



# Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

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

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City of Oakland

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

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## **Executive Director**

Arthur L. Dao

## Planning, Policy and Legislation Committee

**Monday, November 10, 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.

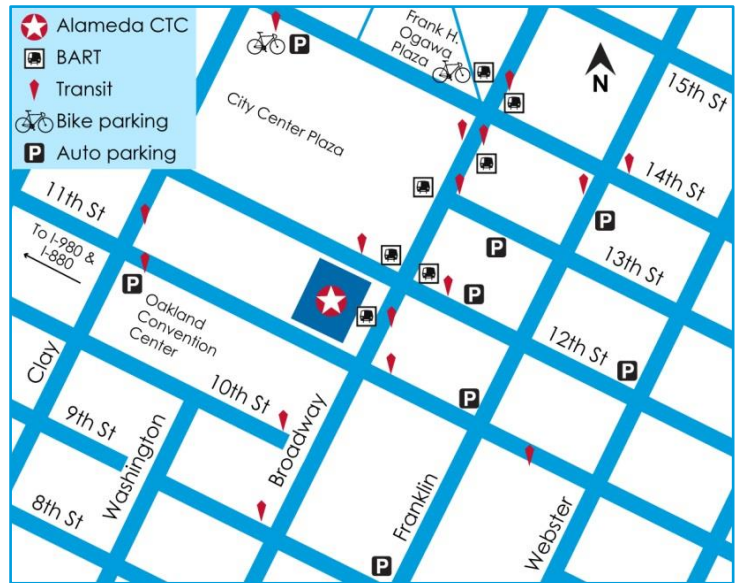
### **Glossary of Acronyms**

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](http://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, November 10, 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, Barbara Halliday, Jerry Thome

**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. [October 13, 2014 PPLC Meeting Minutes](#)

1

A

Recommendation: Approve the October 13, 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 Program Update](#)

11

A/I

Recommendation: Approve Draft 2015 Alameda CTC Legislative Program

#### 5.1.1. [Cap and Trade Program Development](#)

27

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## 6. Planning and Policy

### 6.1. [Alameda CTC's Comprehensive Investment Plan Project Selection Methodology](#)

41

A

Recommendation: Approve Alameda CTC's Comprehensive Investment Plan Project Selection Methodology

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

I

## 7. Committee Member Reports (Verbal)

I

## 8. Staff Reports (Verbal)

I

## 9. Adjournment

**Next Meeting:** January 12, 2015

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, October 13, 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 Keith Carson, Commissioner Jerry Thorne 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 Michael Gregory arrived during Item 5.1.

Commissioner Keith Carson arrived prior to the vote on item 6.1.

Commissioner Sbranti was excused prior to the vote on item 6.1  
Commissioner Marchand was excused prior to the vote on item 6.3.

**3. Public Comment**

A public comment was heard by Ken Bukowski.

**4. Consent Calendar**

**4.1. September 8, 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 Ortiz moved to approve the consent calendar. Commissioner Cutter seconded the motion. The motion passed unanimously (Kaplan, Carson, Thorne and Gregory absent).*

**5. Legislation**

**5.1. Legislative Update**

Tess updated the commission on state and federal legislative activities, including on cap and trade implementation guidelines, upcoming cap and trade grant opportunities and the outcome of Alameda CTC legislative actions during this legislative session.

Halliday wanted to know more about the make-up of the Innovation in Surface Transportation Act, wanted to know what the definition of local and state stakeholders. Tess noted that the bill has been introduced only and hasn't moved through each house. Many similar types of bills have been introduced as part of the

broader conversation that will be resumed next year during talks for the reauthorization of the surface transportation bill.  
*This item was for information only.*

## **Planning and Policy**

### **6.1. Comprehensive Investment Plan**

Tess Lengyel recommended that the Commission approve the Comprehensive Investment Plan (CIP) guiding principles, development process, and programming fund estimate. She stated this efforts is carrying forward a policy framework that the Commission approved in 2013. The CIP will be a programming document that will serve for defining transportation priorities in the long range plan and other modal plans into short range funding cycles to develop and support a pipeline of transportation projects and programs in Alameda County. Tess covered the CIP benefits and stated that the plan will include a 5 year fiscally constrained programming budget, a two-year allocation plan, and that all funding sources under Alameda CTC's purview will be included in the CIP, including capital projects, as well as programs and plans. She stated that the plan will be updated annually to coincide with the budget as well as biennially to enroll new projects and programs. Tess covered the five policy principles and the CIP development process. Tess recommended a programming fund estimate of 1.5 million dollars. Tess concluded the report by covering next steps and providing an update on comments from ACTAC.

