. 69475 on November 19, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model. The analysis should study conditions in years 2020 and 2035. Please note the following paragraph as it discusses the responsibility for modeling.

- The CMP was amended on March 26<sup>th</sup>, 1998 so that local jurisdictions are responsible for conducting travel model runs themselves or through a consultant. The Alameda CTC has a Countywide Travel Demand model that is available for this purpose. The City of Oakland and the Alameda CTC signed a Countywide Model Agreement on May 28, 2008. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.

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

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway and transit systems. The MTS roadway network includes both the CMP roadway network and additional routes of local significance. The MTS roadway network is depicted in the attached map, and the MTS network in the proposed project study area is depicted in in 2011 CMP Figure 2. The MTS transit operators to consider for this study include AC Transit and BART. The MTS roads in the project study area are Interstate 880 (I-880), Interstate 580 (I-580), Interstate 980 (I-980), Broadway, Telegraph Avenue, Grand Avenue, and 14<sup>th</sup> Street.
  - Potential impacts of the project must be addressed for 2020 and 2035 conditions.
  - Please note that the Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2011 CMP for more information).
  - For the purposes of CMP Land Use Analysis, 2000 Highway Capacity Manual is used.
- The adequacy of any project mitigation measures should be discussed. On February 25, 1993, the Alameda County Congestion Management Agency (predecessor to the Alameda CTC) Board adopted three criteria for evaluating the adequacy of DEIR project mitigation measures:
  - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
  - Project mitigation measures must be fully funded to be considered adequate;
  - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).

The DEIR should include a discussion of the adequacy of proposed mitigation measure criteria discussed 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 LOS if only the funded portions of these projects were assumed to be built prior to project completion.

- Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2011 CMP, Chapter 4). Transit service standards are 15-30 minute headways for bus service

and 3.75-15 minute headways for BART during peak hours. The DEIR should address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.

- The DEIR should also consider Travel Demand Management (TDM) related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of existing facilities (see 2011 CMP, Chapter 5). The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Site Design Guidelines Checklist may be useful during the review of the development proposal. A copy of the checklist is enclosed.
- The DEIR should consider opportunities to promote countywide bicycle and pedestrian routes identified in the Alameda Countywide Bicycle and Pedestrian Plans, which were approved in October 2012. The approved Countywide Bike Plan and Pedestrian Plan are available at [http://www.alamedactc.org/app\\_pages/view/5275](http://www.alamedactc.org/app_pages/view/5275).
- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.
- Local jurisdictions are encouraged to consider a comprehensive Transit Oriented Development (TOD) Program, including environmentally clearing all access improvements necessary to support TOD development as part of the environmental documentation.

Thank you for the opportunity to comment on this Notice of Preparation. Please do not hesitate to contact me at (510) 208-7405 or Matthew Bomberg of my staff at (510) 208-7444 if you require additional information.

Sincerely,



Beth Walukas  
Deputy Director of Planning

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

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## Memorandum

**DATE:** March 25, 2013  
**TO:** Planning, Policy and Legislation Committee  
**FROM:** Tess Lengyel, Deputy Director of Policy, Legislation and Public Affairs  
**SUBJECT:** **Approval of Legislative Positions and Update**

### **Recommendations**

Staff recommends approval of legislative positions and the legislative update.

### **Summary**

This memo provides an update on federal, state and local legislative activities including an update on the federal budget continuing resolution, federal transportation issues, legislative activities and policies at the state level, as well as an update on local legislative activities.

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

### **Background**

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

### **Federal Update**

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

### **Fiscal Year 2013 Budget Complete**

Both the House and Senate passed bills that fund the government through September 30, 2013, averting a government shutdown for the remainder of FY13, incorporating, for the most part, the mandated cuts under sequestration. Most agencies will continue to be funded at FY12 levels. The bill also restores more than \$500 million for surface transportation programs administered by DOT (including highways and rail infrastructure), based on funding levels in last year's *MAP-21* transportation law.

### **Budget Resolutions**

Both the Senate and House adopted budget resolutions that set the stage for future funding limits at the federal government. Both plans use the same overall discretionary spending cap for FY14, \$966 billion; but the spending plans differ between the House and the Senate. Attachment B shows a side by side comparison of the separate plans. The House plan anticipates balancing the budget in 10 years (in FY23) by cutting spending by more than \$4 trillion and keeping tax revenues at current estimated levels. It would slow the rapid projected growth in entitlement spending by turning Medicare into a voucher-like program, reducing the federal contribution to Medicaid, and giving states more flexibility to run their health care programs for the poor. It also calls for the repeal of the Affordable Care Act.

In contrast, the Senate Budget Chairman reduces the annual deficit down to \$566 billion by FY23, a reduction of \$1.85 trillion, through a mix of spending cuts and tax increases, which would also replace the sequester. The Senate plan also directs the Finance Committee to increase revenue by \$975 billion over the same 10-year time period, most likely via tax reform.

### **MAP-21 and Freight**

As part of Map 21, a national freight plan must be developed and updated every five years. The Department of Transportation is establishing a National Freight Advisory Committee to provide recommendations to support the freight elements mandated by MAP-21. Alameda CTC is seeking this as an opportunity for representation on a national level to address freight both nationally and locally. The following describes some of the activities that will be conducted for development of a national freight plan.

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

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

- assess the condition and performance of the national freight network;
- identify highway bottlenecks that cause significant freight congestion;
- forecast freight volumes;
- identify major trade gateways and national freight corridors;
- assess barriers to improved freight transportation performance;
- identify routes providing access to energy areas;
- identify best practices for improving the performance of the national freight network and mitigating the impacts of freight movement on communities; and
- provide a process for addressing multistate projects and strategies to improve freight intermodal connectivity.



## **State Update**

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

### **Budget**

*February Numbers:* Continuing the strong January revenues, February is also showing revenues above anticipated amounts. Overall, tax receipts for the fiscal year-to-date remain \$4.5 billion over projections according to the State Controller's February revenue report. Personal income tax receipts were down slightly by about \$441 million, which was due to tax refund checks being sent in February instead of January. Sales tax revenue was up by \$363 million and corporate income tax receipts were above projections by \$26 million.

*Active Transportation Account:* The Governor's budget proposes to consolidate into the Active Transportation Account the funds from the Bicycle Transportation Account, Safe Routes to School, the Environmental Enhancement & Mitigation Account (EEMP), as well as federal Transportation Alternative Program funds and federal Recreational Trails Program funds.

Significant advocacy efforts have been conducted to keep the funds in separate accounts based upon testimony received during budget hearings in March. Whether the Governor's proposal will stay intact or the programs will be separated will be determined over the coming months during budget hearings.

The Governor's draft proposal directs the CTC to develop guidelines and project selection criteria for these funds. The CTC is directed to work with various state agencies as well as metropolitan planning organizations and regional transportation agencies. The funds deposited into the Active Transportation Account would be divided as follows: 40% to metropolitan planning organizations, 10% to small urban and rural regions, 50% to projects competitively awarded by the state on a statewide basis.

### **Policy Highlights**

*A Look Ahead:* The Legislature started its Spring Break on March 21<sup>st</sup> and will reconvene on April 1<sup>st</sup>. The activity level in Sacramento will increase in April when policy committees and budget subcommittees begin going through agendas to address the almost 2,000 pieces of legislation introduced in this session. The first policy committee deadline is May 3<sup>rd</sup>, which is when all bills with fiscal impacts must be moved to the Appropriations Committee.

*New Senate Environmental Quality Chair:* Senate Pro Tem Steinberg appointed Senator Jerry Hill from San Mateo County to replace Senator Mike Rubio as the chair of the Senate Committee on Environmental Quality. The Committee is expected to address CEQA issues this year which is a priority for both Steinberg and the Governor.

