

Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Commission Chair

Supervisor Scott Haggerty, District 1

Commission Vice Chair

Councilmember Rebecca Kaplan,
City of Oakland

AC Transit

Director Elsa Ortiz

Alameda County

Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART

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Mayor John Marchand

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Councilmember Luis Freitas

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Vice Mayor Larry Reid

City of Piedmont

Mayor Margaret Fujjoka

City of Pleasanton

Mayor Jerry Thome

City of San Leandro

Councilmember Michael Gregory

City of Union City

Mayor Carol DuTra-Vernaci

Executive Director

Arthur L. Dao

Planning, Policy and Legislation Committee

Monday, October 13, 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

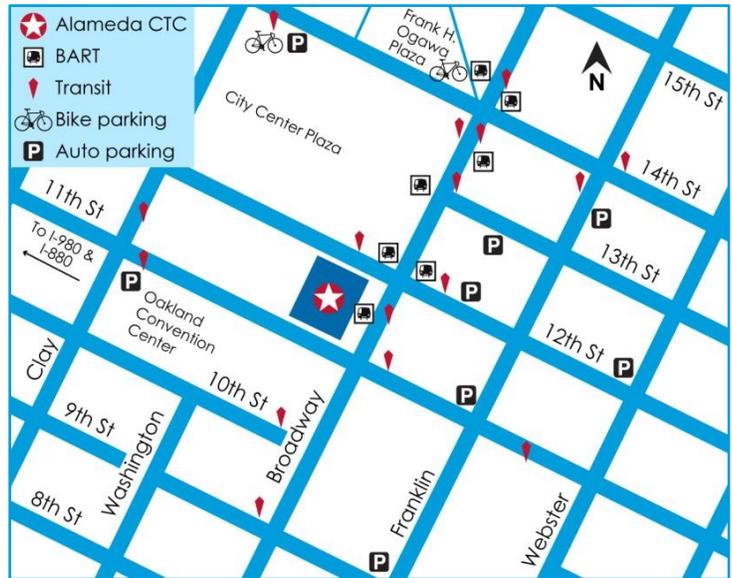
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

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, October 13, 2014, 10:30 a.m.*

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

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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, Barbara Halliday, 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. [September 8, 2014 PPLC Meeting Minutes](#)

1 A

Recommendation: Approve the September 8, 2014 meeting minutes.

4.2. [Congestion Management Program: Summary of 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. [Comprehensive Investment Plan](#)

15 A

Recommendation: Approve the Comprehensive Investment Plan's guiding principles, development process, and programming fund estimate

6.2. Transportation Expenditure Plan Update (Verbal)

I

6.3. [Congestion Management Program \(CMP\): Elements, Scope, and Schedule for the 2015 CMP Update and Implementation of Travel Demand Management and Annual Conformity Findings](#)

27 A

Recommendation: Approve the 2015 CMP update scope and schedule, augmentation and extension of the Travel Demand Management Program contract for Guaranteed Ride Home program, and 2013-2014 CMP conformity findings.

7. Committee Member Reports (Verbal)

I

8. Staff Reports (Verbal)

I

9. Adjournment

Next Meeting: November 10, 2014

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



1. Pledge of Allegiance

2. Roll Call

The Clerk conducted a roll call. All members were present, except the following: Commissioner Rebecca Kaplan, Commissioner Barbara Halliday and Commissioner Michael Gregory.

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

Subsequent to the roll call:

Commissioner Rebecca Kaplan and Commissioner Barbara Halliday arrived during Item 6.2.

Commissioner Elsa Ortiz was excused during item 6.3.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. July 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 Carson moved to approve the consent calendar. Commissioner Cutter seconded the motion. The motion passed unanimously (Kaplan, Halliday, and Gregory absent).

5. Legislation

5.1. Legislative Update

Tess Lengyel provided an update on state and federal legislative initiatives. On the federal side Tess reviewed the status of the federal surface transportation bill, appropriation bills, and the likelihood of a continuing resolution in September to keep the country funded beyond the October 1 new federal fiscal year. On the state side, Tess stated that there will be twenty-three new members of the legislature. She also provided information on cap and trade allocations and next steps for development of cap and trade guidelines.

This item was for information only.

Planning and Policy

6.1. Transportation Expenditure Plan Update

Tess stated that all documents have been submitted to the registrar of voters for Measure BB to be placed on the ballot. She stated that there has been a lot of support since the last report, including support from the League of Woman Voters, the Democratic Party, the Sierra Club, League of Conservation of Voters, the Port of Oakland as well as many chambers of commerce and local businesses throughout the county. Tess concluded by providing a brief update on the opposition argument against the Measure.

This item was for information only.

6.2. 2014 Update to the Alameda County Priority Development Area (PDA) Investment and Growth Strategy

Kara Vuicich recommended that the Commission approve the 2014 update to the Alameda County PDA Investment and Growth Strategy. She stated that MTC Resolution 4035 requires the adoption of the counties PDA Investment strategy and also requires that it is updated annually. Kara stated that the strategy reviews the status of funding allocations as well as other effort related to PDAs and implementation.

Commissioner Cutter wanted more information on the statistics ABAG is considering as housing data. Kara stated that ABAG is the keeper of ABAG housing data and any discrepancies in the data will be reported to them.

Commissioner Kaplan moved to approve this item. Commissioner Thorne seconded the motion. The motion passed unanimously (Gregory absent).

6.3. Multimodal Plans Update

Tess Lengyel recommended that the Commission approve creation of an Ad Hoc Committee to provide focused input into the Countywide Transit Plan and receive an update on the Countywide Modal Plans. She stated that the countywide plan informs several other plans and provides information on the current status of the goods movement, multimodal arterial and transit plans. Tess stated that the recommendation includes creating an ad-hoc committee to advise the Commission on the transit plan. She also gave an update on communications with Ditching Dirty Diesel Collaborative as it related to the Goods Movement Plan.

Tess then introduced Matthew Ridgeway from Fehr & Peers to provide information on the Countywide Multi-modal Arterials Plan. He covered key milestones for the project's development, including data collection, partnering with local jurisdictions and transit, stakeholder engagement and coordination with other multi-modal plans. Matthew provided an overview of the scope of the plan and milestones that

have been developed to fulfill the scope. He also updated the committee on potential performance measures, modal priorities and forecasting approach.

Tess then introduced Rebecca Kohlstrand from Parsons Brinkerhoff to provide an overview of the Countywide Transit Plan. Rebecca covered the scope of work, approach and benefits of the planning effort as well as partner, public and policy engagement schedule.

Commissioner Kaplan wanted to know how staff and consultants have incorporated Ditching Dirty Diesel Collaborative into the goods movement development process. Tess stated that the group has participated in roundtables as both participants and speakers on the panel, at ACTAC meetings, and that staff has met with them four times to discuss the plan. In addition, staff will be working with them on the next roundtable and on a West Oakland case study.

Commissioner Cutter moved to approve this item. Commissioner Carson seconded the motion. The motion passed unanimously (Ortiz, Gregory absent).

6.4. Alameda CTC Annual Report Including Vehicle Registration Fee

Heather Barber presented the Alameda CTC Annual Report including the Vehicle Registration Fee information. She stated that the report includes a message from the agency's director, key activities the agency performed in the prior year, and financial statements.

This item was for information only.

7. Committee Member Reports

There were no committee member reports.

8. Staff Reports

There were no staff reports.

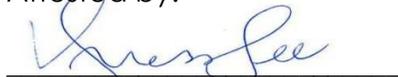
9. Adjournment/ Next Meeting

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

Date/Time: Monday, October 13, 2014 @10:30 a.m.

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

Attested by:



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: October 6, 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 update on September 8, 2014, the Alameda CTC has not reviewed any environmental documents.

Fiscal Impact: There is no fiscal impact.

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: October 6, 2014

SUBJECT: Legislative Update

RECOMMENDATION: Receive an update on state and federal legislative activities

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 2013 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 and include information contributed from Alameda CTC's lobbyist team (CJ Lake/Len Simon).

Federal Budget Update and Fiscal Year 2015 Appropriations

Prior to Congress going into recess in September, it passed a Continuing Resolution (CR) to fund the federal government into the new fiscal year that begins on October 1. Since Congress has not passed a single FY 2015 appropriations bill, this CR was critical to ensure on-going operations of the nation. The short-term CR will fund most federal agencies through December 11, 2014 at current FY 2014 levels. The House approved the bill by a vote of 319-108 and the Senate passed the bill by a vote of 78-22.

