



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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Executive Director

Arthur L. Dao

Planning, Policy and Legislation Committee

Monday, May 12, 2014, 10:30 a.m.

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

Mission Statement

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

Public Comments

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

Recording of Public Meetings

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

Reminder

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

Glossary of Acronyms

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

Location Map

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

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



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

Accessibility

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome. Call 510-893-3347 (Voice) or 510-834-6754 (TTD) five days in advance to request a sign-language interpreter.



Meeting Schedule

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

Paperless Policy

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

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Planning, Policy and Legislation Committee Meeting Agenda Monday, May 12, 2014, 10:30 a.m.*

*Or immediately following the I-580 Express Lane Policy Committee

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

Chair: Mayor Tim Sbranti, City of Dublin

Vice Chair: Supervisor Keith Carson, Alameda County District 5

Commissioners: Wilma Chan, Michael Gregory, John Marchand, Elsa Ortiz, Marvin Peixoto, Jerry Thorne

Ex-Officio Members: Scott Haggerty, Rebecca Kaplan

Staff Liaison: Tess Lengyel

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

4. Consent Calendar

Page A/I

4.1. [April 14, 2014 PPLC Meeting Minutes](#)

1 A

Recommendation: Approve the April 14, 2014 meeting minutes.

4.2. [Congestion Management Program: Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments](#)

5 I

5. Legislation

5.1. [Legislative Update](#)

7 A/I

6. Planning and Policy

6.1. Transportation Expenditure Plan Update (Verbal)

I

6.2. Countywide Multimodal Plans Update (Verbal)

I

7. Committee Member Reports (Verbal)

I

8. Staff Reports (Verbal)

I

9. Adjournment

Next Meeting: June 9, 2014

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

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Planning, Policy and Legislation Committee
Meeting Minutes
Monday, April 14, 2014, 10:30 a.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

The Clerk conducted a roll call. All members were present, except the following:
Commissioner Michael Gregory.

Commissioner Ortiz arrived during item 5.1 and Commissioner Kaplan arrived during agenda item 6.1.

Commissioner Pauline Cutter was present as the alternate for Commissioner Wilma Chan.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. March 10, 2014 PPLC Meeting Minutes

4.2. Congestion Management Program: Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

Commissioner Carson moved to approve the consent calendar. Commissioner Thorne seconded the motion. The motion passed unanimously (Gregory, Kaplan and Ortiz absent).

5. Legislation

5.1. Legislative Update

Tess Lengyel provided an update on state and federal initiatives. On the federal side Tess updated the committee on the President's budget and surface transportation bills. On the state side, Tess updated the committee on the state budget and provided a status update on Cap and Trade efforts as well as Sustainable Communities Strategies.

Tess recommended that the Commission approve the following bill positions:
Support position on SB1077 (DeSaulnier);
Watch position on AB 2013 (Muratsuchi);
Support position on AB 2197 (Mullin)

Commissioner Marchand moved to approve the requested action. Commissioner Cutter seconded the motion. The motion passed unanimously (Gregory, Kaplan absent).

6. Planning and Policy

6.1. Transportation Expenditure Plan Update

Tess Lengyel provided an update on the Transportation Expenditure Plan (TEP). She stated there were ten city council approvals on the TEP. Tess also stated that polling information will be brought to the full Commission at the April meeting. Tess concluded by stating that staff will also present the Commission with a list of outreach events as well as information pieces for each jurisdiction.

Commissioner Ortiz wanted to ensure that the methodology used to form the polling questions considered voter turn-out. Tess stated that the consultant team conducting the poll was using a methodology and research approach based on a non-presidential election cycle.

This item was for information only.

6.2. 2013 Performance Report Update

Matt Bromberg presented the 2013 Performance Report. Matt stated that the report tracks trends at the countywide level. He covered the scope of the report and key findings. He also provided statistics on commute patterns, roadways, transit and walking and biking, including accident rates. Matt concluded describing the next steps for monitoring.