*Working Groups:* The BT&H Agency has sent notices to those selected to participate on the Freight Advisory Committee. The Committee consists of 55 representatives, which is comprised of business interests and state and local government groups. This group is charged with developing a state freight plan as called for in MAP-21.

In addition, there has been much speculation about the formation of the transportation working group specified in the Governor's budget. This group has not been officially created, but internal meetings have been held between BT&H, Caltrans, CTC, and other state agencies. BT&H also working with legislative staff to discuss the intent and goals of the transportation working group.

*Supermajority Update:* Two special elections were held in March to fill vacancies in the Senate. Assemblyman Ben Hueso won the 40<sup>th</sup> Senate district seat which was vacated when Senator Juan Vargas was elected to Congress. A runoff election was avoided when Hueso received over 50% of the votes cast. His win restores the supermajority in the Senate.

There was also a special election for the 32<sup>nd</sup> Senate District seat, which was vacated when Senator Gloria Negrete McLeod was elected to Congress. In this race Assemblywoman Norma Torres, who received 43.6% of the votes, will face a runoff election against Paul Leon, who received 26.4% of the votes, on May 14.

Even with Hueso moving to the Senate, the Assembly supermajority remains intact for a few more months. Assemblyman Bob Blumenfield recently won a seat on the Los Angeles City Council, and he will be stepping down this summer to take that seat. It appears that it is only a matter of time before the supermajority returns to the Assembly.

*Strategic Growth Council:* The SGC was created in statute in an effort to coordinate the activities of state agencies and departments in pursuing greenhouse gas reduction goals. The SGC is comprised of the agency secretaries from BT&H, Resources, Health & Human Services, Cal EPA, and OPR, as well as one public member. The actions of the SGC will greatly influence the Administration's position on legislation and policy goals.

At its last meeting the SGC authorized staff to spend up to \$50,000 on a report examining the barriers to infill development. These include identifying conflicting policies and outdated rules that inhibit infill development, addressing the infrastructure needs to implement SB 375, and providing access to infill financing mechanisms. The findings of this report will influence the Administration's position on bills that focus on infill development. The report will also review policies and investments to improve schools in infill areas.

In addition, the SGC received an update on efforts to develop "self-review" criteria for departments and agencies that would guide their decisions on infrastructure investments in a manner that is consistent with state priorities. This process will leverage the planning efforts underway for the five-year infrastructure plan, which will be released soon by the Governor, and the Transportation Agency's workgroup on transportation funding needs. As referenced in the Governor's Budget Summary, and noted above, the Transportation Agency will be forming a working group to examine transportation funding needs and priorities, and how to address these needs at the state and local level.

### **Emerging Legislative Issues and Recommended Legislative Positions**

*CEQA:* With over 20 bills in print, so far, making various changes to the California Environmental Quality Act, there is no shortage of ideas on how to "modernize" the process. However, changes to CEQA will face hurdles. In March, a coalition of environmental groups and labor organizations held a press conference announcing their united front opposing any efforts to weaken CEQA. While the door was left open a crack for minor changes, the odds of making substantive changes may be eroding.

*Fees & Taxes:* There are two new bills introduced that are aimed at funding the implementation of sustainable communities strategies. AB 431 (Mullin) would allow an MPO to place a sales tax measure on the ballot that covers some or all of the MPO's planning area. The bill would require 25% be allocated to transportation projects, 25% to affordable housing projects, and 25%

to parks and recreation programs. The funds must be spent on projects that confirm with the sustainable communities strategy. AB 431 is fairly brief and does not address how the expenditure plan is developed and it does not specify a return to source. AB 431 is sponsored by the Nonprofit Housing Association of Northern California.

Another bill, AB 1002 (Bloom), would impose a \$6 fee on the registration on each vehicle. The bill provides a general outline of how the funds would be allocated with 50% allocated on a per capita basis to cities and counties, 40% to transit operators and transportation commissions, and 10% to metropolitan planning organizations for competitive grants. The funds must be used to implement sustainable communities strategies.

*CTC Oversight:* Another new bill of significance is AB 1290 by Speaker John Pérez. This bill expands the membership of the California Transportation Commission from 13-18 members. The new members include one additional appointee made by the Senate and Assembly, bringing the number of appointees from each house to two each. The bill would also specify that the Secretary of Transportation, the Chairperson of CARB, and the Director of HCD would also be ex-officio members of the CTC.

AB 1290 would also expand the responsibilities of the CTC to oversee and assess the progress regions make in implementing their sustainable communities strategies. The bill also directs the CTC to include in its guidelines for regional transportation plans an assessment of alternative land use scenarios and transportation system alternatives used in adoption of the regional transportation plan and the sustainable communities strategy. The guidelines would require annual updates from the transportation planning agencies describing progress made toward implementing the sustainable communities strategy. A summary of these assessments would be included in the CTC's annual report.

*Oil Severance Tax:* Senator Noreen Evans from Santa Rosa has introduced a measure that would tax oil companies 9.9% on oil drilled on land and in California's coastal waters. California is the only oil producing state that doesn't have an oil extraction tax. The tax is estimated to generate \$2 billion per year. The bill designates the University of California, California State University, Community Colleges, and state parks as the recipients of the funds. The measure will require a 2/3 vote, as well as the blessing of the Governor who has said that he won't raise taxes without a vote of the people.

Staff recommends a support position on the following bill:

**AB 14 (Lowenthal) State freight plan.**

This bill would require the Business, Transportation and Housing Agency to prepare a state freight plan with specified elements to govern the immediate and long-range planning activities and capital investments of the state with respect to the movement of freight. This bill would require the agency to establish a freight advisory committee with various responsibilities in that regard. The initial state freight plan would be submitted to the Legislature, the Governor, and certain state agencies by December 31, 2014, and updated every 5 years thereafter. As noted above under the discussion of MAP-21, this bill supports the efforts to establish a national freight plan and helps to fulfill the requirements at the state level for doing so under MAP-21. Staff recommends a **SUPPORT** position on this bill.

Staff is analyzing bills, coordinating with other agencies and will be bringing bill positions to the commission in the coming months.

## **Legislative Coordination and Partnership Activities**

### **Legislative coordination efforts**

In addition to the local legislative coordination activities, Alameda CTC is leading an effort to develop and provide statewide information on the benefits of Self-Help Counties and is also coordinating the legislative platform and priorities with the Bay Area Congestion Management Agencies. The SHCC is planning a state lobbying day in spring 2013 to bring counties together to visit legislators to support lowering the voter threshold and significant funding for transportation from cap and trade revenues. Alameda CTC will be making a legislative visit to Washington, D.C. in April and will hold its third legislative roundtable on April 24<sup>th</sup>.