The House and Senate will return to Washington on November 12, following the mid-term elections. Both Majority Leader Reid (D-NV) and Speaker Boehner (R-OH) have stated that the completion of the FY 2015 bills is a priority in the lame duck session. However, the way in which the bills will be completed will be determined by the outcome of the elections. If Republicans gain control of the Senate, they may want to make some changes to the already-written drafts making it less certain that there will be swift passage of a FY 2015 omnibus appropriations bill.

Policy

Innovation in Surface Transportation Act of 2014: Senators Cory Booker (D-NJ) and Roger Wicker (R-MS) introduced the Innovation in Surface Transportation Act (S. 2891) on September 18. The legislation would allow local jurisdictions to compete for a larger share of federal funds. The bill would set aside a share of various federal programs (National Highway Performance Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement Program, Surface Transportation Program, and the Transportation Alternatives Program) that flow directly to state departments of transportation. Local jurisdictions, metropolitan planning organizations (MPOs), transit providers, and others would be in charge of developing projects for consideration. A panel of local stakeholders would decide which projects to approve based on how the project could improve the transportation system, promote innovation, and spur economic development. The legislation has a bipartisan House companion, H.R. 4726.

FY14 TIGER Grants: The Administration officially announced the recipients of the FY14 TIGER awards on September 12. A total of 72 grants were announced totaling \$584 million. DOT received 797 applications totaling \$9 billion for an available funding amount in this TIGER round of approximately \$600 million. Unfortunately, Alameda CTC's application was not funded for the East Bay Greenway Project; however, it was funded at the state level under California's Active Transportation Program. The following link will be to the full list of TIGER awardees, including the award to MTC for a Bay Area Core Capacity Transit Study:

http://www.dot.gov/sites/dot.gov/files/docs/TIGER14_Project_FactSheets.pdf

FTA Administrator Nomination: The Senate Banking Committee scheduled a hearing for September 23, on the official nomination of Therese McMillan to be FTA Administrator. However, the hearing was postponed since the Senate adjourned on September 18, until after the mid-term elections. The Banking Committee will likely reschedule the hearing for the lame duck session that will begin on November 12.

Importance of Infrastructure Investment: Two new reports highlight the importance of transportation at both the federal and local levels. A report from the Pew Charitable Trusts ([Pew Report](#)) shows that between 2007 and 2011 the federal government share of average annual spending on highways and transit nationwide was just 25 percent, or \$51 billion, of the total. The second report from the National Association of Manufacturers

shows how maintaining the status quo in infrastructure spending will not be enough to turn around the nation's failing grade on infrastructure and move the U.S. economy toward a more competitive future. More information on this report can be found at [NAM Report](#).

State Update

The 2013-14 state legislative session ended almost two days before the August 31st midnight deadline. Several major pieces of legislation were approved during the final hours, such as groundwater management, the plastic bag ban and paid sick leave, and past practices of gut and amends occurring in the final session hours did not materialize this year. Both houses spent time in the days leading up to the end of session commemorating termed out members and other departing staff, including Senators Ellen Corbett, Mark DeSaulnier, and Assemblywomen Joan Buchanan and Nancy Skinner. Next year there will be 23 new legislators as well as a new Pro Tem, Senator De León, and a (fairly) new Speaker, Toni Atkins.

Governor Brown has until September 30th to sign or veto the bills sent to his desk during the final week of session, and the Legislature is gone until December 1st. A major transportation related, SB 1077 (DeSaulnier), which creates a process to explore a vehicle miles traveled fee was signed by the Governor. Staff will report on other bills at the meeting, after the final outcome of the Governor's deadline to sign or veto is known.

Interim Events: While the legislative session is recessed, there continues to be significant activity in Sacramento regarding the drafting of guidelines for the cap & trade programs funded in the budget. In particular the Strategic Growth Council (SGC) released its draft guidelines for the Affordable Housing and Sustainable Communities Program (AHSC). The California State Transportation Agency (CalSTA) is expected to release its draft guidelines for the Low Carbon Transit Operations Program and the Transit and Intercity Rail Capital Program in early October. The release of these draft guidelines triggers another round of statewide workshops and the solicitation of public comments.

Interim Guidance: The California Air Resources Board approved staff's proposed "Interim Guidance to Agencies Administering Greenhouse Gas Monies." This document provides direction to those state agencies administering cap & trade funds as well as local entities expending these funds on issues of accountability and determining if a project benefits a disadvantage community.

The adopted motion approved the Guidance document along with additional changes requested by Board members. The motion also included direction to submit comments to CalEPA stating that the CalEnviroScreen process needs additional refinements to address issues on adequately identifying disadvantage communities (DAC).

Since this is guidance and NOT guidelines, the Board was not required to take action on this item. However, given the importance of this document, the Board added it to its agenda and unanimously approved this document with additional direction to staff. The

next steps are for CARB staff to complete additional revisions and for CalEPA to finalize its identification of DAC.

Several of the Board members expressed concerns about how many DACs do not register in the top 20% of the CalEnviroScreen process. CARB staff attempted to address some of these concerns, by illustrating a definition of benefiting a disadvantage community by using transit corridors in the Bay Area. The illustration used the top 20% of DAC's per method 1 of the CalEnviroScreen process, then extended the boundaries first using the ½ mile radius for access to transit, and then further expanding the sphere of benefit by using zip codes instead of census tracts. This substantially increased the area where a project would benefit a DAC, but it did not sufficiently address the Board's concerns.

Supervisor John Gioia proposed nearly all of the changes to the Guidance document, which the Board approved. The changes include providing greater clarity and specifics on the reporting and accountability requirements, more specificity in each of the tables in the appendix to maximize benefits to disadvantage communities, and addition of anti-displacement language to the table for AHSC projects. There was also direction to clarify that affordable housing projects should not be restricted to a DAC in order to be considered a benefit to a DAC, or to at least use zip code areas rather than census tracts to determine this benefit. Supervisor Gioia also raised questions about the need to clarify the link between a DAC and a transit project. A copy of the guidance document can be found at the following link, but this document does not yet reflect the changes mentioned above:

<http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/workshops/arb-sb-535-interim-guidance-08-22-2014.pdf>

SGC Guidelines: The SGC released its draft guidelines for the AHSC Program on September 23rd, as well as draft guidelines for the Sustainable Agriculture and Land Conservation Program. A series of workshops has been set for October 27th in Sacramento and October 24th in Oakland. Additional workshops will be held in Merced and Los Angeles. The time and location of these workshops has not been announced. Comments on the draft guidelines may be submitted anytime between now and October 31st. Alameda CTC is participating in discussions at the regional and state level on these guidelines.

For the 2014-15 fiscal year there is \$130 million available for these programs. For the Sustainable Agriculture Program, \$1 million is available, with individual grants capped at \$100,000. The balance is dedicated to the Affordable Housing & Sustainable Communities (AHSC) Program. Under the AHSC program, grants are capped at \$15 million for a Transit Oriented Development (TOD) project, with the minimum award being \$1 million, and for an Integrated Connectivity Project (ICP) the maximum award is \$8 million, with a minimum award of \$500,000.

There are generally two categories of projects in the AHSC program. A TOD project must

include an affordable housing component and be located within a ½ mile of a High Speed Rail, Commuter or Light Rail station, or a Bus Rapid Transit or Express Bus corridor. The other category is the ICP, which would be for smaller projects aimed at enhancing access to transit or improving transit service, which can range from high speed rail, rail, BRT, bus and shuttle services.

Applications must be submitted by the public entity that has jurisdiction over the project area, but the application can be in partnership with other public or private entities. It is a two-step application process. Applicants will first submit online a "concept proposal" and then those meeting minimum criteria will be asked to submit a full application. SGC and MPOs will work with applicants to ensure that a proposed project is consistent with the Sustainable Communities Strategies. SGC will also be seeking the advice of MPOs throughout the evaluation process. The details of how this process will work are currently being defined. A copy of the draft guidelines can be found at:

Affordable Housing & Sustainable Communities Program

http://www.sgc.ca.gov/docs/Draft_AHSC_Guidelines_for_posting_082314.pdf

Sustainable Agriculture & Land Conservation Grants

http://www.sgc.ca.gov/docs/Sustainable_Ag_Lands_Conservation_Program_Guidelines_092214_DRAFT.pdf

Legislation

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. For the 2015 legislative platform, staff is coordinating with local partner agencies to discuss legislative priorities in Alameda County. In addition, staff is participating at MTC and CMA legislative discussions in October. Staff will bring a proposed set of legislative priority concepts in November, reflecting local and regional discussions, for the Commission to consider. A final legislative platform will be brought to the Commission for final approval at the December Commission meeting.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC 2014 Legislation Program

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:

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“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.”

