



# Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• [www.AlamedaCTC.org](http://www.AlamedaCTC.org)

## **Commission Chair**

Supervisor Scott Haggerty, District 1

## **Commission Vice Chair**

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City of Oakland

## **AC Transit**

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Supervisor Wilma Chan, District 3  
Supervisor Nate Miley, District 4  
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Councilmember Michael Gregory

## **City of Union City**

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## **Executive Director**

Arthur L. Dao

## Planning, Policy and Legislation Committee

**Monday, June 9, 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](http://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](http://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](http://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](http://www.AlamedaCTC.org/events/month/now).

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# Planning, Policy and Legislation Committee Meeting Agenda Monday, June 9, 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. [May 12, 2014 PPLC Meeting Minutes](#)

1

A

Recommendation: Approve the May 12, 2014 meeting minutes.

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

3

I

## 5. Legislation

### 5.1. [Legislative Update](#)

5

A/I

## 6. Planning and Policy

### 6.1. Transportation Expenditure Plan Update (Verbal)

I

### 6.2. [Countywide Goods Movement Plan Vision and Goals](#)

17

A

Recommendation: Approve the Goods Movement Plan vision and goals.

## 7. Committee Member Reports (Verbal)

I

## 8. Staff Reports (Verbal)

I

## 9. Adjournment

**Next Meeting:** July 14, 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, May 12, 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 Rebecca Kaplan.

Commissioner Carson and Commissioner Gregory arrived during item 5.1.

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. April 14, 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 Haggerty moved to approve the consent calendar. Commissioner Thorne seconded the motion. The motion passed unanimously (Kaplan, Carson, and Gregory absent).*

**5. Legislation**

**5.1. Legislative Update**

Tess Lengyel provided the committee with an update on federal and state legislative initiatives. On the federal side, she covered the president's budget, specific updates on surface transportation bill development and appropriations. She also provided an update on the challenges with funding levels in the highway trust fund. On the state side, Tess covered the May revise and potential modifications to cap and trade funds. Tess also recommended that the Commission take a support position on Senate Bill 1122.

*Commissioner Cutter moved to approve the recommendation. Commissioner Gregory seconded the motion. The motion passed unanimously (Kaplan absent).*

**Planning and Policy**

**6.1. Transportation Expenditure Plan Update**

Tess Lengyel provided an update on the Transportation Expenditure Plan (TEP). She stated that there were 12 approvals on the TEP at the city council level. Tess also presented the seven individual TEP outreach pieces and fact sheets that are

available for the public. She stated that each Commissioner will get a packet with speaking notes and a PowerPoint presentation specific to their jurisdiction at the full Commission meeting.

Commissioner Carson wanted to know how staff ensured that the public was receiving the outreach pieces specifically BART riders and special interest groups. Tess stated that staff is working with AC Transit and BART to include literature in stations as well as working with groups such as Be Together and PAPCO to distribute the information at meetings and community events.

*This item was for information only.*

## **6.2. Countywide Multi-Modal Plans Update**

Tess Lengyel provided an update on the countywide multimodal plans. She covered the purpose of the county modal plans specifically how each plans development led into developing long-range plans and shared how state highway planning is incorporated into Alameda CTC planning processes.

*This item was for information only.*

## **7. Committee Member Reports**

There were no committee member reports.

## **8. Staff Reports**

There were no staff reports.

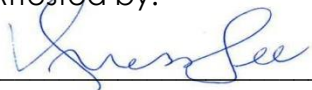
## **9. Adjournment/ Next Meeting**

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

Date/Time: Monday, June 9, 2014 @10:30 a.m.

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

Attested by:



Vanessa Lee,  
Clerk of the Commission



# Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** June 2, 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 May 5, 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

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**DATE:** June 2, 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).

### ***Surface Transportation Bill Proposals and the Highway Trust Fund***

The current federal surface transportation bill, known as MAP-21, is a two-year bill authorized through September 30, 2014. The bill authorizes expenditures for surface transportation investments throughout the nation, including transit funding for our major transit providers in the Bay Area, as well as many programs funded at Alameda CTC, such

as the One Bay Area Grant programs, Safe Routes to Schools, and some senior mobility programs funded with federal grants, and projects that have received federal grant awards.