A public comment was heard by Jane Krammer who indicated that more clarity is needed for both motorists and cyclists to understand the rules of the road in relation to one another.

This item was for information only.

6.3. Countywide Multi-Modal Plans Update

Tess Lengyel introduced the Countywide Multimodal Plans update. She provided a brief update on six multimodal plans. Kara Vuicich provided information on the countywide transit plan specifically the consultant's team procurement process and schedule. Kara also stated that Alameda CTC is working with AC Transit on the AC Transit corridor study and would like to integrate both efforts into one. She stated that staff is seeking Commission approval to add the AC Transit study to the Countywide Transit Plan contract with funding from AC Transit to cover the cost. This would bring the total not to exceed contract amount to \$1.5 million. Saravana concluded the report by updating the committee on the multimodal arterial plan. She covered the twelve tasks identified in the plan, the procurement process and development status.

Commissioner Kaplan wanted to ensure that truck parking was including in the goods movement plan. Tess stated that truck parking will be addressed in the plan.

Commissioner Cutter wanted to know if city staff was engaged when developing the plans. Staff noted that the Alameda County Technical Advisory Committee

(ACTAC) will be used as a tool to develop the plans in addition to one-on-one stakeholder meetings as needed.

Commissioner Sbranti wanted to know how all the plans feed into the TEP. Tess stated that the plans will provide short and long-range project investments that can be used to identify allocations in the TEP.

Commissioner Ortiz moved to approve the requested action. Commissioner Kaplan seconded the motion. The motion passed unanimously (Carson and Gregory absent).

7. Committee Member Reports

There were no committee member reports.

8. Staff Reports

There were no staff reports.

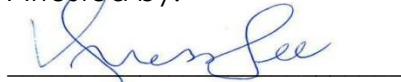
9. Adjournment/ Next Meeting

The meeting adjourned at 12:00 p.m. The next meeting is:

Date/Time: Monday, May 12, 2014 @10:30 a.m.

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

Attested by:

A handwritten signature in blue ink, appearing to read 'Vanessa Lee', is written over a horizontal line.

Vanessa Lee,
Clerk of the Commission

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Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: May 5, 2014

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

RECOMMENDATION: Receive an update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

Summary

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

Since the last monthly update on April 4, 2014 the Alameda CTC has not reviewed any environmental documents.

Fiscal Impact:

There is no fiscal impact.

Attachments

Staff Contact

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

[Matthew Bomberg](#), Assistant Transportation Planner

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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: May 5, 2014

SUBJECT: Legislative Update

RECOMMENDATION: Approve recommended positions on legislation and receive an update on state and federal legislative activities

Summary

This memo provides an update on federal, state and local legislative activities including an update on the federal budget, 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 2014 establishing legislative priorities for 2014 and is included in summary format in Attachment A. The 2014 Legislative Program is divided into six sections: Transportation Funding, Project Delivery, Multi-Modal Transportation and Land Use, Climate Change, Goods Movement 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 related to the adopted legislative program, including recommended positions on bills as well as legislative updates.

Background

Federal Update

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

Budget

President Obama released a summary of his (Fiscal Year) FY15 budget request in early March. His request included a four-year, \$302 billion proposal for the reauthorization of MAP-21. Although the Administration has yet to unveil any specific legislative text,

Secretary Foxx has indicated that the Department of Transportation (DOT) will submit a formal legislative proposal to Congress in April or May.

Both the House and Senate Appropriations Committees have started the FY15 appropriations process with hearings and a major focus is on addressing the impending insolvency of the highway trust fund. The House Appropriations Committee held its first mark ups in early April. It is expected that the House and Senate will continue markups in May; the full House may also take the first appropriations bills to the floor during May.