Issue	Priority	Strategy Concepts
Transportation Funding	<p>Increase transportation funding</p> <p>Protect and enhance voter-approved funding</p>	<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. • 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 protect 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	<p>Advance innovative project delivery</p> <p>Ensure cost-effective project delivery</p>	<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 • 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	<p>Reduce barriers to the implementation of transportation and land use investments</p> <p>Expand multimodal systems and flexibility</p>	<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 • 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. • 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.
Goods Movement	Expand goods movement funding and policy development	<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.
Partnerships	Expand partnerships at the local, regional, state and federal levels	



Memorandum

6.1

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

DATE: October 6, 2014

SUBJECT: Comprehensive Investment Plan Development

RECOMMENDATION: Approve the Comprehensive Investment Plan's guiding principles, development process, and programming fund estimate

Summary

In March 2013, the Alameda CTC adopted a Strategic Planning and Programming Policy to consolidate existing planning and programming processes to improve the efficiency and effectiveness of future policy decisions on transportation investments in Alameda County. This policy would result in the integration of existing planning and programming practices performed by Alameda CTC into a single streamlined strategic planning and programming document that identifies short and long-term transportation solutions that meet the vision and goals established in the Countywide Transportation Plan (CTP). The vehicle document to implement this policy is the development of a Comprehensive Investment Plan (CIP) that translates long-range plans into short-range implementation by establishing a list of short-range (5-year period) priority transportation improvements to enhance and maintain Alameda County's transportation system.

The Commission-approved policy goals for the CIP are designed to:

- streamline the Alameda CTC's planning, programming and delivery efforts;
- facilitate strategic programming of funds managed by the Alameda CTC;
- establish effective feedback loops into decision making through monitoring, data collection, evaluation and collaborative information sharing; and
- improve the public understanding of the benefits of projects and programs delivered by Alameda CTC.

As a programming document, the CIP will identify anticipated transportation funding over a five-year period, and strategically match these funding sources to targeted transportation priorities. Projects and programs will utilize an objective evaluation process to formulate programming recommendations and financing decisions. The CIP will consist of a two-year allocation plan that will be consistent with the Alameda CTC's budget.

Each year, the CIP will be updated with current financial projections and included in the annual agency budget for project and program allocations. Every two years, the CIP will be

updated and approved by the Commission for new project and program additions through a public process. The CIP will ensure that public funds are strategically invested in projects and programs that provide public benefits, advance the development of projects and programs to construction and implementation, and support leveraging of regional, state and federal dollars for Alameda County's priority transportation projects and programs.

Discussion

CIP Objectives, Guiding Principles and Development Process

The Alameda CTC is responsible for strategically planning and programming local, regional, state and federal funds to transportation improvements that facilitate safe, reliable, convenient, and accessible travel. To identify and plan for these investments, the Alameda CTC prepares long-range planning documents such as the CTP and transportation expenditure plans that identify project and program priorities generally over a 25 to 30 year horizon. These plans focus on specific types of transportation needs, such as transit, arterials, goods movement, bicycle, pedestrian, community based transportation, and local voter approved transportation projects and programs, such as those funded by local transportation sales tax and vehicle registration fee measures.

In March 2013, the Commission adopted the Strategic Planning and Programming Policy framework to streamline agency planning, programming and delivery efforts. This policy promotes a better relationship between countywide long-term visions and goals and short-range planning efforts. Thus, the policy framework seeks to integrate existing Alameda CTC planning and programming processes such as those for the preparation of the Measure B and Vehicle Registration Fee Strategic Plans, the Congestion Management Program's performance report, the State Transportation Improvement Program (STIP) candidate project submission, and the Alameda CTC discretionary programs, into a single process that will be documented by the Comprehensive Investment Plan (CIP). The adopted policy framework is depicted in Attachment A.

CIP Objectives: The CIP is a programming document that strategically invests public funds under Alameda CTC's purview. It replaces multiple planning and programming efforts, at both the local and countywide level, to create a comprehensive near-term transportation planning/programming tool that local agencies and Alameda CTC can use to better direct their staffing and financial resources. The objectives of the CIP are to:

1. Translate long-range plans into short-range implementation: The CIP transitions long-range plans into focused project/program delivery over a five-year period with a two-year allocation program.
2. Serve as the Strategic Plan: The CIP serves as the Alameda CTC's strategic plan for voter-approved transportation funding. This includes identifying uses and finance strategies for Alameda CTC's transportation sales tax measures and the vehicle registration fee collections to implement priority projects and programs over time.

3. Establish a Comprehensive and Consolidated Programming Document: The CIP is a programming decision document that will be used to strategically program funding sources under the Alameda CTC's authority for capital improvements, operations and maintenance projects and programs, as appropriate. Integrating all funding sources into one programming document permits Alameda CTC to comprehensively and strategically allocate funds to improvements that accomplish long-range objectives more effectively.

The CIP is a dynamic document that will be periodically updated to address changing transportation needs, revenue projections, available funding sources, and policy changes. Every year, the CIP will update financial projections. Every two years, a comprehensive update of the CIP will be conducted to provide an opportunity to include new projects and programs. The Alameda CTC will monitor CIP investments through performance feedback mechanisms built into the CIP and other countywide planning processes.

CIP Policy Principles: The CIP's five fundamental policy principles guiding the document's development and the ultimate selection of projects and programs include the following:

1. Implementing the County's Adopted Vision: All funding decisions will support implementation of the Alameda CTC's adopted long-range transportation vision. The Alameda CTC's vision (adopted 2012) is:

"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".

This CIP's countywide goals includes prioritizing and investing in projects and programs that promote economic, health, and transportation access and sustainability in relation to land-use patterns. The CIP will support implementation of the CIP's transportation vision and goals to build and maintain a fully integrated multimodal transportation system by strategically translating the long-range plan priorities into a five-year investment strategy.

2. Balanced Strategic Program Across Project Delivery Phases: Alameda CTC strategically invests the limited financial resources available to the agency to optimize its transportation planning, project delivery process and performance analysis. The CIP will identify investments in all stages of project development, from scoping/initiation, environmental, and design, and into capital project phases including right-of-way, construction and project closeout. It is desired to strike a balance between project development and capital phases that will provide for the delivery of a combination of project phase that can efficiently utilize the available programming capacity available. This will position the county to leverage the federal, state and regional funding sources as they become available, and that the strategic program can

provide a sustainable inventory of deliverable project phases. This will include considering the delivery status of projects/programs and to optimize competitiveness for future grant opportunities. The CIP will also include countywide program/operational investments, including, but not limited to, Safe Routes to Schools, senior travel training/mobility management, and system performance monitoring efforts. The Alameda CTC will identify direct fund allocations to ongoing program and operational activities to maintain essential services to Alameda County.

3. Maximizing Transportation Investments: The Alameda CTC will work with local agencies to focus financial investments on project and programs that are implementation ready, have a credible funding plan, are able to meet the requirements of the funding source, and provide a maximize benefit to the transportation network. The CIP will examine opportunities to leverage local fund sources to the maximum extent possible. In addition, the Alameda CTC will use the CIP to identify projects and programs for funding that have a synergistic effect, where practical and feasible to maximize the benefit of investments to the public.
4. Investments in All Modes: The CIP will identify appropriate levels of investment in all transportation modes, project phases, and geographic areas to the maximum extent possible. The CIP will be constrained to the revenue projected for the five-year programming cycle. Alameda CTC and local jurisdictions will collaborate throughout the CIP process to define appropriate and feasible levels of investments. The CIP will be used to monitor geographic equity and modal equity investments over time. More detail on geographic equity will be brought to the Commission for approval at a future date.
5. Delivering Solutions While Ensuring Accountability: Projects/Programs included in the CIP will support the CTP's vision and goals. The CIP's selection criteria will consider needs/benefits, project readiness, and community support. Specific evaluation criteria will come to the Commission for consideration in early 2015. The Alameda CTC will require timely and cost-effective project and program delivery, and will monitoring their implementation. The CIP will promote the timely delivery of projects and programs, and the benefits including investments in our transportation system, leveraging of local funds, and minimizing cost increases due to delays.

CIP Process: The CIP process will integrate existing planning and programming practices performed by the Alameda CTC into a single concerted planning and programming effort, where feasible and appropriate. With the first CIP and future biennial updates, the process begins by extrapolating the CTP's identified projects and programs inventory into the CIP's five-year horizon. For this first CIP, Alameda CTC will use projects and programs in the adopted 2012 CTP that demonstrate readiness within the five-year programming horizon (FY 2015/16 to 2019/20). This fall, the Alameda CTC will work with local agencies to confirm

project/program inventories, project status, and implementation readiness. Refer to Attachment B for a summary of the integrated planning and programming Process.