Over the past few months in Congress, increased focus has been placed on addressing the surface transportation bill. Thus far, two proposals have emerged – one from President Obama as released in his Fiscal Year (FY) 2015 budget proposal and one from the Senate Environment and Public Works (EPW) Committee, which has jurisdiction over the highway portion of the bill. These two proposals are described below.

### **President Obama's Grow America Act Overview**

In April, the Administration released bill language based upon President Obama's FY 2015 budget outline for a surface transportation bill. The bill, called the *GROW AMERICA Act*, is based on a \$302 billion investment over four years for infrastructure projects for the country's highways, bridges, transit, and rail systems. The Administration's proposal would be funded by supplementing the Highway Trust Fund's dwindling revenues with \$150 billion in a one-time revenue infusion from pro-growth business tax reform. This reform is aimed at reducing the U.S. corporate tax rate and eliminating loopholes which many major corporations have taken advantage of to dramatically reduce, and in some cases eliminate, their tax liability.

The GROW AMERICA Act supports increased funding for highways, roads, transit, rail, and includes a new freight grant program and an expanded TIGER grant program:

- **Highway funds:** The amount of would be increased by an average of about 22 percent above FY14 enacted levels.
- **Transit systems:** The bill would invest \$72 billion in transit and expand transportation options, an increase of nearly 70 percent above FY14 enacted levels.
- **Freight grant program:** The bill provides \$10 billion for a multi-modal to strengthen U.S. exports and trade.
- **Rail programs:** The bill dedicates \$19 billion in funding for rail programs, with an additional \$5 billion provided annually for high performance passenger rail programs with a focus on improving the connections between key regional city pairs and high traffic corridors throughout the country.
- **TIGER Grants:** The bill includes a total of \$5 billion for the program over four years, a 100 percent increase for investments that support economic recovery.
- **Fixing and Accelerating Surface Transportation (FAST Grants):** This new grant program includes \$4 billion, embedded in the highway and transit requests, for a new competitive grant program to support effective investments in surface transportation.
- **TIFIA loan program** The bill would provide \$4 billion in current-level funding over four years to attract private investment in transportation infrastructure.
- **Programmatic and administrative reforms:** Lastly, the bill proposes reforms to improve project delivery and the federal permitting and regulatory review process,

as well as policy reforms to incentivize improved regional coordination by Metropolitan Planning Organizations (MPOs). High-performing large MPOs would be granted control of a larger portion of funds under the Surface Transportation Program (STP) and the Transportation Alternatives Program (TAP).

The Obama Administration does not expect Congress to adopt its proposal in its entirety, but has set a framework from which lawmakers could take elements and incorporate them into reauthorization measures, such as some of what the Senate Environment and Public Works (EPW) Committee did in its proposal released on May 12<sup>th</sup>, as described below.

### **Senate EPW Transportation Bill Summary**

The Senate EPW Committee released its draft legislation on May 12<sup>th</sup> (MAP-21 Reauthorization Act) to reauthorize MAP-21. The proposal is bipartisan and would reauthorize the Federal-aid highway program at current funding plus inflation from FY2015 through FY2020. The bill gradually boosts the core highway program from \$38.44 billion in 2015 to \$42.59 billion by 2020. In general, the reauthorization proposal follows a similar structure to MAP-21. The following summarizes specific programs in the EPW bill:

- **Core Formula Programs:** The core highway program structure from MAP-21 is maintained including:
  - The National Highway Performance Program;
  - The Highway Safety Improvement Program;
  - The Surface Transportation Program; and
  - Congestion Mitigation and Air Quality Improvement Program.
- **Projects of Regional and National Significance:** The bill would give the infrastructure program more teeth compared to the current law, establishing a competitive grant program and requiring congressional oversight for the Department of Transportation selection process. The bill would provide \$400 million per fiscal year for the grant program.
- **Multi-modal Freight Program:** The bill would establish a multi-modal freight program beginning in 2016 designed to coordinate efforts between trucks, ports, and rail to make the movement of goods more efficient. Specifically, it would establish a formula-based freight program.
- **Highway Trust Fund Transparency:** The proposal would improve transparency of how and where transportation projects are selected and funded.
- **Transportation Alternatives (TA):** The bill would increase the portion of TA funds sub-allocated to MPOs by population from one-half to two-thirds. It would allow nonprofits responsible for administering local transportation safety programs to be allocated TA funding. It would also add a new requirement for DOT to develop guidance to “encourage the use of programmatic approaches to environmental reviews” to expedite small projects.