Policy

Highway Trust Fund

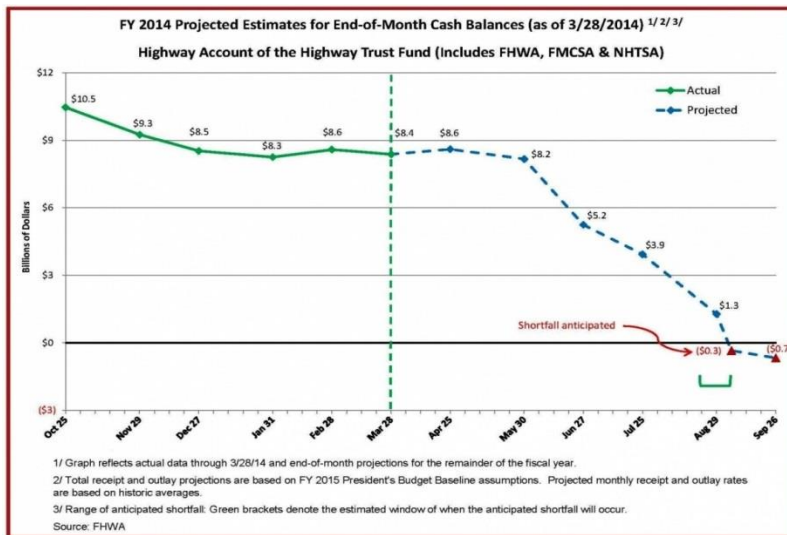
According to the Congressional Budget Office (CBO), the highway and transit accounts of the Highway Trust Fund will have insufficient revenues to meet obligations in 2015, and will result in on-going cumulative shortfalls. The Department of Transportation (DOT) has indicated that it needs at least \$4 billion in cash balances available in the highway account and at least \$1 billion in the transit account to meet obligations as they are due. Due to the need for these balances, the trust fund may have to delay some of its payments during the latter half of 2014.

The CBO established a 2014 Baseline Projection for the Highway Trust Fund that assumes the taxes allocated to the highway account will continue at their current rates and that federal funding for highways will increase at CBO's projected rate of inflation. Under current law, the Highway Trust Fund cannot incur negative balances and has no authority to borrow additional funds. To remedy these shortfalls, CBO notes that lawmakers would have to enact legislation to reduce highway funding, increase dedicated tax receipts, transfer money from the Treasury's general fund to the Highway Trust Fund, or undertake a combination of these approaches.

As reported by the DOT, the Highway Account of the Highway Trust Fund will encounter a shortfall before the end of fiscal year 2014, based on current spending as shown on Figure 1 below.

- The Highway Account began FY 2014 with approximately \$1.6 billion in cash.
- A \$9.7 billion transfer from the General Fund to the Highway Account was processed shortly after the start of the fiscal year (\$10.4 billion authorized in MAP-21, reduced by sequestration).
- The surface transportation program continues to outlay at a greater pace than receipts are coming in. As a result, the cash balance has dropped by nearly \$3.5 billion since the General Fund transfer occurred. As of March 28, 2014, the Highway Account cash balance was \$8.4 billion.

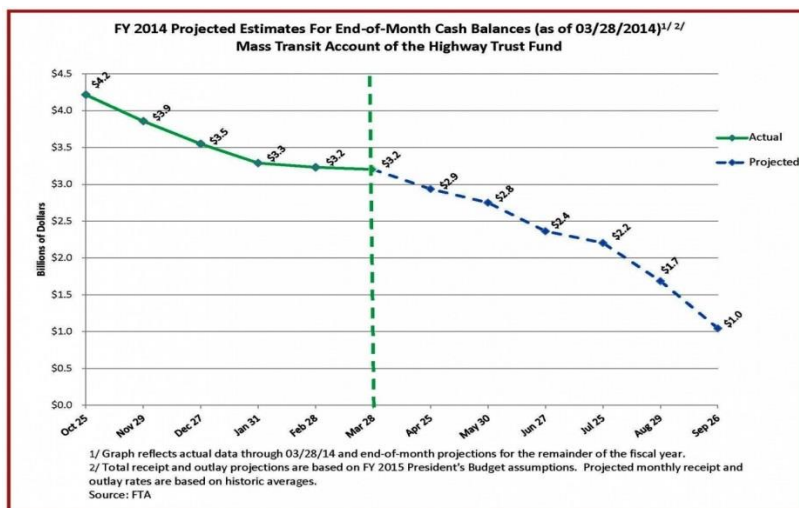
Figure 1



For the Mass Transit Account, the DOT estimates that it will have a balance of approximately \$1 billion at the end of FY 2014 as shown in Figure 2.