Upon the establishment of the initial inventory, the Alameda CTC will screen and evaluate the projects/programs for incorporation into the CIP and its allocation plan. The evaluation criteria will come to the Commission for consideration in early 2015. The Alameda CTC's programming assessment will take into account criteria mandated by particular funding sources, as required and appropriate. The final CIP programming and fund allocation recommendations will include a public process and ultimate approval at an Alameda CTC Commission meeting.

Alameda CTC's programming capacity is limited to the available programming revenue during a given five-year CIP cycle to establish a fiscally constrained plan. Projects and programs outside the Alameda CTC's programming availability will be considered for inclusion in future CIP updates.

The CIP will contain a two-year allocation plan to reflect funding appropriations to projects and programs in the CIP's first two-years. This allocation plan incorporates all current and anticipated programming under Alameda CTC's responsibilities into a coordinated programming effort that streamlines the programming decision making process. Additionally, the allocation plan's appropriations will tie directly into the agency's annual budgetary process to facilitate cash-flow distributions and financing strategies. Each year, Alameda CTC will update the CIP to provide the latest financial projections and fund commitments to the CIP projects and programs.

In subsequent comprehensive biennially CIP updates, the Alameda CTC will reassess the CIP development process, prioritization methodology and allocation process for consistency with any updated policies and goals. Alameda CTC will update and amend the CIP accordingly to account for project/program changes resulting from schedule modifications, change in priorities, and funding adjustments. Programmed funds may be re-prioritized, with Commission approval, if there are fund balances or projects/programs are not meeting the CIP delivery requirements. More detail on CIP delivery requirements will come to the Commission for consideration in early 2015. Future updates will also include performance feedback summaries gathered from project/program reporting and ongoing countywide monitoring studies such as CMP level of services reports.

Programming Fund Estimate

Over the first five-year CIP, Alameda CTC will be responsible for over \$1.5 billion for capital projects and programs investments, which includes Measure B/Vehicle Registration Fee Direct Local Distributions, set allocations to Measure B Capital Projects, 2014 Transportation Expenditure Plan allocations, and other discretionary fund sources. Attachment C, Annual Programming Revenue, describes the programming estimate available (fiscal year 2015/16 to 2019/20) and highlights the discretionary funding available within the two-year Allocation Plan.

The Alameda CTC anticipates enhanced coordination between local agencies through the implementation of the policy framework and the CIP development process. The CIP process will streamline requests for project and program submissions, thereby reducing administrative efforts at both the local and countywide levels. As a result, the CIP provides all agencies a fiscally constrained and prioritized programs/projects inventory to serve as a roadmap of transportation investments for the county.

Next Steps

Alameda CTC will bring components of the CIP for consideration to the Commission over the coming months. Each approval step will feed into the development and finalization of the following components of the CIP as detailed in the schedule below.

Month	No.	Task
October 2014	1.	Approve DRAFT CIP guiding principles, development process, and programming fund estimate
Nov/Dec 2014	2.	Approve FINAL CIP guiding principles, development process, and programming fund estimate
	3.	Approve DRAFT Project Selection Methodology
January 2015	4.	Approve FINAL Project Selection Methodology
	5.	Approve Funding Levels by project types/categories
	6.	Approve DRAFT Selection Criteria
February 2015	7.	Approve FINAL Selection Criteria
March 2015	8.	Approve DRAFT Project/Programs Inventory Recommendations
April 2015	9.	Approve DRAFT CIP Document including prioritization recommendations and two-year allocation plan
May 2015	10.	Approve FINAL CIP Document including prioritization recommendations and two-year allocation plan

Fiscal Impact: There is no fiscal impact.

Attachments

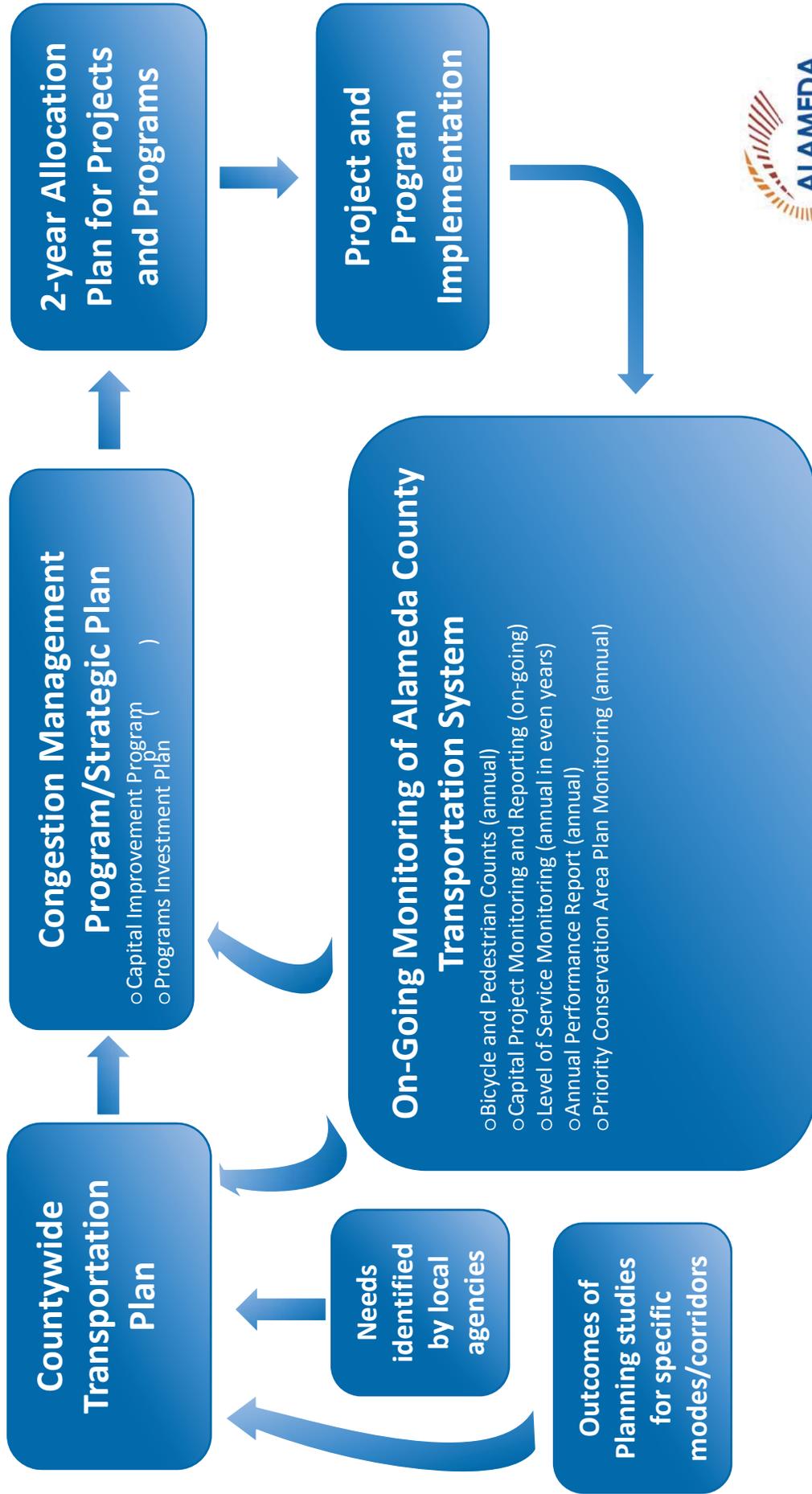
- A. Alameda CTC Policy Framework for Planning, Programming, and Monitoring Feedback Flowchart
- B. Integrated Planning and Programming Processes
- C. Summary of Annual Programming Revenue