### **Fiscal Impact**

No direct fiscal impact

### **Attachments**

Attachment A: Alameda CTC Legislative Program and Actions Summary  
Attachment B: Comparison of Senate and House Budget Resolutions



## 2013 Alameda County Legislative Priorities

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

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

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

Issue	Priority	Strategy	Actions	Legislation	Status
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none"> <li>Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures.</li> <li>Support legislation that increases the buying power of the gas tax</li> <li>Support efforts to increase transportation revenues through vehicle license fees, vehicle miles traveled or other reliable means.</li> <li>Support legislation for alternative financing methods such as high-occupancy toll lanes, and allow funds collected on the HOT lanes by the California Highway Patrol to be reinvested within that corridor.</li> </ul>	<ul style="list-style-type: none"> <li>Leading a portion of Self-Help Counties Coalition (SHCC) efforts to reduce voter-threshold requirements</li> </ul>	<ul style="list-style-type: none"> <li>Support positions on SCA 8 (Corbett), SCA 4 (Liu), SCA 11 (Hancock) to reduce voter threshold to 55 percent; AB 210 (Wieckowski) to allow Alameda CTC to place another measure on the ballot</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> <li>Support legislation that provides increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring and improving transportation infrastructure and operations.</li> <li>Support legislation that protects against transportation funding diversions to the General Fund.</li> <li>Support increases in federal, state and regional funding to expedite delivery of Alameda CTC projects and programs.</li> <li>Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.</li> <li>Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.</li> <li>Seek, acquire and implement grants to advance project and program delivery.</li> <li>Support Alameda County as the recipient of funds to implement pilot programs with innovative project implementation or transportation-funding mechanisms.</li> </ul>	<ul style="list-style-type: none"> <li>On-going monitoring</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
Project Delivery	Advance innovative project delivery	<ul style="list-style-type: none"> <li>Support legislation and policies that improve environmental streamlining and project reviews to expedite project delivery.</li> <li>Support legislation that improves the ability to deliver projects and programs in a timely, cost effective manner using contracting flexibility.</li> <li>Support innovative project delivery methods.</li> <li>Support HOT lane expansion in Alameda County and the Bay Area.</li> <li>Support policies that allow local agencies to advertise, award and administer state highway system contracts largely funded by locals</li> </ul>	<ul style="list-style-type: none"> <li>On-going monitoring</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> <li>Support legislation that reduces project and program implementation costs by reducing or eliminating the requirements for state or other agency reimbursements to implement projects on state/regional systems.</li> <li>Support legislation that accelerates funding for transportation infrastructure projects that create jobs and economic growth in Alameda County.</li> </ul>	<ul style="list-style-type: none"> <li>On-going monitoring, and work through the SHCC to provide input to the Secretary of Transportation on streamlining project delivery</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>

Issue	Priority	Strategy	Actions	Legislation	Status
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> <li>Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing and jobs.</li> <li>Support local flexibility and decision-making on land-use for transit oriented development and priority development areas.</li> <li>Support innovative financing opportunities to fund TOD and PDA implementation that will increase mobility and jobs and reduce GHGs.</li> </ul>	<ul style="list-style-type: none"> <li>On-going monitoring</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
	Expand multimodal systems and flexibility	<ul style="list-style-type: none"> <li>Support policies that provide multimodal transportation systems with multiple choices and better access for all kinds of transportation users.</li> <li>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.</li> <li>Support flexibility in transportation delivery to address climate change, senior population growth and transit maintenance and security, without creating unfunded mandates or dramatically increasing costs.</li> <li>Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education.</li> <li>Support parity in pre-tax fringe benefits for public transit/vanpooling and parking.</li> </ul>	<ul style="list-style-type: none"> <li>On-going work with agency coordination, grant development and legislative advocacy</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
Climate Change	Support climate change legislation	<ul style="list-style-type: none"> <li>Support climate change legislation that provides funding for innovative infrastructure, operations, programs that relieve congestion, improve air quality, reduce emissions and support economic development.</li> <li>Support climate change legislation that expands transit services and supports safe, efficient, clear connections to transit services, including bike/ped infrastructure.</li> <li>To achieve necessary increases in public transit ridership to address GHG emissions from transportation sources, support legislation that augments but does not replace transit funding, nor create unfunded mandates.</li> </ul>	<ul style="list-style-type: none"> <li>On-going monitoring</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
	Support cap-and-trade expenditure plan	<ul style="list-style-type: none"> <li>Engage in development of the statewide cap-and-trade expenditure plan and advocate increased transportation funding statewide and in Alameda County.</li> </ul>	<ul style="list-style-type: none"> <li>Working with the SHCC, MTC the CMAs and local agencies on this effort. Submitted a letter to CARB on March 8 supporting the Transportation Coalition for Livable Communities platform</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li>A draft Cap and Trade expenditure plan will be released in April for review by the Department of Finance.</li> </ul>
Partnerships	Support legislation and policies that support emerging technologies	<ul style="list-style-type: none"> <li>Support legislation that offers incentives for emerging technologies, such as alternative fuels and fueling technology, and research for transportation opportunities to reduce GHG emissions.</li> </ul>	<ul style="list-style-type: none"> <li>On-going monitoring</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> <li>Support efforts that encourage regional cooperation and coordination to develop, promote and fund solutions to regional transportation problems.</li> <li>Support legislation and policies that promote governmental efficiencies and cost savings in transportation.</li> <li>Support legislation that improves the ability to enhance or augment Alameda CTC projects and programs that affect bordering counties or regional networks.</li> <li>Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for state and local contracts.</li> </ul>	<ul style="list-style-type: none"> <li>On-going coordination at the SHCC, the Bay Area CMAs, and with Alameda CTC's local partners legislative roundtable.</li> <li>An updated Alameda CTC procurement policy will support business participation efforts.</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>

## Comparison of Senate and House Budget Resolutions for Fiscal Year 2014



### Comparing the House and Senate Budget Resolutions

Republican Rep. Paul D. Ryan's budget blueprint would balance the budget in 10 years by cutting spending by a total of \$5.7 trillion compared with the Congressional Budget Office's baseline, which assumes war costs will grow with inflation. Against Ryan's own current policy baseline, which assumes lower war costs, his plan would cut only \$4.6 trillion. Democratic Sen. Patty Murray's budget calls for a combination of new revenue and spending cuts to reduce the deficit by \$1.8 trillion from CBO's baseline. The House budget panel approved the Ryan plan on a 22-17 party-line vote Wednesday; the Senate panel approved Murray's proposal 12-10 on Thursday.

	House Republican Plan	Senate Democratic Plan
Tax code	Would allow floor consideration of a comprehensive overhaul of the tax code, but does not assume a change in revenue relative to the CBO baseline.	Would direct the Finance Committee to increase revenue by \$975 billion over 10 years.
Discretionary spending and sequester	Calls for transferring the defense sequester to domestic programs and reducing discretionary spending overall.	Calls for replacing the fiscal 2013 sequester with a combination of new revenue and spending cuts.
Health care	<p>Calls for repeal of the health care law's exchange subsidies and Medicaid expansion, saving \$1.8 trillion.</p> <p>Calls for converting Medicaid into a block grant for states.</p> <p>For those now 55 and under, calls for a choice between traditional Medicare and a premium-support-based program upon retirement.</p>	Calls for cutting \$275 billion from mandatory health programs without making major structural changes to entitlements.
Other mandatory programs	<p>Calls for the president and Congress to submit plans to shore up the Social Security trust funds</p> <p>Calls for cutting \$31 billion from farm programs.</p>	Calls for cutting \$23 billion from agriculture programs.
Economic stimulus	None	Calls for providing \$100 billion for infrastructure investments and worker training programs.

SOURCE: House and Senate Budget Committees

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## Memorandum

**DATE:** March 25, 2013

**TO:** Planning, Policy and Legislation Committee

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

**SUBJECT:** **Approval of 2013 Alameda CTC Retreat Outcomes for Planning Studies Prioritization, Outreach Approach and Implementation Timeline**

### Recommendation

It is recommended that the Commission approve the recommended prioritization of planning studies, outreach methodology and implementation timeline based upon outcomes of the 2013 Commission Retreat.

### Summary

On February 22, 2013 the Alameda County Transportation Commission held its annual retreat to address policy and planning issues that will facilitate Alameda CTC's identification, assessment and quantification of County transportation needs. Policy and planning are key areas of focus to ensure Alameda CTC's readiness for effective engagement with federal, state, and regional agencies to advocate for transportation policies and funding that benefit the County. By focusing on planning and implementation actions, the Alameda CTC will be able to address future demands for jobs and housing, accommodate economic growth, address the county's transportation needs and advocate for future funding.