- The Mass Transit Account began FY 2014 with approximately \$2.5 billion in cash.
- A \$2 billion transfer from the General Fund to the Mass Transit Account was processed shortly after the start of the fiscal year (\$2.2 billion authorized in MAP-21, reduced by sequestration).
- As of March 28, 2014, the Mass Transit Account cash balance was \$3.2 billion.

Figure 2



Since 2008, almost \$50 billion has been transferred from the General Fund into the HTF to fund authorized amounts.

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

In January, Governor Brown released his overall budget of \$154 Billion, which was \$8 billion over 13/14 budget. The budget proposed reducing the wall of debt by \$11 billion by paying off the economic recovery bonds (\$3.9 billion payment), eliminating the debt to schools for deferred payments (\$6.1 billion payment), and repaying various internal loans from special funds. The budget also proposed creating a new rainy day fund, cap and trade auction revenue expenditures, and expanding the use of Infrastructure Financing Districts by cities and counties. The Governor is expected to release his May Revise during the week of May 12th, which will include updated information on the proposed funding amounts from the January release.

Specifically for cap and trade funds, the Governor's January proposal included appropriating \$850 million in auction revenue to various programs. This amount included a \$100 million repayment of the \$500 million in auction revenue loaned to the general funding in the current fiscal year. The proposal included funds for projects in each of the issue areas identified in the expenditure plan developed last year. This included \$80 million for energy efficiency and renewable energy projects, \$20 million for green state buildings, \$20 million for agricultural projects, and \$20 million water energy efficiency. In keeping with the expenditure plan, the bulk of the funds were dedicated to transportation related projects, as follows:

- **Rail Modernization \$300 million** —\$250 million to the High Speed Rail Authority and \$50 million to Caltrans to administer for grants to existing rail operators for projects that integrate rail systems and provide connectivity to the high speed rail system.
- **Sustainable Communities \$100 million** — The Strategic Growth Council will administer this program in coordination with various departments to implement Sustainable Communities Strategies that improve transit ridership, increase active transportation, provide affordable housing near transit, as well as preserves agricultural lands and supports local planning efforts that promote infill development. A priority will be given to projects in disadvantaged communities. The SGC is made up of Office of Planning and Research, Cal STA, CalEPA, California Health and Human Services, and a public member.
- **Low Carbon Transportation \$200 million** —The Air Board will use these funds to accelerate the transition to low carbon freight and passenger transportation, with a priority for disadvantaged communities. These funds will be used to augment the Air Board's existing programs that provide rebates for zero-emission cars and vouchers for hybrid and zero-emission trucks and buses.

Over the past few months, Alameda CTC has submitted letters and testified in support of the following principles for cap and trade revenues that would support transportation investments in sustainable communities, sustainable freight and clean fuels.

- **Fund transportation now** to achieve 80% GHG reduction targets
- **Direct transportation fuels funds for transportation investments** to support public expectation of return on investments
- **Administer regionally** and allocate to regions to leverage and expand current investments
- **Build on successes** of planning and investment strategies developed and delivered by the regions and local agencies

Policy

Climate Change: On April 28th, the California Air Resources Board closed the comment period on the update to the AB 32 Scoping Plan, which was released in February. The Scoping Plan guides development and implementation of California's greenhouse gas emission (GHG) reduction programs and is required to be updated every five years.