Commissioner Ortiz wanted clarification on objective #2 and the strategic plan. Tess stated that the strategic plan updates are done annually and will be incorporated as part of the CIP; this will serve as a tool to determine if financing is needed and when.

Commissioner Ortiz wanted to know how AC Transit will be considered in the process in regards to geographic equity. Tess stated that the direct allocations that come to AC Transit will not have criteria applied. She also noted that overall geographic equity considerations will be brought to the Commission in early 2015.

Commissioner Halliday wanted to know if there was any performance monitoring requirements for completed projects. Tess stated that monitoring is not included as a current requirement for capital projects but in the 2014 Transportation Expenditure Plan, there is a requirement for performances measures that will be developed.

*Commissioner Kaplan moved to approve this item. Commissioner Marchand seconded the motion. The motion passed unanimously (Sbranti, Thorne absent).*

### **6.2. Transportation Expenditure Plan Update (Verbal)**

Tess Lengyel provided an update on the Transportation Expenditure Plan. Tess stated that there was an editorial board meeting with the Chronical newspaper that

resulted in support of the plan. She stated that outreach is still being done and each jurisdiction has received a folder with talking points and information on the plan.

*This item was for information only.*

### **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**

Saravana recommended that the Commission 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. Saravana stated that Alameda CTC updates the CMP biennially and last updated and adopted its CMP in October 2013. She stated that the next update will be in 2015 and will occur from October 2014 through October 2015. She updated the committee on the five core elements of the CMP and provided information on the conformity findings required by local jurisdictions.

Matthew Bomberg updated the Commission on the Guaranteed Ride Home program and requested that the Commission approve a one-year extension of the contract and associated budget of \$60,000 for operations until November 2015. He provided an update on the 2014 CMP conformity findings and stated that staff is only waiting to receive one progress report.

Commissioner Cutter wanted to know why the user rate was so low for the Guaranteed Ride home program. Matthew stated that the program does not intend to have high user rates however there have been minor changes to the program to make it more accessible to smaller businesses and staff will continue to work on outreach.

Commissioner Ortiz wanted information on the enrollment process. Matthew stated that pre-enrollment is required but there is a provision for late or last minute enrollments to be taken.

Commissioner Haggerty wanted to know what criteria were considered for Tier 1 roadways in the CMP. Saravana stated that the Tier 1 roadway CMP criteria is as follows:

All state highways:

- Must have a minimum threshold of 30,000 vehicles per day.
- Will be evaluated according to the principal arterial criteria, if a route is relocated or removed from the State Highway System, to determine whether it should remain in the CMP network.

Principal arterials must meet all four criteria:

- Must carry 30,000 vehicles per day (average daily traffic) for at least one mile;

- Must be a roadway with four or more lanes;
- Must be a major cross-town connector, traversing from one side of town to the opposite side; and
- Must connect at both ends to another CMP route, unless the route terminates at a major activity center.

*Commissioner Haggerty moved to approve this item. Commissioner Ortiz seconded the motion. The motion passed unanimously (Marchand, Sbranti, and Thorne absent).*

**7. Committee Member Reports**

There were no committee member reports.

**8. Staff Reports**

There were no staff reports.

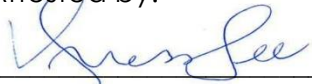
**9. Adjournment/ Next Meeting**

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

Date/Time: Monday, November 10, 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](http://www.AlamedaCTC.org)

**DATE:** November 3, 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 October 6, 2014, the Alameda CTC reviewed one Draft Environmental Impact Report (DEIR). Comments were submitted on this document and the comment letter is included as attachment A.

**Fiscal Impact:** There is no fiscal impact.

## Attachments:

A. Comments on Coliseum City Specific Plan DEIR

## Staff Contact

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

[Matthew Bomberg](#), Assistant Transportation Planner

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October 16, 2014

Devan Reiff  
City of Oakland Strategic Planning Division  
250 Frank H. Ogawa Plaza  
Suite 3315  
Oakland, CA 94612

**SUBJECT:** Response to Draft Environmental Impact Report for Coliseum City Specific Plan

Dear Mr. Reiff,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Coliseum City Specific Plan. The Project area covers approximately 800 acres bounded by 66<sup>th</sup> Avenue to the north, San Leandro Street on the east, Hegenberger Road on the south, and San Leandro Bay and the Oakland International Airport to the west. The Specific Plan calls for up to three new sports venues (a new football stadium, baseball park, basketball arena and multi-purpose events center), an intermodal transit hub adjacent to the current Coliseum BART station, and an elevated pedestrian concourse that runs from the BART station to the sports-related entertainment district (with retail, restaurants, and hotels) and mixed-use residential neighborhood, residential transit-oriented development to the east of San Leandro Street, and extends to the west side of I-880 and the Oakland Airport Business Park area near the San Leandro Bay waterfront. The remainder of the Project Area is envisioned to be developed over the longer term and could include a residential mixed-use district; a science and technology district that includes developments ranging from office to research and development, to production and support, to logistics and airport-related uses; a possible new bay inlet along the waterfront; a potential link from the Coliseum BART station; and habitat restoration.