Staff Contact

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

Alameda CTC Policy Framework

Planning, Programming and Monitoring Process

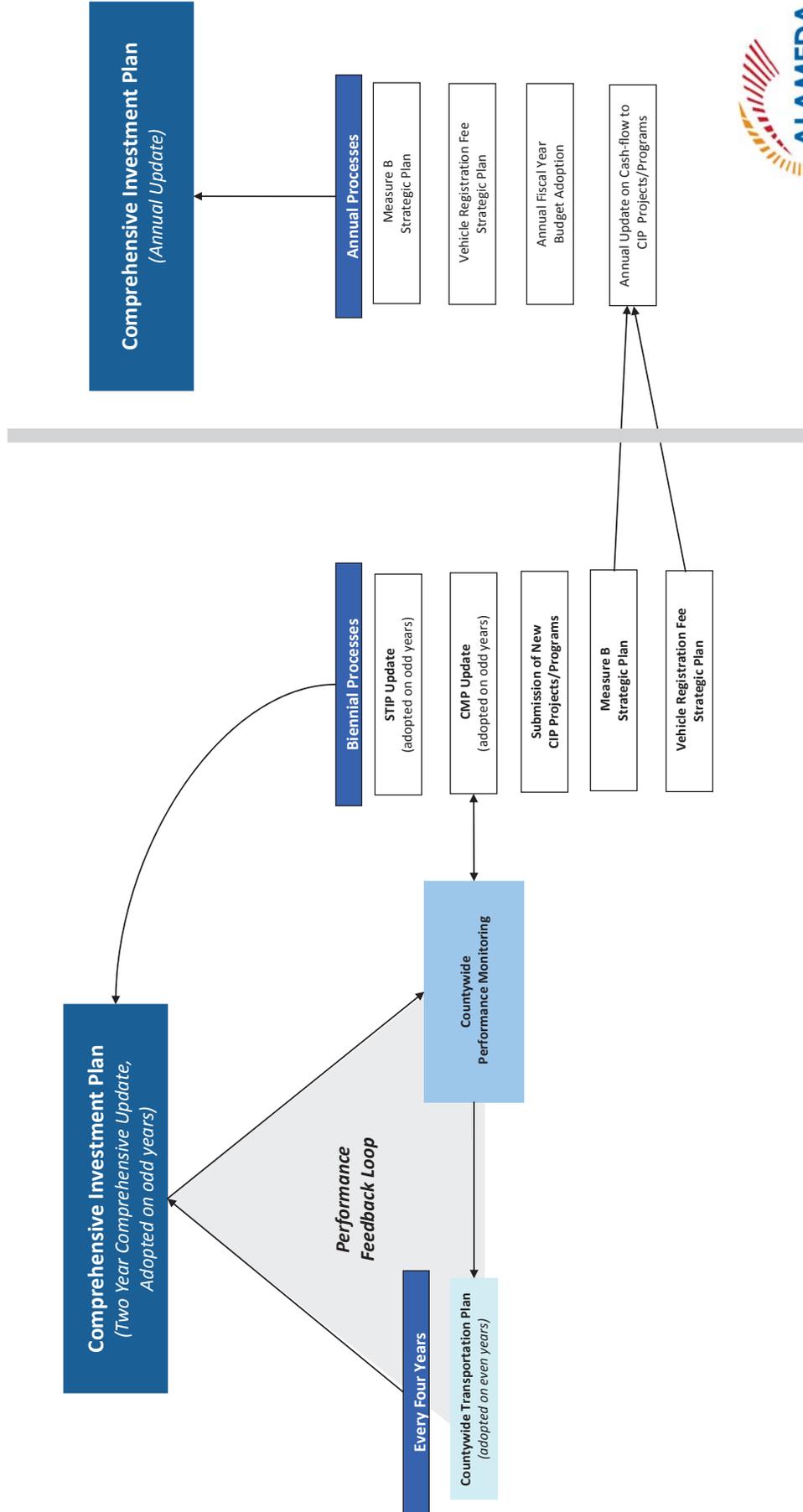


This flowchart only illustrates Alameda CTC's role in the overall process.

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Comprehensive Investment Plan Integrated Planning and Programming Processes



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**Comprehensive Investment Plan
Summary Annual Programming Revenue**

Table 1 Summary:
The Alameda CTC is responsible for approximately \$307.7 million in funding annually for capital projects and programs. Over the five-year Comprehensive Investment Plan (FY 15/16 through FY 19/20), this amounts to approximately \$1.5 billion. The Annual Revenue Projections are based on prior year's revenue distributions and assumptions.

FUNDING SOURCES	Fiscal Year					TOTAL
	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	
FEDERAL						
Federal Safe Route to School (SRTS)	\$ 1,575,000	\$ 1,575,000	\$ 1,575,000	\$ 1,575,000	\$ 1,575,000	\$ 7,875,000
STP/CMAQ (inc TE Program)	\$ 13,500,000	\$ 13,500,000	\$ 13,500,000	\$ 13,500,000	\$ 13,500,000	\$ 67,500,000
Subtotal Federal	\$ 15,075,000	\$ 75,375,000				
STATE						
State Transportation Improvement Program (STIP)	\$ 14,750,000	\$ 14,750,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 74,500,000
Subtotal State	\$ 14,750,000	\$ 14,750,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 74,500,000
LOCAL/REGIONAL						
Transportation Fund for Clean Air (TFCA)	\$ 1,710,000	\$ 1,710,000	\$ 1,710,000	\$ 1,710,000	\$ 1,710,000	\$ 8,550,000
Lifeline Transportation Program	\$ 3,050,000	\$ 3,050,000	\$ 3,050,000	\$ 3,050,000	\$ 3,050,000	\$ 15,250,000
NET 2000 MB REVENUE	\$ 124,389,153	\$ 126,876,936	\$ 129,414,474	\$ 132,002,764	\$ 134,642,819	\$ 647,326,145
MB Programs (59.9% of Net)	\$ 73,750,793	\$ 75,225,809	\$ 76,730,325	\$ 78,264,931	\$ 79,830,230	\$ 383,802,088
MB Capital Projects (40.1% of Net)	\$ 50,638,360	\$ 51,651,127	\$ 52,684,149	\$ 53,737,832	\$ 54,812,589	\$ 263,524,057
NET 2014 TEP REVENUE	\$ 126,941,351	\$ 129,480,178	\$ 132,069,782	\$ 134,711,178	\$ 137,405,401	\$ 660,607,891
TEP Programs (64.98% of Net)	\$ 82,486,490	\$ 84,136,220	\$ 85,818,944	\$ 87,535,323	\$ 89,286,030	\$ 429,263,007
TEP Capital Projects (35.02% of Net)	\$ 44,454,861	\$ 45,343,958	\$ 46,250,838	\$ 47,175,854	\$ 48,119,371	\$ 231,344,883
NET VRF REVENUE	\$ 11,400,000	\$ 57,000,000				
VRF Local Road Direct Local Program Dist. (60%)	\$ 6,840,000	\$ 6,840,000	\$ 6,840,000	\$ 6,840,000	\$ 6,840,000	\$ 34,200,000
VRF Corridor Operations (Local Transportation Technology (10%))	\$ 1,140,000	\$ 1,140,000	\$ 1,140,000	\$ 1,140,000	\$ 1,140,000	\$ 5,700,000
VRF Discretionary Programs (30%)	\$ 3,420,000	\$ 3,420,000	\$ 3,420,000	\$ 3,420,000	\$ 3,420,000	\$ 17,100,000
Subtotal Local/Regional	\$ 269,381,550	\$ 274,445,981	\$ 279,611,701	\$ 284,880,735	\$ 290,255,149	\$ 1,398,575,115
TOTAL	\$ 297,315,504	\$ 302,342,114	\$ 307,719,256	\$ 312,948,941	\$ 318,283,220	\$ 1,538,609,036

Note:
1. The Measure B, 2014 TEP, and VRF net revenues do not include general administrative, core functions and/or program management fees reserved for Alameda CTC functions.

**Comprehensive Investment Plan
Summary Annual Programming Revenue**

TABLE 2a Direct Local Distributions Revenue

FUNDING SOURCES LOCAL/REGIONAL	Fiscal Year				TOTAL
	FY 15/16	FY 16/17	FY 17/18	FY 18/19	
2000 Measure B Programs					
Local Streets and Roads	\$ 27,505,721	\$ 28,055,886	\$ 28,616,953	\$ 29,189,292	\$ 143,140,879
Mass Transit	\$ 26,136,742	\$ 26,649,277	\$ 27,182,262	\$ 27,725,907	\$ 135,964,613
Paratransit	\$ 11,105,712	\$ 11,327,826	\$ 11,554,383	\$ 11,785,470	\$ 57,794,572
Bike/Pedestrian	\$ 4,637,120	\$ 4,709,462	\$ 4,803,651	\$ 4,899,724	\$ 24,027,677
2014 TEP Programs					
Local Streets and Roads	\$ 25,388,270	\$ 25,896,036	\$ 26,413,956	\$ 26,942,236	\$ 132,121,578
Mass Transit	\$ 27,355,861	\$ 27,902,978	\$ 28,461,038	\$ 29,030,259	\$ 142,361,000
Paratransit	\$ 11,424,722	\$ 11,653,216	\$ 11,886,280	\$ 12,124,006	\$ 59,454,710
Bike/Pedestrian	\$ 3,808,241	\$ 3,884,405	\$ 3,962,093	\$ 4,041,335	\$ 19,818,237
Vehicle Registration Fee Program					
Local Road Improvement & Repair	\$ 6,840,000	\$ 6,840,000	\$ 6,840,000	\$ 6,840,000	\$ 34,200,000
Corridor Operations (Local Transportation Technology)	\$ 1,140,000	\$ 1,140,000	\$ 1,140,000	\$ 1,140,000	\$ 5,700,000
TOTAL	\$ 145,312,389	\$ 148,059,036	\$ 150,860,617	\$ 153,718,229	\$ 754,583,266