- **American Transportation Awards:** The bill would authorize a new competitive grant program (subject to annual appropriations) to support best practices and reward states and local governments that are able to deliver projects under budget and ahead of schedule. The bill authorizes \$125 million annually for the program. The grant awards would be no more than \$10 million each.
- **TIFIA:** The bill would fund the program at \$1 billion per year and would redefine a TIFIA project to include improvements to public infrastructure including utilities within walking distance of mass transit, rail, bus or intermodal facility. It also amends current law to allow TIFIA funding for transit oriented development projects costing over \$10 million.
- **Study of Alternative Funding Mechanisms:** The bill would direct the DOT to carry out a "research and innovation program" examining alternative financing mechanisms that would preserve the user-fee structure and maintain long-term Highway Trust Fund solvency. The department would be required to study three or more sustainable funding alternatives, partner with states to conduct field trials and establish an advisory council to assist with the evaluation of funding mechanisms.
- **University Transportation Centers:** The bill would provide \$72.5 million for university transportation centers in each fiscal year (FY2015-FY2020). In addition, the bill would also allow university transportation centers to be eligible for funding from the Surface Transportation Program (STP).
- **Metropolitan Planning Organizations (MPOs):** The bill would largely maintain the metropolitan planning processes, however it would increase the portion of TA funds that go to MPOs as described above.

The Senate EPW bill does not specify how it would pay for the programs; this will be left up to the Senate Finance and House Ways & Means Committees.

Senate Finance and House Ways & Means continue to say they are looking for a long-term solution, while also considering a stop gap patch to buy more time this year. The Committees will need to find approximately \$16 billion per year to deposit into the Highway Trust Fund to keep it solvent and pay for this next surface transportation reauthorization bill. If the Committees are unable to find the full amount (approximately \$100 billion) to support the full six-year bill, EPW will likely start to take years off starting with FY2020.

The House Transportation and Infrastructure Committee is likely to unveil its version of a multi-year surface transportation bill this summer.

### **Highway Trust Fund**

Federal surface transportation investments are funded by gas tax revenues deposited into the highway and transit accounts of the Highway Trust Fund (HTF). Based upon current estimates from Department of Transportation (DOT) and the Congressional Budget Office, the HTF will not have insufficient revenues to meet obligations in 2015, and will result in on-going cumulative shortfalls. The 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 – first with the highway account estimated as early as July 2014, followed by the transit account in winter, if Congress cannot find a fix to support existing authorized payments levels. It is likely that Congress will institute a short-term fix to the HTF, until longer-term solutions are found to support national investments in federal surface transportation.

## **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 the FY 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.

On May 12<sup>th</sup>, the Governor released his May Revise, which included updated budget proposals from the January release.

Regarding revenues in the May Revise, the Governor is using conservative estimates on revenue growth for next fiscal year. While revenue in the current fiscal year is about \$2 billion higher than the January estimate, the May Revise assumes revenue will only grow by \$856 million in FY 2014-15. In addition, actual revenue attributed to the 2012-13 fiscal year has been scaled back by \$513 million, putting the May Revise surplus at around \$2.4 billion.

The Legislative Analyst's Office (LAO) released its review of the May Revise, and compared its revenue forecasts with the Governor's forecast. The LAO revenue forecast for 2014-15 is \$2 billion higher than the Administration's. While the Governor assumes revenues in 2014-15 will only rise by \$856 million, the LAO forecasts revenue growth by \$2.8 billion. Based on the LAO's numbers the two-year budget surplus exceeds \$4 billion.