The Scoping Plan update focuses on the need to build upon the AB 32 framework over the coming decades and on the programs already established and includes both near- and long-term actions to address GHG reductions. The update identifies eight key sectors for ongoing action, including: Energy; Transportation, fuels, land use and infrastructure; Agriculture; Water; Waste management; Natural lands; Short-Lived Climate Pollutants (such as methane and black carbon); and Green Buildings.

The update also includes the need for establishment of a midterm statewide greenhouse gas reduction target, between the current 2020 and 2050 goals.

The Board is scheduled consider approving the proposed Scoping Plan Update at its meeting on May 22 in Sacramento. Alameda CTC submitted a comment letter on the scoping plan update with similar principles to the cap and trade ones noted above for the budgeting process, included in Attachment B.

Senator Steinberg Proposal on Cap and Trade Funds: Senate President Pro Tem Steinberg released a modified version of a cap and trade funding proposal from the carbon tax proposal included in his bill SB 1156. It is possible that this 8-point proposal may be incorporated into the budget process or amended into SB1156. Many details still need to be defined in the proposal, but it includes several elements that Alameda CTC has supported in policy. The following summarizes the proposal:

- **Affordable Housing and Sustainable Communities (40%)** - Half the funds must be used for affordable housing and half for implementing sustainable communities strategies. This includes investments in affordable housing, transit-oriented development, land use planning, active transportation, and high density mixed use development, transportation efficiency and demand management projects. These

funds would be distributed to regions by the SGC.

- **Public Transit Funding (30%)** - These funds would be distributed to operators based on GHG performance criteria to build and operate transit projects. At least 5% must be used for direct transit assistance to customers, such as transit passes.
- **High Speed Rail Funding (20%)** - These funds would be continuously appropriated and could be securitized.
- **State Highway and Road Rehabilitation and for Complete Streets (10%)** - These funds would be distributed based on GHG performance criteria and could be used for traffic management, roadway maintenance, and bikeways.
- **Natural resources, water, and waste (\$200 million annually)** - These funds would be appropriated annually as part of the budget act and could be used to fund water efficiency infrastructure projects, forestry and landscape issues, wetland development, waste diversion and recycling, energy efficiency, clean vehicles, and "black carbon reduction.
- **Climate Dividend (\$200 million annually)** - Allocated as part of the annual budget act, these funds could be used to provide a rebate check on monthly fuel bills or once per year rebate with motor vehicle registrations.
- **"Charge Ahead" Electric Vehicle Deployment Program (\$200 million annually)** - These funds would be used to fund demonstration programs and other financial assistance to expand the use of zero emission cars, trucks, buses and freight movement vehicles.
- **Green Bank Funding (not less than \$10 million annually)** - These funds would be used to assist in financing clean energy and other environmentally sustainable projects.

Staff will provide an update on the status of this proposal at the Commission meeting.

Legislation

This year almost 2,000 bills were introduced. Staff is reviewing bills related to the Alameda CTC legislative program and will bring a series of recommendations on bill positions in the coming months. Below are staff recommendations on bills introduced this session.

[SB 1122 \(Pavley\)](#), **Sustainable communities: Strategic Growth Council**. This bill creates two cap and trade funding programs, one for the Strategic Growth Counsel to administer grants to local agencies for implementing sustainable communities and other greenhouse gas reduction plans. The second pot of funds would be allocated to MPOs on a per capita basis to be used for competitive grants for projects within the region. The regional grants would be awarded pursuant to guidelines adopted by the Strategic Growth Council. The bill was recently amended to lists the types of eligible projects for the regional funds, which include funding for public transportation operations, maintenance, and capital costs as well as transportation demand management projects. This bill supports many of the advocacy principles Alameda CTC adopted regarding cap and trade funds and staff recommends a **SUPPORT** position.