TABLE 2b Discretionary Funding Revenue

FUNDING SOURCES LOCAL/REGIONAL	Fiscal Year				TOTAL
	FY 15/16	FY 16/17	FY 17/18	FY 18/19	
FEDERAL					
STP/CMAQ (inc TE Program and SB25)	\$ 15,075,000	\$ 15,075,000	\$ 15,075,000	\$ 15,075,000	\$ 75,375,000
STATE					
State Transportation Improvement Program (STIP)	\$ 14,750,000	\$ 14,750,000	\$ 15,000,000	\$ 15,000,000	\$ 74,500,000
LOCAL/REGIONAL					
Transportation Fund for Clean Air					
City/County Share (70%)	\$ 1,197,000	\$ 1,197,000	\$ 1,197,000	\$ 1,197,000	\$ 5,985,000
Transit Discretionary (30%)	\$ 513,000	\$ 513,000	\$ 513,000	\$ 513,000	\$ 2,565,000
Lifeline Transportation Program					
Express Bus (0.7%)	\$ 861,862	\$ 879,100	\$ 896,682	\$ 914,615	\$ 4,485,166
Paratransit (1.43%)	\$ 1,760,662	\$ 1,795,875	\$ 1,831,792	\$ 1,868,428	\$ 9,162,554
Bike/Pedestrian (25% of the 5%)	\$ 1,539,040	\$ 1,569,821	\$ 1,601,217	\$ 1,633,241	\$ 8,009,226
Transit Center Development (0.19%)	\$ 233,934	\$ 238,613	\$ 243,385	\$ 248,253	\$ 1,217,402
2014 Transportation Expenditure Plan					
Transit Innovative Grants (2.24%)	\$ 2,843,486	\$ 2,900,356	\$ 2,958,363	\$ 3,017,530	\$ 14,797,617
Service Gap Coordination (1.0%)	\$ 1,269,414	\$ 1,294,802	\$ 1,320,698	\$ 1,347,112	\$ 6,606,079
Bike/Pedestrian (2%)	\$ 2,538,827	\$ 2,589,604	\$ 2,641,396	\$ 2,694,224	\$ 13,212,158
Freight and Economic Development (1%)	\$ 1,269,414	\$ 1,294,802	\$ 1,320,698	\$ 1,347,112	\$ 6,606,079
Technology, Innovation and Development (1%)	\$ 1,269,414	\$ 1,294,802	\$ 1,320,698	\$ 1,347,112	\$ 6,606,079
Community Investments - Transit to Jobs and Schools (4%)	\$ 5,077,654	\$ 5,179,207	\$ 5,282,791	\$ 5,388,447	\$ 26,424,316
Affordable Student Transit Pass Program (0.19%)	\$ 241,189	\$ 246,012	\$ 250,933	\$ 255,951	\$ 1,255,155
Vehicle Registration Fee					
Mass Transit (25%)	\$ 2,850,000	\$ 2,850,000	\$ 2,850,000	\$ 2,850,000	\$ 14,250,000
Bike/Pedestrian Safety (5%)	\$ 570,000	\$ 570,000	\$ 570,000	\$ 570,000	\$ 2,850,000
Subtotal Local/Regional	\$ 27,084,894	\$ 27,462,992	\$ 27,848,652	\$ 28,242,025	\$ 139,281,830
TOTAL	\$ 56,909,894	\$ 57,287,992	\$ 57,923,652	\$ 58,317,025	\$ 289,156,830

Note:
1. Shaded (GREEN) boxes are anticipated discretionary funds requiring Alameda CTC programming actions that are within the timeframe of the two-year allocation plan.
2. Table 2a and 2b do not include Measure B or TEP Capital Projects.



Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

DATE: October 6, 2014

SUBJECT: Congestion Management Program (CMP): Elements, Scope, and Schedule for the 2015 CMP Update and Implementation of Travel Demand Management and Annual Conformity Findings

RECOMMENDATION: Approve the 2015 CMP update scope and schedule, augmentation and extension of the Travel Demand Management Program contract for Guaranteed Ride Home program, and 2013-2014 CMP conformity findings.

Summary

As the congestion management agency (CMA) for Alameda County, Alameda CTC is required to biennially update and implement the legislatively mandated Congestion Management Program (CMP) that identifies strategies to address congestion issues in Alameda County. Alameda CTC's CMP goes beyond a mere legislative compliance program to being a forward-looking comprehensive strategy for congestion management that improves multimodal mobility and better connects transportation and land use in the county. Alameda CTC seeks approval for the next steps in development of the CMP, and an extension of a travel demand management program that is part of the CMP requirement, and local jurisdictions' conformity with the CMP.

Alameda CTC updates the CMP biennially and last updated and adopted its CMP in October 2013. The next update will be in 2015 and will occur from October 2014 through October 2015. The CMP's five elements are implemented at various time periods between the biennial updates. The five core elements of the CMP are: 1) the biennial level of service monitoring on the CMP roadway network, 2) multimodal performance review and report; 3) travel demand management (Alameda CTC's Guaranteed Ride Home Program), 4) Land Use Analysis Program (ongoing review of land development projects and their effect on the transportation network); and 5) a Capital Improvement Program. Each of these is described further as follows. In addition, Alameda CTC assesses the conformance of jurisdictions in implementing the CMP elements, as applicable, with the CMP requirements. Conformity findings are also included in this report.

Discussion

Alameda CTC uses the CMP elements to achieve an in-depth understanding of the county's multimodal transportation system, to make informed transportation investment decisions, and to facilitate addressing larger policy and regulatory requirements, such as climate change legislation.

The CMP legislation stipulates that the following five specific elements (Attachment A) form the core CMP and specifies certain other requirements and exemptions for the CMP.

- Traffic Level of Service Standards and the CMP Network
- Multimodal Performance Element
- Travel Demand Management Element
- Land Use Analysis Program
- Capital Improvement Program

These five elements are described below.

Alameda CTC's Congestion Management Program Elements

1. Traffic Level of Service Standards – Designation of the CMP roadway system. This element requires designation of the CMP roadway system, a regionally significant core roadway network for Alameda County to move people and goods. This system is monitored biennially using the adopted level of service (LOS) standards, and if any segment fails to meet the minimum required standards (subject to application of mandated exemptions), then preparation of a deficiency plan is required to improve the segment.

Attachment B shows the CMP roadway network for Alameda County. The law mandates that the designated CMP roadway network include all state highways and "principal arterials." Alameda CTC and predecessor agencies adopted and monitored approximately 232 miles of CMP network Tier 1 roadways, from 1991 until 2010. Alameda CTC expanded the CMP network in 2010 by including approximately 90 miles of principal and major arterials across the county, known as Tier 2 roadways for informational monitoring. The 2014 monitoring cycle additionally monitored 84 miles of the managed lanes, also known as express lanes, for the first time. In 2014, Alameda CTC began to use commercial travel time data for nearly two thirds of the CMP network. Using commercial data provides robust data samples, cost efficiency, and performance analysis options.

2. Multimodal Performance Element – Required application of performance measures. CMP law states that a set of performance measures are required to be adopted that will evaluate current and future multimodal transportation system performance for the movement of people and goods. At a minimum, these measures must incorporate highway and roadway system performance, and measures must be established for the frequency and routing of public transit and for the coordination of transit service provided by separate operators. Alameda CTC develops a Performance Report annually on the

state of the countywide multimodal transportation system. Realizing the value of performance measurement in understanding the demand on and health of the multimodal transportation system in the county, Alameda CTC added new metrics in the 2012 Performance Report related to alternative modes, equity, and environment, consistent with the 2012 Countywide Transportation Plan. The 2013 Performance Report released in April 2014 further expanded the performance measures for robust assessment of the performance of the multimodal system including information on broader commute patterns and goods movement that impact the multimodal transportation system in Alameda County.

3. Travel Demand Management Element – Promoting alternative transportation methods.

CMP legislation states that the travel demand management (TDM) element be adopted to promote alternative transportation methods, including but not limited to carpools, vanpools, bicycles, and park-and-ride lots; improvements in the balance between jobs and housing; and other strategies, including but not limited to flexible work hours, telecommuting, and parking management programs. To meet this requirement, Alameda CTC implements the Guaranteed Ride Home program and distributes a checklist to local jurisdictions to follow-up on their locally required elements as part of the annual conformity finding process. The Guaranteed Ride Home program has been successful and resulted in a reduction of 3,917 drive-alone round trips per week in 2013. Other Alameda CTC TDM-related programs include the Safe Routes to Schools Program, the Senior Travel Training Program, and Bicycle Education Training. The 2013 CMP included a countywide comprehensive TDM strategy with an inventory of TDM options available in the county, how they can be expanded, and identification of a comprehensive menu of TDM activities that can reduce automobile trips.