The source of these divergent assumptions lies with capital gains. The LAO assumes the realization of capital gains in 2014 will reach \$136 billion, and will drop to \$123 billion in 2015. However, the Administration assumes that realization of capital gains will only reach to \$105 billion in 2014, and drop to \$89 billion in 2015. According to the LAO, these differences alone account for a swing in \$3 billion in income tax revenue.

**Cap & Trade Funding:** The May Revise does not propose any changes to the Governor's January expenditure plan. The appropriation of cap & trade funds is currently a topic of negotiations between the Administration and Legislature.

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.

**Transportation:** There were no significant changes to the transportation budget in the May Revise. The changes contained in the May Revise include a reduction in capital outlay support by \$21.8 million and 195 position due to diminishing Prop 1B and American Recovery and Reinvestment Act (ARRA) funds.

The forecast for State Transit Assistance funds were increased slightly. STA funds are allocated to public transit operators to assist with operating costs. The May Revise increase the outlook for STA funds in 2013-14 from \$389 million to \$400 million, and the 2014-15 outlook is improved from \$373 million to \$379 million.

**Governor and Caltrans:** The Department of Transportation traditionally updates the Capital Outlay Support program based on project allocations by the California Transportation Commission and adjusts support resources needed to proceed with those

projects. The program provides the funding and resources necessary to plan, construct, and oversee state highway projects.

The May Revision reflects a net reduction of \$21.8 million and 195 state positions for engineering, design, and construction oversight activities due to diminishing fund sources, such as Proposition 1B and the federal American Recovery and Reinvestment Act.

Contract resources are provided to advance 22 highway projects associated with the one-time funding available due to an early General Fund loan repayment of \$340 million proposed in the Governor's Budget.

The LAO released a new report on its review of how Caltrans budgets for Capital Outlay Support costs. The report continues the LAO's call for Caltrans to improve the data quality used for the estimates, and urges the Legislature to take a multi-year approach to reduce the budget and staffing levels. The LAO points out that due to declining project funding, such as the end of Prop 1B revenues, the COS budget will be overstaffed by about 3,500 full time equivalents starting in 2014-15 at a cost of \$500 million.

While significant staff cuts are proposed, the LAO also recommends granting the CTC greater oversight of SHOPP projects. Due to the lack of external oversight of the SHOPP program, the LAO recommends granting the CTC the following oversight powers:

- Require the CTC to review and approve individual SHOPP projects. Currently, the CTC is limited to approving or rejecting the entire SHOPP program.
- Require the CTC to allocate COS funds for SHOPP projects. The CTC currently approves the capital costs of SHOPP projects, but has no oversight of the support costs.
- Require Caltrans to provide the CTC with any project information that the CTC or its staff feels is needed.
- Require the CTC to include in its annual report to the Legislature a review of Caltrans' performance at delivering projects.

## **Cap and Trade Policy**

In addition to the Governor's Proposal for Cap and Trade, two other proposals have been introduced: one by Senator Steinberg, which is currently a policy proposal only and will likely be included in bill language in early June, and a second by the State Assembly, which was introduced on May 22<sup>nd</sup> at a budget subcommittee hearing. The following summarize these two different proposals.

***Senator Steinberg modified proposal on Cap and Trade funds:*** Senate President Pro Tem Steinberg released a modified version of a cap and trade funding proposal. Many details still need to be defined in the proposal, but it includes several elements that Alameda CTC has supported in policy. It is possible that the following proposal may be incorporated into the budget process:

- **Affordable Housing and Sustainable Communities (20%)** - 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 (25%)**: 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.
- **Low Carbon Transportation (15%)**: This program provides funding for a comprehensive effort to clean up the state's cars, trucks, buses, and freight to meet federally mandated clean air requirements and California's long-term GHG goals. Specifically, providing funding for heavy-duty freight (including independent truckers), electric vehicle programs and rebates, and off-road vehicles, among others. Additionally, this would establish programs for low and moderate-income earners.
- **Energy (13%)**: This includes energy efficiency and renewable programs for low-income and commercial/industrial users, projects for agricultural energy, green bank funding for both commercial scale technology deployment and clean tech innovation.
- **Natural resources and Waste Diversion (7%)**: This includes urban forestry and parks in disadvantaged communities and water efficiency infrastructure projects, forestry and landscape, wetland development, waste diversion and recycling.
- **Intercity Rail and/or High Speed Rail (HSR) Permanent Source of Funding (20%)**: This would provide an ongoing source of funding for construction and operations of Intercity Rail and/or HSR.