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

Comments on the Specific Plan:

- Event-based Transportation Demand Management (TDM) is critical to enabling the Coliseum City to develop at a much higher density. The Specific Plan proposes to encourage sports teams to provide ad hoc transit between the game venues and other transit stations (Policy 5-48). This policy should be strengthened beyond merely “encouraging” provision of such services. Further, many other TDM and parking strategies aside from shuttles/ad hoc transit should be considered in the context of events (e.g. setting aside parking for carpools, regional traveler information, operation/use of carpool lanes, valet bicycle parking, etc.). The Specific Plan mentions many such strategies elsewhere, but could be greatly strengthened by articulating which might be fruitful in an event context as well as what partners would be needed. The DEIR also offers some further details on event TDM (Mitigation Measure Trans-80), and this information should be reflected in the Specific Plan.

- The Specific Plan proposes a new streetcar line in the Coliseum City area. Any new proposals related to new transit lines and introduction of new transit technologies should be fully vetted with AC Transit and BART to ensure that services are complementary and to ensure that questions of who would fund and operate such services are addressed, as well as how intermodal connections are defined.
- The cost estimates included in Chapter 7 do not include any costs related to establishing the Transportation and Parking Management Agency. The cost of establishing and operating this entity should be reflected.
- The Specific Plan should define the strategy related to phasing of the build-out of the Coliseum City plan area and consider interim improvements or services that may be needed for a phased implementation. The Specific Plan notes that Sub-Area A should proceed first and that subsequent Sub-Areas should “allow for logical and cost-effective construction and extension of infrastructure.” One issue from a transportation perspective is that much of the Specific Plan area is on the west side of Interstate 880 while the Coliseum BART station is on the east side. While the Specific Plan calls for implementing improved bicycling and walking connections between the BART station and Sub-Areas B, C, D, and E, there may not be a sufficient level of development to support these significant infrastructure upgrades until the later stages of build-out. As such, the Specific Plan should consider whether strategies like shuttles or shorter-term improvements to existing connections across the freeway are needed, so that initial developments in Sub-Areas B, C, D, and E do not face a significant barrier to multi-modal access between the BART station and these Sub-Areas.

Comments on the DEIR:

- The DEIR assess impacts to operations on freeway and arterial segments of the Metropolitan Transportation System (MTS) network and notes that many such segments will operate at LOS F or see a decline in volume/capacity ratio of 0.03 or more in 2020 or 2035 (Impacts Trans-76 and Trans-78). The DEIR notes that the Specific Plan incorporates a number of measures to encourage walking, biking, and transit, including at TDM program, but claims that “the effectiveness of these policies and strategies on reducing the Project vehicle trip generation cannot be accurately estimated.” There is a wide ranging body of literature evaluating the effectiveness of different TDM measures under different circumstances (Note the 2013 Alameda County Congestion Management Program references many such studies in Appendix G1) that could be considered for this project. Further, because the Specific Plan will establish a TPMA which will monitor and adjust strategies over time, the DEIR should reconsider whether TDM measures provide sufficient mitigation for some segments, rather than dismissing congestion on arterials and freeways as significant and unavoidable.
- The DEIR assess transit travel time impacts for AC Transit routes 45, 73, and 98 which provide service within the Plan Area. The analysis shows that travel times for some routes would increase as much as 23 percent (e.g. 45 westbound in the PM peak). Such an increase is significant for passenger utility and will increase operating costs to provide bus transit service in the Plan area. As such, more specific ways to mitigate the increase should be identified. The DEIR discusses bus stop relocation and bus bulb outs very broadly; this analysis should be refined to identify specific intersections where such treatments are needed.
- The DEIR does not analyze impacts to transit travel time outside of the Plan area, despite the fact that the project will generate significant traffic coming to and from the Coliseum City area

(and declares dozens of traffic circulation impacts outside the Plan area). The DEIR should explain the rationale for selecting only certain segments of certain routes for analysis.