4. Land Use Analysis Program – Assessment and mitigation of land use development impact on the transportation network.

The intent of the legislation for the Land Use Analysis Program is to analyze the impacts of land use decisions made by local jurisdictions on the regional transportation systems, including estimating the costs associated with mitigating those impacts. It encourages, to the extent possible, identification of the impacts to the transportation system using the performance measures adopted in the CMP. The legislation also states that this program may be implemented through the California Environmental Quality Act analysis to avoid duplication.

Alameda CTC's CMP Land Use Analysis Program requires local jurisdictions to inform the agency about all (1) General Plan Amendments and (2) Notice of Preparations for Environmental Impact Reports for projects consistent with the General Plan. If Alameda CTC determines that a CMP analysis is required based on applying trip generation criteria, a separate CMP analysis must be included in the environmental document using the countywide model to analyze the impact of the project on selected regional roadways, the regional transit system, and countywide bicycle and pedestrian networks.

- **Countywide Travel Demand Model – Model database consistent with the regional planning agency's database.** CMP legislation requires that Alameda CTC, as the CMA, develop a computer model consistent with the databases and assumptions used by the regional planning agency, the Association of Bay Area Governments (ABAG) land use and socio-economic database and the Metropolitan Transportation Commission (MTC) regional model assumptions for the county. Local jurisdictions are required to use Alameda CTC's model to determine the impacts of development on the transportation system.

In addition to the CMP-related legislatively-mandated development impacts assessment on the transportation system, Alameda CTC's countywide model is used for many planning studies and project transportation impact analyses by Alameda CTC and other agencies. Alameda CTC updates the Countywide Travel Demand Model every two years to be consistent with ABAG's most recently adopted land use and socio-economic database, and the modeling assumptions in MTC's regional model. Local jurisdictions are permitted to redistribute housing and employment data to be more consistent with their adopted land use plans. Alameda CTC continues to improve the Countywide Travel Demand Model as a reliable tool to develop multimodal forecasts. The countywide model was recently updated to include the Plan Bay Area assumptions, in addition to improving the sensitivity of the model to forecast alternative modes.

5. **Capital Improvement Program – Using performance measures.** Legislation requires development of a Capital Improvement Program (CIP) using the adopted performance measures to determine effective projects that maintain or improve the performance of the multimodal system for the movement of people and goods and to mitigate transportation impacts identified pursuant to the CMP Land Use Analysis Program. Legislation also requires the program to conform to transportation-related vehicle emission air quality mitigation measures, and to include any project that will increase the capacity of the multimodal system. Alameda CTC ensures conformance of CIP-CMP projects to the air quality mitigation measures through MTC's Regional Transportation Improvement Program, wherein the CIP is included.

2015 CMP Update Scope and Schedule

Alameda CTC's CMP biennial update is scheduled for completion in 2015. This CMP update will incorporate progress made and relevant policy changes on all CMP elements since the adoption of the previous CMP in October 2013, and will identify appropriate next steps as action items. The update will occur from October 2014 through October 2015 as illustrated in the CMP schedule in Attachment C.

2015 CMP Update Scope

The following summarizes the proposed specific updates to the CMP elements and provides a general progress update.

- *LOS Monitoring and Network Update:* Review and update the CMP network based on Countywide Multimodal Arterial Plan and 2014 LOS Monitoring Study results and recommendations. As appropriate, identify countywide facilities and metrics for monitoring alternative modes based on the modal plans deliverables and develop recommendations based on the Senate Bill 743 (SB 743) outcome, which is a change to determining thresholds for transportation impacts as part of land use developments.
- *Multimodal Performance:* Review and consolidate performance measures and monitoring reports and timelines for reporting, including identifying multimodal performance measures based on the modal plans for tracking performance.
- *Travel Demand Management:* Develop a strategic plan to encourage formation of new Transportation Management Associations. Also, update the TDM element regarding SB 743 outcome and how it relates to TDM programs in Alameda County.
- *Land Use Analysis Program:* Provide a status update on the Land Use Analysis Program including an update on the SB 743 outcome and next steps, Sustainable Communities Technical Assistance Program-funded studies, regional priority development areas, and priority conservation areas.
- *Travel Demand Model:* Incorporate information on the updated model.
- *Capital Improvement Program:* Incorporate the Comprehensive Investment Plan, including the recommended projects for 2015 State Transportation Improvement Program.
- *Program Implementation and Monitoring:* Update conformance for the Land Use Analysis Program regarding the SB 743 outcome.

Update on Implementation of CMP Elements for Year 2014

Travel Demand Management Element – Guaranteed Ride Home Program

The Alameda County Guaranteed Ride Home (GRH) program is one TDM measure that Alameda CTC undertakes to meet state requirements in the CMP and to reduce greenhouse gas emissions as required by state legislation including Senate Bill 375 and Assembly Bill 32. The GRH program is a TDM strategy that encourages people to reduce their vehicle trips by offering them a ride home for emergency situations or unscheduled overtime when they take alternative modes of transportation to work.

The 2013 Annual Report for the program states that the GRH program enrollment was at an all-time high with 5,612 employees in 292 businesses in 2013. The program supported the reduction of 407,368 one-way vehicle trips in 2013, or 3,917 vehicle roundtrips per

week. During 2013, the number of rides taken in the program was a record low of 41 rides. This represents less than 1 percent of eligible rides that employees could have taken and illustrates the insurance nature of the program. Estimates show that the program saved participants over \$1 million annually on fuel expenses in 2013, which is the equivalent of saving 318,691 gallons of gas or 2,231 tons of CO₂¹. These goals were accomplished at a cost of 27 cents per trip the GRH program removed.

The Alameda County GRH program was initiated by Alameda CTC in 1998 and is one of the TDM measures that Alameda CTC undertakes to meet CMP requirements. Since its inception, the GRH program has been funded by the Transportation Fund for Clean Air (TFCA) program and received a TFCA award of \$270,000 approved by the Commission on July 25, 2013 that covers fiscal year 2013-2014 (FY13-14) through FY14-15. This TFCA award is intended to cover GRH program operations for two years as well as the development of countywide TDM information services.

Alameda CTC contracted with Nelson/Nygaard Consulting Associates to provide Guaranteed Ride Home program operational services on November 1, 2012 (contract A12-0007). The agreement and amendment covers a period through November 30, 2014, with an option to extend the agreement for up to five years, depending on program funding availability. Staff has negotiated a budget and scope of work for an additional year of Guaranteed Ride Home program operations and associated program enhancements with Nelson/Nygaard and seeks Commission approval for the one-year extension and associated budget of \$60,000. The scope of work includes:

- Ongoing program operations through November 30, 2015,
- Program monitoring and evaluation,
- Marketing and outreach enhancement and coordination with Alameda CTC,
- Investigation of program expansion with additional transportation providers, and
- On-call services to support the TDM website.

¹Based on the calculated number of annual miles reduced, the annual US vehicle fuel economy reported by the US Bureau of Transportation Statistics (33.8 MPG), and the average Bay Area fuel price per gallon reported by the Metropolitan Transportation Commission in 2013 (\$3.93). Each gallon of gas produces about 14 pounds of carbon dioxide.

2014 CMP Conformity Findings

Annually, local jurisdictions must comply with four elements to be found in compliance with the CMP. Non-conformance with the CMP requirements means that respective local jurisdictions are at a risk of losing gas tax funding. The four elements are:

1. Level of Service Monitoring Element: Prepare Deficiency Plans and Deficiency Plan Progress Reports, as applicable;
2. Travel Demand Management Element: Complete the TDM Site Design Checklist;
3. Land Use Analysis Element:
 - a. Submit to Alameda CTC all Notice of Preparations, Environmental Impact Reports, and General Plan Amendments;
 - b. Review the allocation of ABAG land use projections to Alameda CTC's traffic analysis zones;
 - c. Provide a list of land use approvals from the previous fiscal year and a copy of the most recent state Housing Element Progress Report; and
4. Pay annual fees.

As of September 18, 2014, all jurisdictions have provided necessary documentation to establish conformity with the CMP for 2014, except for the City of Oakland (Deficiency Plan Progress Report for SR-260 and SR-185), the City of Alameda (concurrency with Deficiency Plan Progress Reports for SR-260 and SR-185), and the City of Berkeley (concurrency with Deficiency Plan Progress Report for SR-260). Staff continues to work with these cities to finalize all documentation, so that the Commission will find all jurisdictions in conformity at the Commission meeting on October 23, 2014.