**Assembly Budget Subcommittee proposal on Cap and Trade funds:** On May 22<sup>nd</sup>, the Assembly Budget Subcommittee 3 on Resources and Transportation heard and approved the Assembly Cap and Trade proposal for FY 14-15, which assumes a one year program funded at \$1,040 million in Cap and Trade revenues. The following is an excerpt of the Assembly proposal for expenditure of \$1,040 million:

- **State Greenhouse Gas Reduction Program (\$400 million)**: This program provides funding for allocation to State departments that are undertaking Greenhouse Gas Reduction Activities through a competitive process administered by the Strategic Growth Council. Departments must meet the same performance criteria as the Sustainable Community Grants and be subject to the same reporting requirements. Overall, these funds must allocate at least 25 percent of total funding to disadvantaged communities, as defined by the Strategic Growth Council. These funds can be used to fund the following:
  - Energy efficiency upgrades to State and public buildings through a revolving fund loans for public buildings
  - High Speed Rail construction and intercity rail
  - Fire prevention and urban forestry, waste diversion, reducing agricultural waste, wetland restoration, and other activities by State departments that reduce Greenhouse Gas emissions.



- **Sustainable Communities Grants (\$400 Million):** This program creates a competitive grant program to reduce greenhouse gases through a variety of approaches, including:
  - Transit passes, transit-oriented design, active transportation
  - Affordable housing
  - Urban forestry, forest conservation, carbon farming, and environmental mitigation funding
  - Expansion of Low-Income Home Energy Assistance Program funding.
  - At least 50 percent of total funding to disadvantaged communities, as defined regionally by MPOs.
- **Low-Emission Vehicle Rebates and Water Use Efficiency (\$240 million):** This program is similar to Governor Brown's proposal for these uses as described above.
- **High Speed Rail Financing:** This proposal would authorize the High Speed Rail Authority to borrow up to \$20 billion in federal Railroad Rehabilitation and Improvement Financing (RRIF) loans to construct the High Speed Rail operations segment. In addition, it would authorize up to \$20 billion in lease-revenue bond authority for the same purpose and allows the use of Cap and Trade revenue for repayment of either of these mechanisms, assuming it has met the criteria for funding designated by the Strategic Growth Council.

In the coming weeks, the Assembly and Senate will convene a conference committee to address different cap and trade proposals, provided that the Senate approves its own proposal. At the conference committee hearings, staff will continue to advocate for the cap and trade principles the Commission adopted and which are supported by the Transportation Coalition for Livable Communities, a statewide coalition of transportation agencies and partners that support cap and trade investments to implement the adopted sustainable communities strategies and allocation of the funds at the regional level. Staff will provide an update on the status of these proposals 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 is staff's recommendation on a bill introduced this session.

**AB 1721(Linder), Vehicles: high-occupancy vehicle lanes.** This bill would allow a toll-free or reduced rate for eligible low emission vehicles who are single occupants with appropriate state stickers to use express lanes. Current law exempts vehicles meeting these requirements from toll charges imposed on express lanes, however, current law does allow reduced rate toll charges on state owned bridges in the Bay Area. To incentivize purchase of clean vehicles, the State of California currently allows unlimited white vehicle decals for certified zero emission vehicles and up to 40,000 green decals until 2019 for vehicles that meet California's enhanced advanced technology partial zero-emission vehicle standard or transitional zero-emission vehicle standard. Pending legislation would increase this amount to