To establish a baseline for discussion of transportation policies and planning, the Commissioners and the public received an overview of Alameda CTC transportation, including the current transportation system assets, the current use of the existing system, how the system affects businesses and economic development, Alameda CTC's role in transportation planning, funding and advocacy, as well as future needs and opportunities for moving transportation forward in Alameda County.

The retreat included facilitated break-out sessions to discuss the following focus areas and questions:

1. **Creating a strong foundation to support advocacy for funding:** How can Alameda CTC work more closely with local jurisdictions and regional agencies through planning and policy efforts to establish a foundation of transportation needs and priorities so that we can advocate for investments critical to Alameda County?
2. **Balancing diverse needs:** How can Alameda CTC most effectively balance economic growth demands and demographic changes – both of which have very different needs but are interrelated?

- Who are partners that should be at the table during Alameda CTC's next planning phases?
  - How can we best incorporate economic development needs and analyses in short- and long-range plans?
3. **Establishing priorities to ensure readiness:** For future updates of Alameda County's short and long-range plans, how can Alameda CTC prioritize its planning and policy work plans to ensure that we have programs and projects ready to receive funding as it becomes available?
- What other planning and/or policy efforts are necessary for future planning updates to meet Alameda County's transportation needs?

This memo summarizes recommended priorities, actions and timelines for outcomes identified during the retreat, including prioritization of transportation planning studies (described in more detail below) and increased outreach with elected members, special districts, key stakeholders and the public.

### **Background**

Each year, the Alameda CTC holds a Commission retreat to address its key transportation priorities in Alameda County. Over the past two years, the Alameda CTC worked on the 2012 update of the Countywide Transportation Plan (CWTP), the County's long-range transportation plan, as well as a Transportation Expenditure Plan (TEP) that was placed on the November 2012 ballot. The TEP fell short of voter approval by 721 votes. Due to the need to perform specific planning studies to more clearly define transportation needs and priorities in the County and in absence of a new funding stream from the TEP, the Commission retreat focused on how Alameda County can continue to prepare for its current and future transportation needs and to be ready to advance projects and programs as funding opportunities arise, consistent with the vision and goals established in the CWTP.

The Commission retreat consisted of an overview presentation by Alameda CTC planning and policy staff and a representative from the East Bay Economic Development Alliance who focused on how businesses and the economy interrelate with transportation. After the presentation, Commissioners and members of the public participated in breakout sessions to discuss the focus areas and questions described above. The outcomes of the discussion at the Commission retreat are included in the following planning and communications priorities and implementation schedule.

### **Planning Recommendations**

Based upon the discussion during the retreat, a series of focused planning efforts are recommended to advance the ability of the Alameda CTC to identify multi-modal needs and priorities. Conducting modal-specific planning efforts in the short-term will increase Alameda CTC's understanding of the county and will enable the Alameda CTC to include the needs and priorities based upon outcomes of the studies into the next update of the CWTP.

The following proposed modal plans focus on strengthening current transportation planning through the development of more specific identification of needs and priorities:

- **Goods Movement Plan** to assist in advancing goods movement throughout and delivery within and beyond Alameda County and identify investment opportunities.

- **Comprehensive Countywide Transit Plan** to assess existing transit capital, operations and service needs, including paratransit needs, and identify transit investment opportunities.
- **Multimodal Arterial Corridor Plan** to maximize mobility and management of regionally significant arterial corridors, which carry the second-highest volumes (after highways) of automobiles, as well as transit, bicycles and pedestrians.
- **Countywide Community Based Transportation Plan** to update and identify new transportation needs for low-income communities, including those defined as Communities of Concern by MTC.
- **Comprehensive Transportation Demand Management Plan** to identify and support programs that manage demands such as parking management, the Guaranteed Ride Home Program and Safe Routes to Schools.

Alameda CTC is also providing funding to support jurisdictions with their local priority development area planning efforts through a Sustainable Communities Technical Assistance Program that is anticipated to be available by Fall 2013.

### **Communications and Outreach Recommendations**

A significant topic of conversation throughout the retreat focused on how to increase overall communications to share the benefits of the current and past transportation investments and ensure message consistency for all partners and stakeholders, including those at the local, regional, state and federal levels. Each breakout group identified the need for expanded communications with local elected officials regarding the efforts of Alameda CTC and the regional agencies, particularly since the countywide and regional planning and programming efforts affect local jurisdictions.

Communication needs identified through the breakout groups and discussed during the Commission retreat ranged from development of speaking points for elected officials on Alameda CTC policy, planning and funding priorities, the establishment of transportation town halls hosted by elected officials in each area of the county, engagement of a broad spectrum of stakeholders expanded beyond those that have historically been involved in transportation planning and funding efforts, and development of specific informational materials that describe the benefits of Alameda CTC investments in each area of the county, including materials that can be easily disseminated through various communications channels including websites, social media, e-newsletters of each local jurisdiction and local elected officials.

Alameda CTC staff will develop a specific communications plan for consideration at the July Commission meeting that will include proposed outreach efforts, key messages, informational materials and a specific implementation timeline for all the communications efforts described in the plan.

## **Planning and Communications Implementation Timeline**

The following describes how the planning priorities and the communication activities will be implemented through in the near term.

### April 2013

- Approval of planning study priorities and communications approach identified at the 2013 Board Retreat

### July 2013 through September 2013

- Approval of Planning Scopes of work
- Approval of the Commission communications plan that reflects the outcomes of the 2013 Commission retreat
- Initiation of communications plan adopted by Commission

### October 2013 through December 2013

- Release of RFPs for planning
- On-going communications efforts.

### January through April 2014

- Finalize contracts for planning studies and initiate work

## **Fiscal Impacts**

There is no fiscal impact at this time. The funding for the development of the plans will be addressed through the upcoming Fiscal Year 2013-14 budgeting process.

## **Attachments**

Attachment A: Summary of Retreat Break-Out Group Sessions



**Alameda CTC Retreat  
February 22, 2013**

**Break-Out Groups Summary**

The following is a summary of discussion items consolidated from the four breakout groups at the February 23, 2013 Alameda CTC Commission retreat. Each breakout group discussed three focus areas and questions (in italics below). A summary of common themes from each breakout session is included beneath each focus area.

*1. **Creating a strong foundation to support advocacy for funding:** How can Alameda CTC work more closely with local jurisdictions and regional agencies through planning and policy efforts to establish a foundation of transportation needs and priorities so that we can advocate for investments critical to Alameda County?*

- Overall increased communication
  - Ensure message consistency across the county on transportation advocacy needs
  - There is strength in having a unified message (consistent across cities and between city and county) when advocating for external funding
- Expand engagement and information sharing between Alameda CTC, regional agencies and the local jurisdictions
  - Establish quarterly updates in each planning area
    - Have Alameda CTC staff come to meetings to inform communities of key developments
    - Support elected officials in advocating within their respective areas for attendance at the quarterly meetings
    - Involve special districts such as school districts, utility districts, park/recreation districts and other key stakeholders that have a vested interest in transportation
    - Provide materials to local elected officials that can be easily disseminated through councilmembers e-newsletters, social media and other communication venues

- Provide talking points for local officials to assist in answering questions to support a consistent and uniform message, including speaking points on Alameda CTC policy, planning and funding priorities
- Have a spokesperson from Alameda CTC staff come to local jurisdiction meetings to inform about county and regional efforts
- Reach a wider array of groups to respond to Alameda County becoming more diverse
- Voters need to see benefit of their tax dollars and benefits of local money
  - See/know what money is being spent on
  - Understand the personal benefit gained by transportation investments