Attachment D summarizes the status of conformance documentation by jurisdiction. Activities undertaken to establish conformance and additional required documentation are described as follows.

Level of Service Monitoring Element

- *New Deficiency Plans:* following the 2014 Level of Service monitoring, Alameda CTC analyzed LOS F segments to determine if relevant exemptions applied, as outlined in the CMP statute. Based on this analysis, no new deficiency plans are required.
- *Deficiency Plan Progress Reports:* Three existing Deficiency Plans are currently active in Alameda County. The status of these is summarized as follows:

1. SR-260 Posey Tube Eastbound to I-880 Northbound Freeway Connection

Lead Jurisdiction: City of Oakland

Participating Jurisdictions: City of Alameda and City of Berkeley

Status: Draft Progress Report developed. **Final Progress Report and letters of concurrence still needed.**

2. SR-185 (International Boulevard) Between 46th and 42nd Avenues

Lead Jurisdiction: City of Oakland

Participating Jurisdictions: City of Alameda

Status: Draft Progress Report developed. **Final Progress Report and letters of concurrence still needed.**

3. Mowry Avenue Eastbound from Peralta Boulevard to SR-238 (Mission Boulevard)

Lead Jurisdiction: City of Fremont

Participating Jurisdictions: City of Newark

Status: Final Progress Report and letters of concurrence obtained.

Travel Demand Management Element

Jurisdictions reviewed and updated the Site Design Checklists as needed.

Land Use Analysis Element

- *Development project review:* Jurisdictions reviewed a listing of land use projects that Alameda CTC had reviewed and commented on during FY13-14. Several additional projects were identified as missing from this list but were determined to be below the threshold for which Alameda CTC reviews the project.
- *Land use forecast review:* Jurisdictions reviewed land use allocations as part of the recently concluded Alameda Countywide Travel Demand Model update.
- *Land use database:* This item was deferred until next year to allow coordination with regional agencies on data collection. As part of 2015 conformity findings, local jurisdictions will be required to provide this documentation.

Fiscal Impact: The fiscal impact for approving this item is \$60,000, which was included in the budget adopted for FY14-15 as part of the Alameda CTC approved 2013 TFCA program.

Attachments

- A. CMP and Elements
- B. CMP Roadway Network
- C. 2015 CMP Update Schedule
- D. 2014 CMP Conformance

Staff Contacts

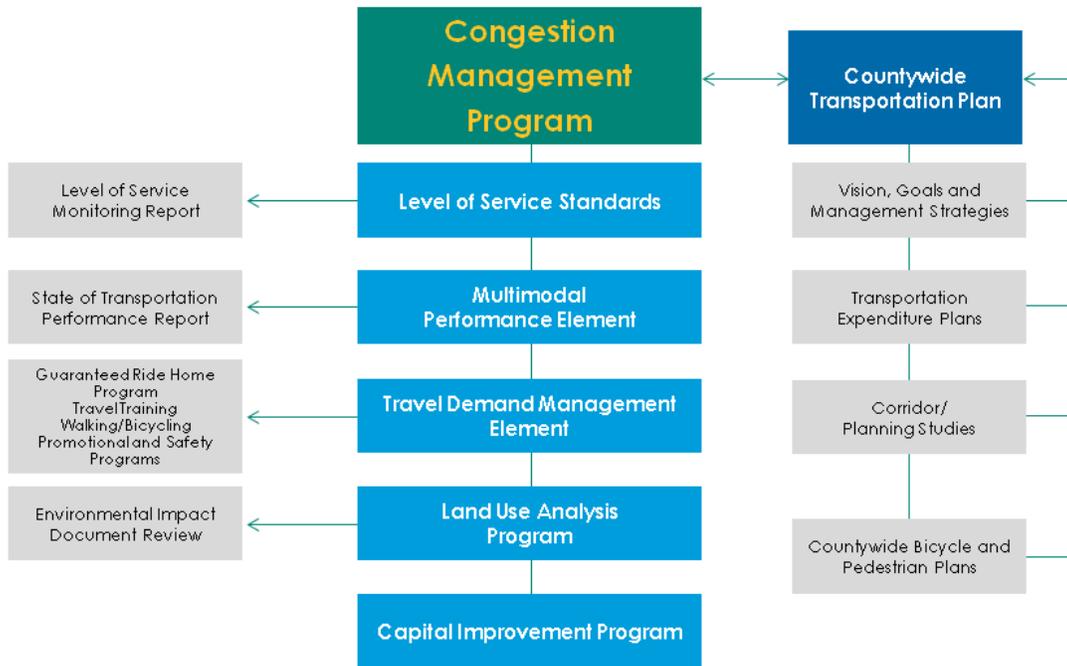
[Tess Lengyel](#), Deputy Director of Planning and Policy

[Saravana Suthanthira](#), Senior Transportation Planner

[Laurel Poeton](#), Assistant Transportation Planner

[Matthew Bomberg](#), Assistant Transportation Planner

Congestion Management Program and Elements



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LEGEND

- Interstate/Freeway (Tier 1)
- State Highway and Principal Arterial (Tier 2)
- Principal Arterial (Tier 3)

CONGESTION MANAGEMENT PROGRAM ROADWAY NETWORK

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DRAFT 2015 Congestion Management Program (CMP) Update Schedule

Activity	2015											
	October -December	January	February	March	April	May	June	July	August	September	October	
2015 Update Process	Approve by Commission scope and schedule									Approve by Commission 2015 CMP	Prepare and submit report to MITC	
1 CMP-designated Roadway System									Review and update arterial network based on Countywide Multimodal Arterial Plan and 2014 LOS Monitoring results			
2 Traffic Level of Service (LOS) Standards Element		Review application of recommendations from the 2014 LOS Monitoring Study										
									Develop recommendations based on SB 743 outcomes			
									Use countywide modal Plans to identify countywide facilities and metrics for monitoring alternative modes			
3 Multimodal Performance Element		Review and consolidate performance measures and monitoring reports and timelines for reporting, including identifying multimodal performance measures based on the modal plans for tracking performance										
4 Travel Demand Management (TDM) Trip Reduction									Develop a Strategic Plan to encourage formation of new Transportation Management Associations			
									Update TDM element on progress made since 2013 CMP adoption and also regarding SB 743 outcome and how it relates to TDM programs in Alameda County.			
5 Land Use Analysis Program									Provide status update on Land Use Analysis Program including updates regarding SB 743 outcomes and next steps, SC-TAP funded plans, and regional PDA and PCA programs			
6 Countywide Travel Demand Model									Update incorporating information on the new model			
7 Capital Improvement Program									Develop and incorporate the Comprehensive Investment Plan including the recommended projects for STIP			
8 Program Implementation and Monitoring									Update conformance for the Land Use Analysis Program regarding SB 743 outcomes			

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Table 1
2014 CMP CONFORMANCE
Land Use Analysis, Site Design, Payment of Fees and Deficiency Plans

Jurisdiction	Land Use Analysis Program			TDM Element	Payment of Fees	Level of Service Element		Meets All Requirements
	Ordinance Adoption	GPA & NOP Submittals	Land Use Forecast Review*			Site Design Checklist	Payments thru 4th Quarter FY 13/14	
Alameda County	Yes	Yes	Yes	Yes	Yes	N/A	Yes	
City of Alameda	Yes	Yes	Yes	Yes	Yes	No	No	
City of Albany	Yes	Yes	Yes	Yes	Yes	N/A	Yes	
City of Berkeley	Yes	Yes	Yes	Yes	Yes	No	No	
City of Dublin	Yes	Yes	Yes	Yes	Yes	N/A	Yes	
City of Emeryville	Yes	Yes	Yes	Yes	Yes	N/A	Yes	
City of Fremont	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
City of Hayward	Yes	Yes	Yes	Yes	Yes	N/A	Yes	
City of Livermore	Yes	Yes	Yes	Yes	Yes	N/A	Yes	
City of Newark	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
City of Oakland	Yes	Yes	Yes	Yes	Yes	No	No	
City of Piedmont	Yes	Yes	Yes	Yes	Yes	N/A	Yes	
City of Pleasanton	Yes	Yes	Yes	Yes	Yes	N/A	Yes	
City of San Leandro	Yes	Yes	Yes	Yes	Yes	N/A	Yes	
City of Union City	Yes	Yes	Yes	Yes	Yes	N/A	Yes	

N/A indicates that the city is not responsible for any deficiency plan in the past fiscal year.

* This requirement has been met through jurisdictions review of land use allocation in 2013-14 travel demand model update

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