[SB 990 \(Vidak\)](#), **Transportation funds: disadvantaged small communities: 5% set aside from STIP Funding**. This bill would require counties to set aside five percent of their regional

Transportation Improvement Program county share for areas designated as disadvantaged small communities. The bill defines a disadvantaged small community as a city or census-designated place with fewer than 25,000 residents and with a median household income less than 80 percent of the statewide median household income.

This bill would require a set aside for specific areas in a county that meet the bill population size and income requirements, regardless of whether there have been identified needs through countywide planning efforts. This could complicate county planning processes and result in the inability to fund important projects while at the same time the small set asides would likely be insufficient amounts to build transportation investments in the areas defined in the bill without substantial time to accumulate funds. While Alameda County would not be affected by this bill, the bill could set up a process that could negatively affect the ability of counties to deliver projects through countywide planning efforts. Because this bill requires a set aside, it would effectively divert scarce funds and undermine the ability for counties to invest their limited state funds into countywide priorities. Alameda CTC's legislative program supports "efforts that protect against transportation funding diversions." This bill has been opposed by MTC, the Congestion Management Agency Association and the Self-Help Counties Coalition. Staff recommends an **OPPOSE** position on this bill.

Legislative coordination efforts: Alameda CTC is leading and participating in many legislative efforts at the local, regional, state and federal levels, including coordinating with other agencies and partners as well as seeking grant opportunities to support transportation investments in Alameda County.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC 2014 Legislation Program
- B. Alameda CTC Letter to CARB on the Scoping Plan Update

Staff Contact

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

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2014 Alameda County Legislative Program

The legislative program herein 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.”

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Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none">• Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures.• Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled or other reliable means.
	Protect and enhance voter-approved funding	<ul style="list-style-type: none">• Support increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring and improving transportation infrastructure and operations.• Support efforts that protects against transportation funding diversions.• Support increases in federal, state and regional funding to expedite delivery of Alameda CTC projects and programs.• Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.• Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.• Seek, acquire and implement grants to advance project and program delivery.• Support Alameda County as the recipient of funds to implement grants and pilot programs
Project Delivery	Advance innovative project delivery	<ul style="list-style-type: none">• Support environmental streamlining and expedited project delivery.• Support contracting flexibility and innovative project delivery methods.• Support HOT lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation.• Support efforts to allow local agencies to advertise, award and administer state highway system contracts largely funded by locals
	Ensure cost-effective project delivery	<ul style="list-style-type: none">• Support efforts that reduce project and program implementation costs by reducing or eliminating the requirements for state or other agency reimbursements to implement projects on state/regional systems.• Support accelerating funding and policies to implement transportation projects that create jobs and economic growth
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none">• Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing and jobs.• Support local flexibility and decision-making on land-use for transit oriented development and priority development areas.• Support innovative financing opportunities to fund TOD and PDA implementation
	Expand multimodal systems and flexibility	<ul style="list-style-type: none">• Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people and do not create unfunded mandates.• Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education.• Support parity in pre-tax fringe benefits for public transit/vanpooling and parking.

Issue	Priority	Strategy Concepts
Climate Change	Support climate change legislation	<ul style="list-style-type: none"> Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions and support economic development. Support the expansion of funding for housing that does not conflict with or reduce transportation funding
	Support cap-and-trade expenditure plan	<ul style="list-style-type: none"> Support cap and trade funds derived from transportation fuels for transportation purposes.
	Support emerging technologies	<ul style="list-style-type: none"> Support incentives for emerging technologies, such as alternative fuels and fueling technology, and research for transportation opportunities to reduce GHG emissions.
Goods Movement	Expand goods movement funding and policy development	<ul style="list-style-type: none"> Support a multi-modal goods movement system and efforts that enhance the economy, local communities and the environment, and reduce impacts. Support a designated funding stream for goods movement. Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy. Ensure that Bay Area transportation systems are included in and prioritized in state and federal planning and funding processes.
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> Support efforts that encourage regional cooperation and coordination to develop, promote and fund solutions to regional transportation problems and that support governmental efficiencies and cost savings in transportation. Support policy development to influence transportation planning, policy and funding at the county, regional, state and federal levels. Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.