Thank you for the opportunity to comment on this DEIR. Please contact me at (510) 208-7405 or Matthew Bomberg of my staff at (510) 208-7444 if you have any questions.

Sincerely,



Tess Lengyel  
Deputy Director of Planning and Policy

cc: Matthew Bomberg, Assistant Transportation Planner

file: CMP/Environmental Review Opinions/2014

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# Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** November 3, 2014

**SUBJECT:** Draft 2015 Alameda CTC Legislative Program

**RECOMMENDATION:** Approve Draft 2015 Alameda CTC Legislative Program.

## Summary

Alameda CTC's 2015 Legislative Program will guide legislative actions and policy direction on legislative issues during the upcoming calendar year. Some of the highest priorities in 2015 will be to partner at the regional and state level in efforts regarding reauthorization of the federal surface transportation bill, the Road User Charge program, implementation of the Alameda County 2014 Transportation Expenditure Plan, monitoring of California Transportation Infrastructure Priorities and Statewide Transportation Improvement Program reform, implementation of Senate Bill 743 that will affect Alameda County's transportation and land use activities to support the region's Sustainable Communities Strategy, implementation of the state Cap-and-Trade Program for transportation funding that will help address climate change, as well as development and advocacy of policies that support goods movement, efficient multimodal arterial roadways, and reliable, accessible transit. Advocacy policies may emerge as part of the development of Alameda CTC's three multimodal plans currently underway: Countywide Goods Movement Plan, Countywide Multimodal Arterial Plan, and Countywide Transit Plan. Legislative and policy partnerships throughout the Bay Area and California will be key to the success of the 2015 Legislative Program.

## Background

Each year, Alameda CTC adopts a legislative program to provide direction for its legislative and policy activities for the year. The purpose of the legislative program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy. The program is designed to be broad and flexible, allowing Alameda CTC to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in the region as well as in Sacramento and Washington, DC.

The Draft 2015 Alameda CTC Legislative Program is divided into six sections and retains many of the 2014 priorities:

1. Transportation Funding
2. Project Delivery
3. Multimodal Transportation and Land Use
4. Climate Change
5. Goods Movement
6. Partnerships

Attachment A provides background on each of the legislative categories. Attachment B summarizes the proposed legislative platform. Alameda CTC's state and federal lobbyists will schedule meetings in the coming year with various legislators and agency staff in Sacramento and Washington, D.C. to address Alameda CTC's legislative needs in 2015.

**Fiscal Impact:** There is no fiscal impact.

### **Attachments**

- A. Draft 2015 Alameda County Legislative Program
- B. Summary Table of Proposed 2015 Alameda County Legislative Program

### **Staff Contact**

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



## **DRAFT 2015 Alameda CTC Legislative Program**

### **Introduction**

Each year, the Alameda County Transportation Commission (Alameda CTC) adopts a legislative program to provide direction for its legislative and policy activities for the year. The purpose of the 2015 Alameda CTC Legislative Program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy in the coming year. The program is developed to be broad and flexible, allowing Alameda CTC to pursue legislative and administrative opportunities that may arise during the year, and to respond to the changing political processes in the region, as well as in Sacramento and Washington, DC.

The legislative program supports Alameda CTC in its required role as manager of the county's voter-mandated transportation expenditure plans and as the county's congestion management agency. Alameda CTC relies on its legislative program to advance transportation programs and projects that will maintain and improve Alameda County's multimodal transportation system. Some of the main factors that will influence the 2015 Alameda CTC Legislative Program include:

- The need for new, secure funding sources;
- Implementation of federal legislative mandates, including reauthorization of the federal transportation bill Moving Ahead for Progress in the 21st Century (MAP-21), which was extended this year through May 2015;
- Implementation of the state Road User Charge program;
- Implementation of the Alameda County 2014 Transportation Expenditure Plan that voters approved in November 2014;
- Monitoring of California Transportation Infrastructure Priorities and Statewide Transportation Improvement Program reform;
- Implementation of state legislation including Senate Bill 743 that will affect Alameda County's transportation and land use activities to support the region's Sustainable Communities Strategy;
- Implementation of a Cap-and-Trade Program for transportation funding that will help address climate change;
- Goods movement planning and advocacy, as well as policy development as a result of multimodal arterial planning and countywide transit planning efforts; and
- Expansion of legislative and policy partnerships throughout the Bay Area and California.