80,000. The intent of express lanes is to allow toll-free passage to high-occupancy vehicle users and to allow single occupant drivers the opportunity to pay to use the lanes if there is excess capacity – meaning that the lanes would not be degraded as a result of additional single occupant vehicles entering the lanes. Tolling policy is generally left to the agency with direct financial responsibility for the lanes. If a tolling authority seeks to sell revenue bonds to construct express lanes and is unable to quantify its revenues as a result of increasing free access to the lanes, it may be required to pay a significant risk premium, as in the case of the Interstate 15 HOT lanes in Riverside County, without this law. Alameda CTC's legislative program states, "Support HOT lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation." As the Bay Area seeks to build out an express lane network, this bill would reduce financing risks associated with bonding for constructing the lanes and allows the flexibility of the tolling authority to allow toll-free or reduced rate fares. Staff recommends a **SUPPORT** 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

## **Staff Contact**

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



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.”

1111 Broadway, Suites 800  
Oakland, CA 94607  
(510) 208-7400  
[www.AlamedaCTC.org](http://www.AlamedaCTC.org)

Issue	Priority	Strategy Concepts
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 increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled or other reliable means.</li></ul>
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"><li>• Support 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 efforts that protects against transportation funding diversions.</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 grants and pilot programs</li></ul>
Project Delivery	Advance innovative project delivery	<ul style="list-style-type: none"><li>• Support environmental streamlining and expedited project delivery.</li><li>• Support contracting flexibility and innovative project delivery methods.</li><li>• Support HOT lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation.</li><li>• Support efforts to allow local agencies to advertise, award and administer state highway system contracts largely funded by locals</li></ul>
	Ensure cost-effective project delivery	<ul style="list-style-type: none"><li>• 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.</li><li>• Support accelerating funding and policies to implement transportation projects that create jobs and economic growth</li></ul>
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</li></ul>
	Expand multimodal systems and flexibility	<ul style="list-style-type: none"><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 and do not create unfunded mandates.</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>

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



# Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• [www.AlamedaCTC.org](http://www.AlamedaCTC.org)

**DATE:** June 2, 2014

**SUBJECT:** Countywide Goods Movement Plan Vision and Goals

**RECOMMENDATION:** Receive an update on Countywide Goods Movement Collaborative and Plan Vision and Goals

## Summary

Goods movement is critical to a strong economy and a high quality of life in Alameda County. The central location of the county in the Bay Area, combined with significant freight transportation assets, such as major interstates, the Port of Oakland and two major rail lines, position it as a goods movement hub for Northern California. Alameda CTC is developing a Countywide Goods Movement Plan that will outline a long-range strategy for how to move goods efficiently, reliably, and sustainably within, to, from and through Alameda County by roads, rail, air and water. The vision and goals guide the plan development process, including the later identification and evaluation of projects, programs, and policies.

Attachment A presents the Draft Countywide Goods Movement Plan vision and goals and provides supporting documentation explaining how these were developed. The vision and goals are consistent with the priorities in related plans and policies, including the Alameda Countywide Transportation Plan, Plan Bay Area, and the vision and goals from the California Freight Mobility Plan. The vision and goals encapsulate a series of issues identified through broad-based stakeholder outreach to assess goods movement needs and opportunities. The vision and goals are identical to the draft vision and goals for the MTC Regional Goods Movement Plan which is being developed concurrently with the Alameda Countywide Goods Movement Plan, thereby ensuring that these two plans are aligned.

The vision and goals will be presented in June for initial feedback and will be brought for Commission approval in July 2014, along with performance measures. The vision, goals and performance measures are being brought to the Alameda County Technical Advisory Committee for review and discussion in June and a recommendation for approval to the Commission in July 2014.

## Fiscal Impact:

There is no fiscal impact.