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Executive Director
Arthur L. Dao

April 28, 2014

Mary Nichols
California Air Resources Board
1001 "I" Street
Sacramento, CA 95814

Re: Alameda CTC Comments on Scoping Plan Update

Dear Ms. Nichols

Thank you for the opportunity to comment on the California Air Resources Board (ARB) first update of the AB 32 Scoping Plan, (*Plan Update*). The Alameda County Transportation Commission (Alameda CTC) has done significant planning and funding for projects and programs that support implementation of sustainable communities.

Alameda CTC supports the *Plan Update* recommendations for multimodal investments that support Sustainable Communities and Passenger Transport, Sustainable Freight/Goods Movement and Energy/Fuels and Innovative Technologies. Our long-range plans similarly support multimodal systems to advance the implementation of these priorities to support GHG reductions. Alameda CTC makes the following overall comments on the *Plan Update* with the goal of reducing GHG emissions from transportation:

Significant funding is needed now to implement transportation investments that reduce GHG emissions.

The *Plan Update's* recommendations include the implementation of Sustainable Communities Strategies that provide a range of mobility choices and support zero or near zero emission technologies. Alameda CTC recognizes that we must transition into new technologies and new ways of linking land use and transportation to support the state's GHG reduction goals. This will take time; however, the most efficient way for the transportation industry to achieve its GHG reduction target is to provide significant and reliable funding sources now to move the Bay Area SCS from a plan into implementation. Per Governor Brown's Executive Order [Executive Order B-16-2012](#), which specifically requires an 80 percent GHG reduction from the transportation sector, an up-front investment in infrastructure and development incentives to realize GHG emission reductions is essential. Without a significant commitment of funds this work cannot be implemented in a timely way to support the GHG reduction timelines and targets.

Direct significant cap-and-trade revenues to transportation investments and administer these funds at the regional level.

The state's new Cap-and-Trade Program represents one of the most promising opportunities for investing in transportation strategies that support GHG reductions. Given that the transportation sector accounts for 40 percent of state

GHG emissions, Alameda CTC supports directing a significant portion of cap-and-trade revenues to transportation investments.

Alameda CTC appreciates ARB's recognition of regional planning and local leadership in development of SCSs and the importance of supporting efforts both locally and regionally to implement these plans. In keeping with this key recommendation in the *Plan Update*, we recommend that ARB support that state funding for GHG reductions related to SCS implementation be administered at the regional level.

Support successful planning and investment strategies delivered by the regions and local agencies.

Alameda CTC is one of nine Bay Area CMAs that deliver almost \$1 billion each year for projects and programs that support the Bay Area's economy and mobility and reduce GHG emissions through cutting-edge transportation efforts such as:

- Bicycle and pedestrian infrastructure and programs
- Clean fuels and new technologies
- Highway/roadway improvements to reduce congestion and support goods movement
- Mass transit operations and capital investments
- Transportation Demand Management programs
- Transit oriented development
- Senior and disabled transportation

Bay Area voters have approved local transportation measures that fund these investments. We are held accountable to strict delivery timelines through open and public processes, and we report regularly to the public on how funds are expended. This accountability has resulted in significant investments that reduce congestion, improve access and efficiencies, and create safe, efficient, and clean transportation systems. Recognizing and rewarding the efficiency and effectiveness of our delivery processes by directing funds and administration authority to regions and local agencies will enable the state to advance its GHG reduction goals.

Alameda CTC appreciates your efforts on the AB 32 Scoping Plan Update, which will greatly influence transportation, goods movement, fuels, and infrastructure in California and change the way we perceive and address energy efficiency, waste, water, and agriculture, as well as protect our natural resources and enrich communities throughout California. We see investment in the transportation sector as a key strategy to meet the state's ambitious GHG reduction goals.

Sincerely,



for

ARTHUR L. DAO
Alameda CTC Executive Director