Funding and policy decisions supported through a legislative program will advance Alameda CTC projects and programs. The draft 2015 Legislative Program is divided into six sections and retains many of the 2014 priorities:

1. Transportation Funding
2. Project Delivery
3. Multimodal Transportation and Land Use
4. Climate Change
5. Goods Movement
6. Partnerships

The following legislative areas are related to federal, state, and regional policy and legislative efforts as applicable.

## **1. Transportation Funding**

California represents the largest economy in the U.S., and is the eight largest in the world. Its diverse industries range from agriculture to mining to biotechnology to the Internet—all of which serve as a source of the state's economic strength. Each of these industries relies on a backbone of transportation to move people, goods, and services. Over the past 20 years, the state and federal gas taxes have not been raised, and since that time, the costs to deliver transportation projects and programs, operate transit, and perform system maintenance continue to rise.

Fuel prices fluctuate significantly in California, but the gas tax remains flat with no index to inflation. In July, the House and Senate approved the Highway and Transportation Act of 2014 (H.R. 5021), which authorizes \$9.8 billion in General Fund transfers and \$1.0 billion from the Leaking Underground Storage Tank Trust Fund to move to the Highway Trust Fund. The legislation will keep the Highway Trust Fund solvent and extend the authorization of the federal transportation bill MAP-21 through May 2015. However, the bill does not address a future funding mechanism to create a reliable funding stream. In September 2014, Senator Boxer delivered a letter to the House Committee on Ways & Means leadership asking that they identify potential long-term funding sources for the Highway Trust Fund. She sent another letter to the committee in October 2014, but has yet to receive any responses. The House and Senate are not anticipated to turn their attention to the reauthorization until next year prior to the May deadline.

### ***Road User Charge Pilot Program***

The approval of Senate Bill 1077 (DeSaulnier) this year was a major step forward in California's effort to address the declining value of the state's fuel excise tax. SB 1077 directs the chair of the California Transportation Commission (CTC) in consultation with the Secretary of the California State Transportation Agency (CalSTA) to create a Road Usage Charge Technical Advisory Committee.

The Advisory Committee will consist of 15 members selected by the CTC chair in consultation with the CalSTA secretary. The legislation suggests that the members of the Advisory Committee consist of representatives ranging from security and privacy groups to legislators and regional transportation agencies. The legislation also allows the

appointment of “other relevant stakeholders as determined by the CTC chair.” The purpose of the Advisory Committee is to study alternatives to the existing excise tax. Based on the findings of the Advisory Committee, CalSTA will implement a pilot program by January 1, 2017 to evaluate the potential implementation of a road user charge in California, and then submit a report on the pilot program to the Advisory Committee by June 30, 2018.

### ***Voter-approved Funding Sources***

In the absence of state and federal funding increases for transportation, funding solutions have increasingly become reliant on voter-approved measures, many of which have the highest voter threshold requirement for passage. Over the past several years, voters have supported statewide bond measures to fund transportation infrastructure throughout the state. One such measure, California's Proposition 1B has contributed just under \$1 billion for transportation improvements in Alameda County for projects including I-80 Integrated Corridor Mobility, I-580 Eastbound High-Occupancy Vehicle (HOV) Lane, I-580 Westbound HOV Lane, I-580 Isabel Interchange, I-880 North Safety and Operational Improvements at 23rd and 29th Avenues, I-880 Southbound HOV Lane, and Route 84 Expressway North Segment.

In November 2010, five out of seven counties in the Bay Area approved increasing the vehicle registration fees to fund transportation improvements. These advances in funding demonstrate the public's understanding that supporting essential infrastructure, transportation programs, and maintenance are critical to support the economy and vitality of local communities.

In August 2013, Assembly Bill 210, was signed by the governor, extending the authority of Alameda CTC and authorizing the County of Contra Costa to impose the transactions and use tax for countywide transportation programs until December 31, 2020 that may exceed the 2 percent sales tax threshold in both counties by one-half cent. This allowed placement of an Alameda County Transportation Expenditure Plan on the ballot in 2014 that will fund \$8 billion in transportation investments. Alameda CTC is in the process of developing an implementation plan for the Transportation Expenditure Plan that recognizes the county's needs and prioritizes projects that are ready to begin. Many counties are interested in a similar bill to AB 210 to allow for placement of new sales tax measures that would exceed the 2 percent cap. It is likely that this type of legislation will be introduced in the coming session.

However, while voters are willing to support measures to increase funding and some local sales tax measures have surpassed the two-thirds voter hurdle, Alameda County, the state, and country continue to face transportation funding challenges, which worsen over time. As a consequence, much-needed funding for transportation infrastructure and operations has been seriously compromised. Alameda CTC's legislative priorities for transportation funding include the following:

### ***Increase transportation funding***

- Support efforts to lower the two-thirds 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 efforts that protect against transportation funding diversions.