**2. *Balancing diverse needs: How can Alameda CTC most effectively balance economic growth demands and demographic changes – both of which have very different needs but are interrelated?***

***How can we best incorporate economic development needs and analyses in short- and long-range plans?***

- Transportation connects communities and the economy
  - Recognize and focus on how transportation and housing are linked
  - Recognize and focus on how transportation and jobs/economic development are linked
  - Recognize how transportation affects the local jurisdictions and how improvements in local areas can affect the overall economy within the region
  - Recognize that regional plans have local impacts and that local jurisdictions need to have buy-in into transportation policy, planning and programming efforts to ensure that projects and programs get done
  - Recognize that streamlined environmental permitting processes for CEQA/NEPA can provide more certainty for projects and business costs, and can advance more projects into shovel ready phases
  - Demonstrate how cost effectiveness through consolidation can meet diverse needs of the county, including underserved local communities
- Increase communication in order to balance diverse needs
  - Build a mechanism to be able to reach out and have more voices at the table
- Reconcile current and future funding requests with past requests
  - Quantifying needs, use, and benefits of proposed improvements
  - Prioritize investments to gain the most benefit
  - Recognizing Transit Oriented Developments as both jobs and housing creators

## Who are partners that should be at the table during Alameda CTC's next planning phases?

- Transportation partners: cities, the County, labor unions, East Bay legislative delegation, Sierra Club, Greenbelt Alliance, people with disabilities, seniors, transit operators, students, school districts, UC Berkeley, California State University of East Bay and Community Colleges (Peralta), workforce investment boards, businesses, Port of Oakland, Air District, East Bay Economic Development Alliance, local economic development agencies, local elected officials.
  - Many local elected leaders that do not sit on ACTC, MTC or ABAG are not aware of discussions about countywide and regional issues and need to be.

### 3. *Establishing priorities to ensure readiness: For future updates of Alameda County's short and long-range plans, how can Alameda CTC prioritize its planning and policy work plans to ensure that we have programs and projects ready to receive funding as it becomes available? What other planning and/or policy efforts are necessary for future planning updates to meet Alameda County's transportation needs?*

- Build on Existing Efforts: utilize existing CWTP and 2012 TEP for establishing priorities.
  - Point to systems we use today and demonstrate that these started with long-term planning.
- Transit planning must address multiple needs:
  - Ensure that transit planning addresses the interrelationship and interface of existing services
  - Address shuttle needs
  - Coordinate with private transit providers for major employers such as Google and other major high-tech industries
  - Ensure integration of MTC's Transit Sustainability Project efforts
  - When major developments are in the planning stages, ensure that transit options/opportunities are considered very early on
  - Assess different route and service structures to meet different demands (i.e. transit during the San Francisco World Series; weekend traffic is often worse than weekdays, but transit operates on weekend hours; AC Transit's rapid buses only operate during weekdays)
  - Address how to effectively deliver paratransit services

- Freight and goods movement are linked to the existing system and economy
  - Understand the importance of the Port of Oakland on local job creation and retention
  - Assess the impact of freight on existing arterials, roads and highways and support a fix it first approach
  - Assess the connection between freight and transit oriented developments
- Funding sources and commutes are changing
  - Funding is changing dramatically and we are more likely to linkages to greenhouse gas reductions and to land use planning (i.e. Cap and Trade and One Bay Area Grant program).
  - Identify how technology (and telecommuting) will change commute patterns.





## Memorandum

**DATE:** March 25, 2013

**TO:** Planning, Policy and Legislation Committee

**FROM:** Matt Todd, Principal Transportation Engineer  
Vivek Bhat, Senior Transportation Engineer

**SUBJECT: FY 2012/13 Coordinated Funding Program: Summary of Applications Received**

### Recommendation:

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

### Discussion:

On February 4, 2013 the Alameda CTC is released a call for projects requesting applications for transportation projects through its FY 2012/13 Coordinated Funding Program. The fund sources in this unified call for projects included:

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

Applications were due to Alameda CTC on March 15, 2013.

The Alameda CTC received 69 applications requesting a total of \$122.3 Million. There are 20 projects requesting approximately \$83.6 Million OBAG –PDA supportive funds; 15 Projects requesting \$15.2 Million OBAG-LSR funds; 34 projects requesting Measure B /VRF Bicycle / Pedestrian funds.

A detailed summary is included in the staff memo (Attachment A).

Next Steps: A draft program of projects will be presented to the Committees and Commission in May and a final program in June 2013.

### Attachments

Attachment A: FY 2012/13 Coordinated Program: Summary of Application Received

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**FY 2012/13 COORDINATED FUNDING PROGRAM  
SUMMARY OF APPLICATIONS RECEIVED**

Source of Requested Funds

Coordinated CFP - Applications Received

Index	Application#	Jurisdiction	Project	OBAG - LSR	OBAG - PDA	MB - VRF Bike/Ped	MB - VRF Transit	Total Requested	Total Project Cost
1	OBAG-003	AC Transit	Line 51 Corridor GPS-based Transit Signal Priority				\$ 1,000,000	\$ 1,000,000	\$ 11,515,000
2	OBAG-004	AC Transit	East Bay Bus Rapid Transit Bike/Ped Elements		\$ 7,189,000			\$ 7,189,000	\$ 7,189,000
3	OBAG-042	Alameda County PWA	"A" Street Class II Bike Lane			\$ 54,000		\$ 54,000	\$ 244,000
4	OBAG-043	Alameda County PWA	Niles Canyon Road Ped Safety			\$ 95,000		\$ 95,000	\$ 140,000
5	OBAG-044	Alameda County PWA	Mabel Ave Ped Safety			\$ 445,000		\$ 445,000	\$ 1,035,000
6	OBAG-045	Alameda County PWA	E Castro Valley Blvd Bike Lane			\$ 480,000		\$ 480,000	\$ 540,000
7	OBAG-046	Alameda County PWA	Fairmont Dr Bike Lane			\$ 380,000		\$ 380,000	\$ 380,000
8	OBAG-047	Alameda County PWA	Mines Rd Bike Lane			\$ 50,000		\$ 50,000	\$ 56,000
9	OBAG-048	Alameda County PWA	"A" Street Ped Safety			\$ 400,000		\$ 400,000	\$ 1,245,000
10	OBAG-001	City of Alameda PWD	Estuary Crossing Shuttle				\$ 489,000	\$ 489,000	\$ 941,000
11	OBAG-002	City of Alameda PWD	Cross Alameda Trail			\$ 793,000		\$ 793,000	\$ 991,000
12	OBAG-049	City of Albany	Albany Bike/Ped Wayfinding			\$ 280,000		\$ 280,000	\$ 311,000
13	OBAG-050	City of Albany	Buchanan/Marin Bikeway			\$ 536,000		\$ 536,000	\$ 1,225,000
14	OBAG-032	City of Berkeley	Project 2: Shattuck Reconfiguration & Ped Safety		\$ 2,777,000			\$ 2,777,000	\$ 3,152,000
15	OBAG-033	City of Berkeley	Project 1: BART Plaza & Transit Area Improvements		\$ 7,784,000			\$ 7,784,000	\$ 10,456,000
16	OBAG-034	City of Berkeley	Project 3: Hearst Ave Complete Streets		\$ 1,150,000			\$ 1,150,000	\$ 2,865,000
17	OBAG-008	City of Dublin	Village Parkway Bicycle & Pedestrian Improvements		\$ 2,533,000			\$ 2,533,000	\$ 2,862,000
18	OBAG-009	City of Dublin	Iron Horse Trail/BART Connectivity Feasibility Study		\$ 268,000	\$ 41,000		\$ 309,000	\$ 350,000
19	OBAG-010	City of Dublin	Amador Plaza Road Complete Street Improvements		\$ 4,813,000			\$ 4,813,000	\$ 5,437,000
20	OBAG-031	City of Emeryville	Christie Ave Bay Trail Gap Closure			\$ 550,000		\$ 550,000	\$ 550,000
21	OBAG-041	City of Fremont	Fremont City Center multi-Modal Improvements		\$ 6,360,000			\$ 6,360,000	\$ 14,340,000
22	OBAG-035	City of Hayward	Main St Complete St			\$ 2,027,000		\$ 2,027,000	\$ 2,127,000
23	OBAG-051	City of Hayward	Update of Citywide Bicycle MP, Prep of Ped MP, SR2S			\$ 300,000		\$ 300,000	\$ 300,000
24	OBAG-013	City of Livermore	Arroyo Las Positas Class I Multi-Use Trail			\$ 2,918,000		\$ 2,918,000	\$ 3,771,000
25	OBAG-014	City of Livermore	Segment 1 of the Iron Horse Trail, a Class I Multi-Use Trail		\$ 1,630,000			\$ 1,630,000	\$ 1,841,000