**Attachments:**

- A. Alameda County and MTC Goods Movement Plans – Vision and Goals Technical Memorandum

**Staff Contact**

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

[Matthew Bomberg](#), Assistant Transportation Planner



## Technical Memorandum

TO: Tess Lengyel, Alameda CTC and Carolyn Clevenger, MTC  
FROM: Cambridge Systematics  
DATE: April 25, 2014  
RE: Alameda County and MTC Goods Movement Plans –Vision and Goals

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### *Introduction*

The vision and goals of the Alameda Countywide Goods Movement Plan and the Metropolitan Transportation Commission (MTC) Regional Goods Movement Plan will guide the Alameda County Transportation Commission (CTC), MTC and their partners in creating plans that address key issues in the county and the region. The vision and goals will align these Goods Movement Plans with priorities identified in the Alameda Countywide Transportation Plan (CWTP), the MTC Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), material developed for the California Freight Advisory Committee and California Freight Mobility Plan (FMP), and other relevant plans and policies. After reviewing these documents, and based on an initial assessment of needs and issues in the County and throughout the region, we believe that the vision and goals of the Countywide Transportation Plan and the Regional Transportation Plan should be the same. This memorandum proposes a draft vision statement and goals, followed by a brief discussion about how the goals relate to the CWTP, RTP/SCS and FMP.

### *Draft Goods Movement Plan Vision and Goals*

The **vision** lays out the strategic direction for each agency.

The goods movement system will be safe and efficient, provide integrated connections to international and domestic markets to enhance economic competitiveness, and promote innovation while reducing environmental impacts and improving residents' and employees' quality of life.

This vision is supported by **goals** that rely on collaboration with public and private sector and community partners to maintain, operate and invest in the goods movement system to:

1. Preserve and strengthen an integrated and connected, multimodal goods movement system that supports freight mobility and access, and is coordinated with passenger transportation systems and local land use decisions.
2. Provide safe, reliable, efficient, resilient, and well-maintained goods movement facilities and corridors.
3. Increase jobs and economic opportunities that support residents and businesses.
4. Reduce and mitigate impacts from goods movement operations to create a healthy and clean environment, and support improved quality of life for people most burdened by goods movement.
5. Promote innovative technology and policy strategies to improve the efficiency of the goods movement system.

### *Supporting Material*

The recommended vision and goals relate directly to the Alameda CTC CWTP and MTC RTP/SCS and other planning efforts around the Bay Area. These guiding statements also support the key goods movement issues identified in the Goods Movement Plan outreach activities to-date. This section summarizes these goals and issues.

Our analysis shows that the CWTP, RTP/SCS and FMP goals – and the region/county goods movement issues – map well to the draft Goods Movement Plans goals. Table 1 shows how the recommended goals relate to the CWTP goals.



**Table 1 Comparison of draft Goods Movement Plan goals to other plans and issues**

#	Draft Goods Movement Plan Goal	Relevant goals from related plans and issues			
		CWTP	RTP/SCS	CFAC/ FMP	Goods Movement Issues
1.	Preserve and strengthen an integrated and connected, multimodal goods movement system that supports freight mobility and access, and is coordinated with passenger transportation systems and local land use decisions.	1,3,7	7	2	a, b, c, d, e, i, w
2.	Provide safe, reliable, efficient and well-maintained goods movement facilities.	5,7	7	2, 4, 5	f, j, k, m, o, p, q, x
3.	Increase economic growth and prosperity that supports communities and businesses.	6	6	1	f, g, h, k, m
4.	Reduce environmental and community impacts from goods movement operations to create a healthy and clean environment, and support improved quality of life for those communities most burdened by goods movement.	8,2	3,5	3	r, s, t, u, v
5.	Promote innovative technology strategies to improve the efficiency of the goods movement system.	4,5,6,8,9	1,3, 7	5, 6	i, l, n, o,p, q r, s, t, u

Note: The numbers and letters in table columns refer to goals and issues described in the following sections.

The remainder of the memorandum documents the goals collected from each of the relevant plans, and issues compiled as part of the Alameda CTC Goods Movement Plan.