### ***Protect and enhance voter-approved funding***

- Support legislation that protects and provides increased funding to Alameda County for operating, maintaining, rehabilitating, and improving transportation infrastructure and operations, including state highways, public transit and paratransit, local streets and roads, bicycle and pedestrian facilities, seismic safety upgrades, and goods movement, including making the use of these funds more flexible from different fund sources.
- 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 that are locally funded and locally managed.
- Support efforts that streamline financing and delivery of transportation projects and programs.
- Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.
- Seek, acquire, and implement grants to advance project and program delivery.

## **2. Project Delivery**

Delivery of transportation infrastructure expeditiously is critical for ensuring cost-effective mobility of people and goods, while protecting air and environmental quality, creating jobs, and improving local communities. However, delivery of projects is often bogged down by the multiple stages and long time frames for current project delivery processes, including environmental clearance and mitigation, design, right of way, and project financing. Furthermore, Alameda County's population is expected to grow by 30 percent by 2044, which will affect congestion and the demand on the transportation system. Alameda CTC will continue to expedite project delivery through partnerships and best management practices and will also continue to monitor efforts through the California Transportation Infrastructure Priorities and Statewide Transportation Improvement Program reform activities.

### ***California Transportation Infrastructure Priorities***

The California State Transportation Agency released the initial recommendation from the California Transportation Infrastructure Priorities workgroup earlier this year. The

document outlines several near- and long-term recommendations that received consensus support from the workgroup on issues needed to address the state's transportation needs. Many of the recommendations listed in the report were accomplished in 2014. These include:

- Implementation of the Cap-and-Trade Expenditure Plan will allocate funds for rail modernization, sustainable communities implementation, and low-carbon vehicles and transit operations.
- Repayment of funds owed to transportation programs will keep projects moving. The budget provides a \$351 million payment to the State Highway Account that will fund maintenance projects at the state and local level as well provides funding for the Active Transportation Program and environmental mitigation.
- The 2014-15 budget appropriates remaining Proposition 1B bond funds.
- AB 1193 (Ting) enacts one of the reforms identified in the State Smart Transportation Initiative report to allow cities and counties greater design authority for bicycle facilities.
- SB 1077 (DeSaulnier) allows CalSTA and the CTC to review and implement a pilot program examining the viability of a road user fee.
- SB 628 (Beall) authorizes local officials to create Enhanced Infrastructure Financing Districts and issue bonds to finance capital improvement projects and other specified projects of communitywide significance.

However, the more controversial recommendations did not arise in 2014. There was an effort to expand the CTC's authority to approve the construction of express lanes, including granting the California Department of Transportation (Caltrans) the authority to build and operate these toll facilities. This is an issue that could potentially be reintroduced next year. There were also discussions and suggested amendments that would insert Caltrans into the development of local transportation expenditure plans.

Several constitutional amendments introduced last session would reduce the voter threshold for approval from two-thirds to 55 percent for local transportation sales tax proposals; however, none of them were able to move through the full legislative process. Constitutional amendments may be introduced in the legislature next year to address reducing the voter threshold. .

### ***Statewide Transportation Improvement Program***

Statewide Transportation Improvement Program (STIP) reform is still an issue. The California Transportation Infrastructure Priorities workgroup does not make any specific recommendations, but it does hint about the need for Caltrans to play a greater role in the planning process. The rise of local sales tax measures and the direction of 75 percent of transportation funds to the regions has affected Caltrans' decision-making role. STIP reform will be an ongoing discussion effort in 2015, and Alameda CTC will continue to monitor and address policy issues as necessary.

### ***Advance innovative project delivery***

Innovative projects such as the implementation of express lanes and intelligent transportation systems can mitigate congestion, improve traffic flow and safety, and enhance cross-county connections. Looking at capital projects from a regional perspective and closely partnering with other implementation agencies can improve the region's ability to mitigate congestion challenges, offer travelers an array of choices and enhance the economic, community, and environmental health of Alameda County.

- Support environmental streamlining and expedited project delivery.
- Support contracting flexibility and innovative project delivery methods.
- Support high-occupancy vehicle/toll lane expansion in Alameda County and the Bay Area, implementation of AB 1811, and efforts that promote effective and streamlined implementation.
- Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.

### ***Ensure cost-effective project delivery***

- 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.