**FY 2012/13 COORDINATED FUNDING PROGRAM  
SUMMARY OF APPLICATIONS RECEIVED**

Coordinated CFP - Applications Received

Source of Requested Funds

Index Application#	Jurisdiction	Project	OBAG - LSR	OBAG - PDA	MB - VRF Bike/Ped	MB - VRF Transit	Total Requested	Total Project Cost
26	City of Oakland	Park Blvd Path Feasibility Study			\$ 197,000		\$ 197,000	\$ 395,000
27	City of Oakland	Lakeside Green Street Project		\$ 7,000,000			\$ 7,000,000	\$ 11,505,000
28	City of Oakland	Fruitvale Alive Gap Closure Streetscape Project			\$ 206,000		\$ 206,000	\$ 2,062,000
29	City of Oakland	Lake Merritt BART Bikeways		\$ 2,112,000			\$ 2,112,000	\$ 2,640,000
30	City of Oakland	Broadway Shuttle				\$ 546,000	\$ 546,000	\$ 2,670,000
31	City of Oakland	Lake Merritt Chanel Bike/Ped Bridge			\$ 400,000		\$ 400,000	\$ 15,000,000
32	City of Oakland	Tyrone Carney Park/105th Reconfiguration		\$ 1,571,000			\$ 1,571,000	\$ 1,972,000
33	City of Oakland	7th St W Oakland Transit Village Phase II		\$ 3,288,000	\$ 426,000		\$ 3,714,000	\$ 4,066,000
34	City of Oakland	MLK Jr. Way & Peralta Phase I		\$ 5,453,000	\$ 707,000		\$ 6,160,000	\$ 6,160,000
35	City of Oakland	Coliseum BART Corridor and Infrastructure Connections		\$ 2,321,000			\$ 2,321,000	\$ 2,823,000
36	City of Piedmont	Piedmont Pedestrian and Bicycle Master Plan			\$ 102,000		\$ 102,000	\$ 120,000
37	City of Pleasanton	Bernal Avenue Bridge Over Arroyo de la Laguna			\$ 500,000		\$ 500,000	\$ 2,200,000
38	City of Pleasanton	I-580 At Foothill Road Interchange Improvements		\$ 1,130,000	\$ 500,000		\$ 1,630,000	\$ 4,560,000
39	City of Pleasanton	Foothill Road - Bicycle Lane Gap Closure		\$ 915,000			\$ 915,000	\$ 1,035,000
40	City of Pleasanton	Feasibility Study for Ped & Bike Bridges			\$ 25,000		\$ 25,000	\$ 50,000
41	City of Pleasanton	Microwave Ped & Bike Detection in Hacienda			\$ 205,000		\$ 205,000	\$ 205,000
42	City of San Leandro	W San Leandro Bikeways			\$ 569,000		\$ 569,000	\$ 569,000
43	City of San Leandro	San Leandro Downtown Parking Mgmt		\$ 332,000			\$ 332,000	\$ 332,000
44	City of San Leandro	E 14th St S Area Streetscape		\$ 5,303,000	\$ 327,000		\$ 5,630,000	\$ 6,320,000
45	City of San Leandro	W Juana Ped Improvements			\$ 724,000		\$ 724,000	\$ 724,000
46	City of Union City	BART Phase 2 & Decoto Rd. Complete Streets		\$ 19,734,000			\$ 19,734,000	\$ 32,538,000
47	Cycles of Change	Bike Go Round			\$ 360,000		\$ 360,000	\$ 840,000
48	EBRPD	Iron Horse Trail - Dublin/Pleasanton BART to Santa Rita			\$ 750,000		\$ 750,000	\$ 4,320,000
49	EBRPD	Niles Canyon Regional Trail Feasibility Study			\$ 75,000		\$ 75,000	\$ 150,000
50	EBRPD	Bay Trail - Gilman to Buchanan			\$ 1,000,000		\$ 1,000,000	\$ 4,851,000
51	EBRPD	Shadow Cliffs to Del Valle Trail			\$ 1,200,000		\$ 1,200,000	\$ 1,430,000
52	LAVTA	LAVTA Measure B Countywide Express Bus Service				\$ 1,000,000	\$ 1,000,000	\$ 3,905,000
53	LAVTA	LAVTA Route 10 & Rapid Route VRF Project				\$ 1,000,000	\$ 1,000,000	\$ 7,333,000
54	LARPD	Sycamore Grove Park Trail Renovation			\$ 1,717,000		\$ 1,717,000	\$ 1,852,000
		<b>Sub-total Coordinated/PDA-supportive only</b>	\$ -	\$ 83,663,000	\$ 19,339,000	\$ 4,035,000	\$ 107,037,000	\$ 196,490,000

**FY 2012/13 COORDINATED FUNDING PROGRAM  
SUMMARY OF APPLICATIONS RECEIVED**

Coordinated CFP - Applications Received

Source of Requested Funds

Index Application#	Jurisdiction	Project	OBAG - LSR	OBAG - PDA	MB - VRF Bike/Ped	MB - VRF Transit	Total Requested	Total Project Cost
55	Alameda County PWA	Pavement Rehabilitation in Unincorporated Alameda Cty	\$ 1,670,000				\$ 1,670,000	\$ 1,888,000
56	City of Alameda	Alameda City Pavement Rehabilitation - FY 2014/15	\$ 636,000				\$ 636,000	\$ 829,000
57	City of Albany	Santa Fe Avenue Pavement Rehabilitation	\$ 149,000				\$ 149,000	\$ 344,000
58	City of Berkeley	Project 3: Hearst Ave Complete Streets	\$ 1,006,000				\$ 1,006,000	\$ 1,136,000
59	City of Dublin	Dublin Boulevard Street Resurfacing	\$ 470,000				\$ 470,000	\$ 729,000
60	City of Emeryville	Emeryville Street Rehabilitation	\$ 100,000				\$ 100,000	\$ 712,000
61	City of Fremont	Fremont 2014 Pavement Rehabilitation	\$ 2,105,000				\$ 2,105,000	\$ 3,912,000
62	City of Hayward	Pavement Rehabilitation - Industrial Blvd	\$ 1,256,000				\$ 1,256,000	\$ 1,489,000
63	City of Livermore	2014 Arterial Street Rehabilitation	\$ 1,053,000				\$ 1,053,000	\$ 1,366,000
64	City of Newark	Enterprise Drive Pavement Rehabilitation	\$ 454,000				\$ 454,000	\$ 760,000
65	City of Oakland	Oakland Pavement Rehabilitation	\$ 3,851,000				\$ 3,851,000	\$ 4,351,000
66	City of Piedmont	City of Piedmont Pavement Rehabilitation Project	\$ 128,000				\$ 128,000	\$ 586,000
67	City of Pleasanton	Valley Avenue & Hopyard Road Rehabilitation	\$ 899,000				\$ 899,000	\$ 1,070,000
68	City of San Leandro	San Leandro Boulevard Reconstruction	\$ 805,000				\$ 805,000	\$ 1,153,000
69	City of Union City	Pavement Rehabilitation - Whipple Road (Ithaca to Anaral)	\$ 669,000				\$ 669,000	\$ 736,000
		<b>Sub-total LSR-only</b>	<b>\$ 15,251,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 15,251,000</b>	<b>\$ 21,061,000</b>
<b>Grand-total Coordinated/PDA-supportive and LSR</b>			<b>\$ 15,251,000</b>	<b>\$ 83,663,000</b>	<b>\$ 19,339,000</b>	<b>\$ 4,035,000</b>	<b>\$ 122,288,000</b>	<b>\$ 217,551,000</b>