## **CWTP Vision and Goals**

The CWTP includes a vision statement and nine goal categories or statements describing Alameda CTC's ideal transportation system. The CWTP vision and goals statement reads:

Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities. Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision making and measureable performance indicators and will be supported by the goals:

1. Multimodal
2. Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies
3. Integrated with land use patterns and local decision-making
4. Connected across the country, within and across the network of streets, highways and transit, bicycle and pedestrian routes
5. Reliable and Efficient
6. Cost Effective
7. Well Maintained
8. Safe
9. Supportive of a Healthy and Clean Environment

## **Plan Bay Area Goals**

Plan Bay Area, the region's RTP/SCS, has seven goals or outcomes guiding the evaluation of regional transportation and land use planning. Two of the goals (climate and housing) were mandated by state law. MTC considered the other five voluntary. Each goal or outcome was matched to performance measures: healthy and safe communities were defined by three measures, transportation system effectiveness were defined by two measures, and all others were defined by one performance measure.

1. Climate Protection
2. Adequate Housing
3. Healthy and Safe Communities
4. Open Space and Agricultural Land
5. Equitable Access
6. Economic Vitality
7. Transportation System Effectiveness

## **California Freight Advisory Committee Goals**

The CFAC was commissioned to advise on the development of state freight performance measures and provide input to the state's FMP consistent with MAP-21. In November 2013, the Committee reviewed draft performance measures tied to six goals. While the goals have been solidified, the specific measures are still under review. The six goals that were developed as part of this process are described below:

1. Economic Contribution – Improve the contribution of the California freight transportation system to economic efficiency, productivity, and competitiveness. The performance measures that are being developed to support this goal track factors on the cost of moving goods, the State's market share and the value of international trade.
2. Congestion Relief – Manage congestion on the freight transportation system. Performance measures related to this goal track the extent of congestion and delay on the network. They measure cumulative delay and system reliability.
3. Safety and Security – Improve the safety, security, and resilience of the freight transportation system. These performance measures track the number of crashes, injuries, and fatalities associated with different freight types.

4. System Infrastructure and Preservation – Improve the state of good repair of the freight transportation system. Performance measures tied to this goal will track the condition of pavement, bridges, rail tracks, and channels.
5. Innovative Technology and Practices – Use technology and innovation to develop, operate, maintain, and optimize the efficiency of the freight transportation system and to reduce its environmental and community impacts. Performance measures within this category are tied to the rate of implementation of new technologies or practices that improve performance.
6. Environmental Stewardship – Reduce adverse environmental and community impacts of the freight transportation system. Performance measures in this category include reductions in criteria pollutants, noise impacts, and impacts to threatened species.

## Alameda County Goods Movement Issues

We developed an “issues matrix” to track and categorize goods movement issues most relevant to Alameda CTC and the Countywide Goods Movement Plan. The matrix consolidated Alameda County goods movement issues and opportunities; clarified goods movement issues and opportunities by providing a link between the issues and modes, geography, and stakeholder groups; and helped our team prepare for stakeholder interviews.

We reviewed studies and plans to compile the matrix, including the MTC Goods Movement/Land Use Study, the Bay Conservation Development Commission Living with a Rising Bay Study, the Alameda County Truck Parking Study, The Pacific Institute’s Crossroads for Health Study, and the East Oakland Truck Study. We also compiled our team’s local knowledge, port plans, Bay Area Freight Mobility Study outreach, and other Bay Area Freight Mobility Study data sources.

The issues identified included:

- |   |  |
|---|--|
| a. Rail capacity  | m. Competition at Port of Oakland and other International Gateways |
| b. Roadway capacity   | n. Information technology  |
| c. Truck Access   | o. Port of Oakland - increase capacity                             |
| d. Truck parking  | p. Funding   |
| e. Peak/Off-peak delivery   | q. Monitoring  |
| f. Supply Chain (JIT, ecommerce)  | r. Pavement condition and maintenance                              |
| g. Economic - keep pace with trends and changes                         | s. Safety / crashes  |
| h. Economic - attract investment and partners                           | t. Air quality   |
| i. Coordination (planning)  | u. Noise   |
| j. Industrial land capacity   | v. Pollution   |
| k. Industrial, commercial, residential, recreational land use conflicts | w. Climate change effect on available infrastructure and land use  |
| l. Last-Mile Connections  | x. Water ways and waterborne capacity                              |
|   | y. Rural roadway maintenance                                       |
|   | z. Data availability and quality                                   |

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