## **3. Multimodal Transportation and Land Use**

Transportation in the Bay Area must serve multiple needs. It must efficiently deliver food and goods, and move people from one place to another. Multimodal options offer the traveling public choices, manage traffic, reduce greenhouse gas emissions, and improve the transportation system efficiency. To that end, Alameda CTC is developing three multimodal plans—Countywide Goods Movement Plan, Countywide Multimodal Arterial Plan, and Countywide Transit Plan. Effective implementation of multimodal transportation systems relies on how local development supports these types of investments. Linking land use and transportation decisions can result in economic growth and expanded mobility for local residents and businesses.

Further, legislation such as Senate Bill 375, which requires a reduction of greenhouse gas emissions from the transportation sector and requires housing all sectors of the population in the region, strengthens the link between transportation and land use planning, funding, and implementation.

## ***New California Environmental Quality Act Guidelines***

In September 2013, Senate Bill 743 instituted key changes to the Congestion Management Program statute that will support infill development, including lifting the sunset date on designating infill opportunity zones and directing the governor's Office of Planning and Research to develop new metrics for assessment of transportation impacts to replace the level of service measure.

Based on the California Environmental Quality Act reform efforts and SB 743, in collaboration with local jurisdictions and regional agencies, Alameda CTC is actively participating in the process of addressing how SB 743 will be implemented and how Alameda CTC can support local jurisdictions in implementing the law.

## ***Sustainable Communities Strategy***

As part of the regional Plan Bay Area's requirement to develop a Sustainable Communities Strategy (SCS) to accommodate future population growth and reduce greenhouse gas emissions from cars and light trucks, Alameda CTC has created and updated a Priority Development Area Investment and Growth Strategy that emphasizes the link between transportation and land use and supports and encourages residential and commercial development in the region's PDAs. Alameda CTC is helping local jurisdictions to meet their SCS requirement and is supporting local PDA investments.

In addition, as part of its Congestion Management Program, Alameda CTC has comprehensively reviewed and reorganized the Alameda County Land Use Analysis Program to better document the various related efforts of the agency and incorporate regional Plan Bay Area goals. Alameda CTC has also developed a 2013 Performance Report on the multimodal performance of Alameda County's transportation system and will produce a report in spring of 2015 on the 2014 performance.

Alameda CTC supports efforts that encourage, fund, and provide incentives and/or reduce barriers to integrating transportation, housing, and jobs development in areas that foster effective transportation use. In addition, since transportation systems must serve all of society to meet the mobility needs of youth, seniors, people with disabilities, working people, and people at all income levels in our communities, Alameda CTC supports a balanced, flexible system with multiple transportation options that expand access for all transportation users.

## ***Reduce barriers to the implementation of transportation and land use investments***

- 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 (TOD) and priority development areas (PDAs).
- Support innovative financing opportunities to fund TOD and PDA implementation.

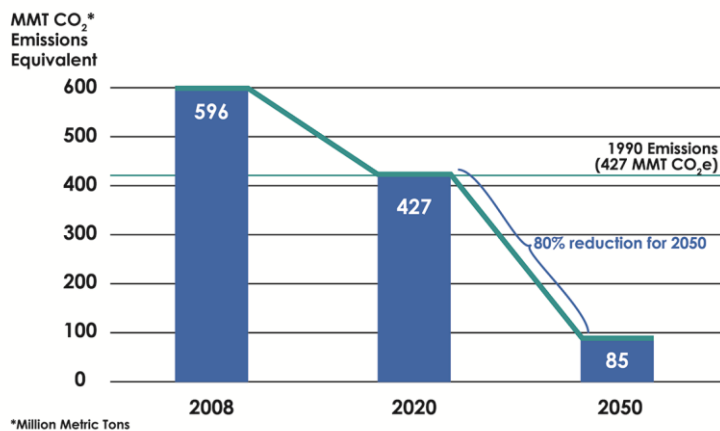
### **Expand multimodal systems and flexibility**

- 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.

## **4. Climate Change**

The enactment of Assembly Bill 32 and SB 375 to reduce the state's greenhouse gas (GHG) emissions, link transportation and housing, and create a funding stream to pay

### **AB 32 Emission Reduction Goals: 80 percent reduction for 2050**



for projects and programs that reduce GHG emissions (the state's Cap-and-Trade Program) affect transportation planning, funding, and delivery in Alameda County and throughout the state.

Assembly Bill 1532 and its companion bill Senate Bill 535, both signed by Governor Brown in late September 2012, define how cap-and-trade funds may be spent, including on transportation, and require that 25 percent of revenues be spent to benefit disadvantaged communities and 10 percent be spent directly

within these communities (as defined by the California Air Resources Board [ARB]).