<i>Grand-total OBAG</i>	<b>\$ 98,914,000</b>
<i>Grand-total Measure B - VRF</i>	<b>\$ 23,374,000</b>

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## Memorandum

**DATE:** March 27, 2013

**TO:** Planning, Policy and Legislation Committee

**FROM:** Tess Lengyel, Deputy Director Policy, Public Affairs and Legislation  
Beth Walukas, Deputy Director of Planning  
Saravana Suthanthira, Senior Transportation Planner  
Matt Todd, Principal Transportation Engineer

**SUBJECT:** **Approval of Strategic Planning and Programming Policy for Integration with the 2013 Congestion Management Program (CMP) Update and 2014 State Transportation Improvement Plan (STIP) Development Process**

### Recommendation

It is requested that the committee review and provide input on Alameda CTC's Strategic Planning and Programming Policy for integration with the 2013 Congestion Management Program (CMP) Update and the 2014 State Transportation Improvement Plan (STIP) development process.

### Summary

In March 2013, the Alameda CTC adopted a Strategic Planning and Programming Policy framework that establishes a comprehensive approach for programming and allocation of federal, state, regional and local funds to programs and projects that provides effective short and long-term transportation solutions and is consistent with the vision and goals established in the Countywide Transportation Plan. The adopted policy framework, as shown in Attachment A, integrates planning, programming, and monitoring for capital improvements, operations and maintenance needs in Alameda County, and integrates all fund sources germane to Alameda CTC, shown in Attachment B. This memo defines the next steps for implementing the adopted Strategic Planning and Programming Policy framework, hereafter referred to as the "Policy", including the vehicle documents that will be developed as part of the Policy and the implementation timeline for completing them.

The Policy will allow Alameda CTC to:

- fully integrate its business practices to further streamline agency planning, programming and delivery efforts;
- ensure effective feedback loops into decision-making through planning, data collection and partnerships;
- improve the public understanding of the benefits of projects and programs delivered by Alameda CTC; and,
- support an on-going process of contracting opportunities that will support local jobs and economic development in Alameda County.

## **Discussion**

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

The following summarizes the types of documents that are included in the Policy, the proposed changes for the 2013 CMP Update, the 2014 STIP development process and the implementation timeline to complete all components of the Policy.

### ***Strategic Planning and Programming Policy Documents:***

The Policy builds upon the strengths of many planning and programming activities that have been historically performed and documents prepared at the Alameda CTC, as well as creates some new ones to incorporate all fund sources and to establish a single repository for all programming decisions at the Alameda CTC.

The following are documents included in the Policy:

Strategic Plan/Congestion Management Program -- This document will include the five elements of the CMP, as required by state statute, and will expand some components of the CMP to more fully integrate all funding sources under Alameda CTC's purview, as well as to strengthen others so they can be utilized more effectively in future planning and programming decisions. The CMP required elements are:

1. *Level of service standards* to measure and monitor the performance of the system of highways and roadways designated by the CMA as CMP roadways;
2. *Performance report* element to evaluate current and future multimodal system performance using a set of established performance measures
3. *Travel demand management* element to promote alternative transportation methods;
4. *Land use analysis program* to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems; and
5. *Capital improvement program (CIP)* to determine effective projects that maintain or improve the performance of the multimodal system for the movement of people and goods. The CIP will include all funding sources under the purview of the Alameda CTC and will establish a seven-year horizon for fund allocations.

Programs Investment Plan (PIP) -- This is a new element that will be included in the CMP as a companion to the CIP and will provide a seven-year horizon for programming funds for operations, technology, education, planning and monitoring needs for all funding sources related to these types of transportation investments. These funds are typically known as Program Funds and consist of the Measure B pass-through and discretionary funds, Vehicle Registration Fee funds, and other funds that are used to support operations, education, maintenance, monitoring and reporting that are not included in a CIP.

Allocation Plan -- Programming of funds for capital projects and programs identified in the CIP and PIP will be done through a two-year Allocation Plan that will identify specific projects and programs



for funding, including the annual programmatic pass-through fund amounts from Measure B and VRF funds to local jurisdictions and transit operators. This document will serve as a single repository for all capital and programmatic funding decisions and will be updated every two years concurrent with the CMP and Alameda CTC's annual budget process, which typically includes adoption of a budget in May or June of each fiscal year.

**2013 Congestion Management Program Update:** Congestion Management Program legislation mandates that Alameda CTC, in its role as the Congestion Management Agency (CMA) for Alameda County, develop a Congestion Management Program (CMP) to identify strategies to address congestion issues in Alameda County. The CMP is required to be updated every two years. Alameda CTC updates the CMP during odd number years, and therefore it is due for an update in 2013. Based on the policy framework adopted in March, the 2013 CMP update will be a significant and comprehensive update making the CMP a Strategic Investment Plan/CMP. The Strategic Investment Plan/CMP will include the statutorily required CIP as well as Alameda CTC's PIP (described above) to identify all funding sources available for a seven-year period and identify transportation improvements (projects and programs) that can be funded using the identified funds.

In addition to the expanded CIP and development of the PIP, significant updates to the other CMP elements will include updates to the Land Use Analysis Program and Level of Service Standards. Updates in the Land Use Analysis Program will be made to better integrate the work performed by Alameda CTC in response to recent regional policy and legislative requirements regarding Priority Development Areas and Complete Street Policies. The Level of Service Standards element will be modified to evaluate how the more recent 2010 Highway Capacity Manual should be used for CMP purposes.

The updated Strategic Investment Plan/CMP is scheduled to be adopted by the Commission in December 2013 and the detailed scope and schedule for the Strategic Plan/CMP is described below in the Strategic Planning and Investment Policy Implementation Timeline section below.

**2014 State Transportation Improvement Program Development Process:** The development of the STIP occurs in odd numbered years and its adoption by California Transportation Commission in even numbered years. All programming in the STIP will be included in the Alameda CTC CIP and, therefore, the development of the 2014 STIP is included as part of the overall Strategic Planning and Investment Policy. A summary of the 2014 STIP estimate and Alameda CTC STIP development process is described herein and summarized below in the Strategic Planning and Investment Policy Implementation Timeline.

The California Transportation Commission (CTC) is scheduled to approve the final assumptions for the 2014 STIP Fund Estimate in May 2013, draft Fund Estimate in June 2013 and a final Fund Estimate in August 2013. The Metropolitan Transportation Commission (MTC) region's STIP proposal (i.e. the RTIP) is due to the CTC in December 2013. Correspondingly, the counties' proposals are due to MTC in late October 2013. In order to meet this schedule, the attached 2014 STIP Development Schedule shows the Alameda CTC Board approving Alameda County's 2014 STIP Program in October 2013.

As in past STIP cycles, the CTC and MTC are not scheduled to adopt the final STIP policies until late summer. The development of the Alameda County STIP proposal will have to be closely coordinated with the statewide and regional development of the 2014 STIP policies and the Strategic Planning and Investment Policy Implementation Item. The CTC schedule calls for adoption of the 2014 STIP in April 2014.

***Strategic Planning and Investment Policy Implementation Timeline:*** The following describes the proposed actions that will be taken to develop each component of the Strategic Planning and Investment Policy on a monthly basis. From April 2013 through April 2014, specific elements of the Strategic Planning and Investment Policy will be developed and brought to the Commission for approval as described in the implementation timeline below. This implementation timeline includes the 2013 Strategic Plan/CMP, the 2014 STIP development process, the Allocation Plan process and the development of methods to evaluate the effectiveness of the Strategic Planning and Investment Policy Implementation.

#### April 2013

- Approval of scope and schedule for the 2013 CMP and Strategic Plan Update

#### May 2013

- Review of CIP/PIP assumptions and methodology
  - Approach for identifying overall needs assessment and initiate development of screening and evaluation criteria
- Approval of 2014 STIP Principles

#### June 2013

- Approval of CIP/PIP assumptions and methodology
- Review of draft CIP/PIP screening and evaluation criteria
- Initiate CIP/PIP information collection, as required
- Review of Land Use Analysis Program (LUAP) Element
  - Comprehensive update in documenting and better integrating the work undertaken by the agency related to Priority Development Areas and Priority Conservation Areas development, Complete Street Policy, and other related planning efforts on land use and transportation connection and addressing climate change
  - Other items considered for updating this chapter:
    - Address using the 2010 Highway Capacity Manual (HCM) methodology including Multimodal Level of Service (MMLOS) standards for the Land Use Analysis Program purposes
    - Clarify language on transportation impact analysis
    - Explore options for collecting land development data as identified in the Next Steps of the 2011 CMP and in the Alameda County Priority Development Area Investment and Growth Strategy
    - Update the land use and socio-economic database to be consistent with the Association of Bay Area Governments (ABAG) soon to be adopted Sustainable Communities Strategy

### July 2013

- Approval of CIP/PIP screening and evaluation criteria
- Review of Strategic Plan/CMP Areawide Deficiency Plan guidelines

### September 2013

- Review of Strategic Plan/CMP Level of Service Monitoring Element
  - Review of Strategic Plan/CMP alternate data collection methodologies
  - Address the using the 2010 Highway Capacity Manual MMLOS standards for roadway performance monitoring regarding CMP Conformance and comparison of trends over time
- Review Draft STIP list of projects

### October 2013

- Review of the draft 2013 Strategic Plan/CMP that includes the Draft CIP/PIP
- Adopt final STIP list of projects

### November/December 2013

- Adoption of the final 2013 Strategic Plan/CMP (includes CIP/PIP)

### January through April 2014

- Develop and adopt Alameda CTC's two-year Allocation Plan which will include all funding sources from projects and programs under Alameda CTC's purview
- Develop and adopt methods to evaluate the effectiveness of the Strategic Planning and Investment Policy Implementation

### **Fiscal Impacts**

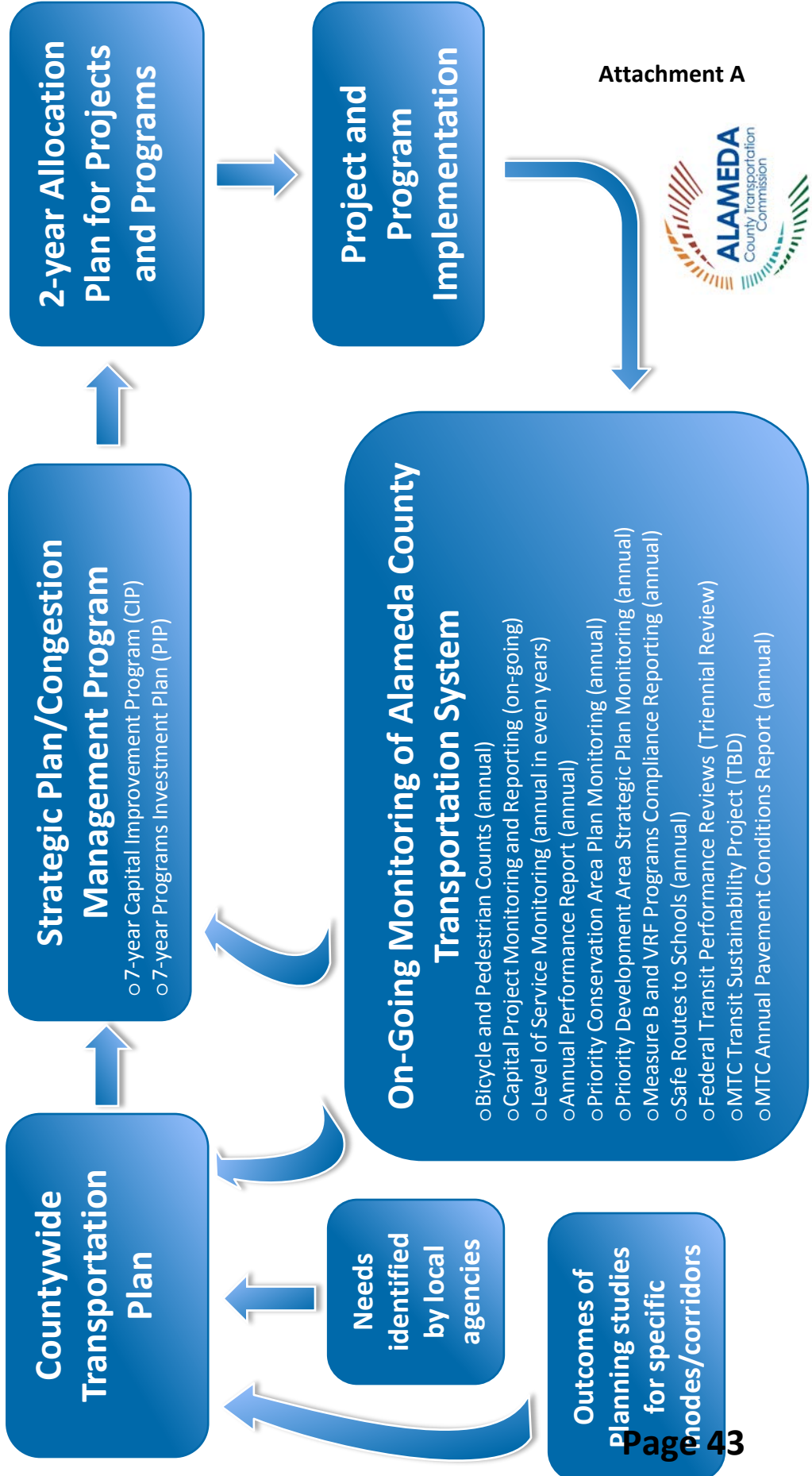
There is no fiscal impact.

### **Attachments**

- Attachment A: Alameda CTC Strategic Planning and Programming Policy Process Diagram  
Attachment B: Funding Sources Programmed by Alameda CTC

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# Alameda CTC Strategic Planning and Investment Policy Process



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

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## Funding Sources Programmed by Alameda CTC

### Federal:

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

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

### State and Regional:

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

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

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

## **Local:**

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

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

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

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

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

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

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



### **Other Funding Sources**

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

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

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