### **Cap-and-Trade Program Implementation**

The 2014-15 budget appropriated \$872 million of cap-and-trade auction revenue to specific GHG reduction programs. In addition, the budget trailer bill directs future allocations to specific programs based on specified percentages. These expenditure plan programs include the Affordable Housing and Sustainable Communities Program (20 percent), the Low Carbon Transit Operations Program (5 percent), the Transit and Intercity Rail Capital Program (10 percent), and the High Speed Rail Program (25 percent). In future fiscal years, 60 percent of auction revenue will be allocated to these specific programs, and 40 percent will be subject to annual appropriations through the budget act. In the near term, no changes are expected to the percentage amounts allocated to each programs; however, these percentage allocations can be changed by the legislature.



The guidelines for 2014-15 fiscal year allocation for the expenditure plan programs are currently being drafted. Since this is the initial allocation, the agencies administering these programs may revise the guidelines in 2015 to address any unforeseen issues, or legislative changes.

In the coming legislative session, activity regarding the allocation of cap-and-trade auction revenue will focus on the 40 percent of funds subject to the annual budget act. Legislation clarifying the types of projects eligible for funding, along the lines of Assembly Bill 1447 that clarified traffic signal synchronization projects as an eligible expense, is expected. In addition, legislative efforts attempting to alter or clarify the expenditure programs are also expected.

The most significant threat to the cap-and-trade funding programs will be renewed attempts to exempt fuels from the cap-and-trade auction. This past year included legislative efforts to exempt fuels until 2018, and legislators sent letters to ARB, urging them to delay including fuels in the auction. There is also a concerted public relations effort underway expressing concern that including fuels in the auction will significantly increase fuel prices. If this effort gains traction, it would impact the amount of auction revenue available in the coming years.

Alameda CTC and the other Bay Area Congestion Management Agencies supported the First Update to the Climate Change Scoping Plan and actively support investments in sustainable communities and clean transportation, sustainable freight investments, and clean fuels. In 2013, Alameda CTC supported the use of cap-and-trade funds derived from motor vehicle fuels for transportation purposes. This concept was supported in Assembly Bill 574, which did not make it through the first year of the 2012-2014 Legislative session. This bill memorialized the advocacy principles of the Transportation Coalition for Livable Communities efforts regarding cap-and-trade eligible uses. In addition, Alameda CTC has supported investments from new revenue streams for transportation, while supporting legislative options to increase funding for housing. Alameda CTC has participated in commenting on the development of cap-and-trade guidelines and will continue to work with the region on the implementation of the Cap-and-Trade Program, continuing to advocate for significant funding in the Bay Area.

### ***Support climate change legislation to reduce GHG emissions***

- Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions, and support economic development.
- Support cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy.
- Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions.

- Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.

## **5. Goods Movement**

Efficient goods movement expands job opportunities, supports local communities, and undergirds the economy of Alameda County, the Bay Area, and the nation. The House Transportation and Infrastructure Committee and the Senate Environment and Public Works Committee are both taking action in support of freight and goods movement.

### ***U.S. House Transportation and Infrastructure Committee Legislation***

The House Transportation and Infrastructure Committee (T&I) Special Panel on 21st Century Freight Transportation released its recommendations in October 2013. The panel held a variety of hearings on potential improvements to our national infrastructure of highways, railways, waterways, and port facilities, to improve the movement of freight goods throughout the U.S. and the world. The report made several recommendations designed to encourage a more cohesive and efficient network that incorporates all modes, including directing the secretary to recommend sustainable revenue sources. The House T&I Committee is expected to incorporate some of these recommendations into legislative text when it drafts the MAP-21 reauthorization bill next year. The recommendations are below:

- Direct the Secretary of Transportation, in coordination with the Secretary of the Army and the Commandant of the U.S. Coast Guard, to establish a comprehensive national freight transportation policy and designate a national, multimodal freight network;
- Ensure robust public investment in all modes of transportation on which freight movement relies and incentivize additional private investment in freight transportation facilities, to maintain and improve the condition and performance of the freight transportation network;
- Promote and expedite the development and delivery of projects and activities that improve and facilitate the efficient movement of goods;
- Authorize dedicated, sustainable funding for multimodal freight Projects of National and Regional Significance through a grant process and establish clear benchmarks for project selection. Projects eligible for such funding would have a regional or national impact on the overall performance of the multimodal freight network identified by the Secretary of Transportation;
- Direct the Secretary of Transportation, in coordination with the Secretary of the Treasury and the Secretary of the Army, to identify and recommend sustainable sources of revenue across all modes of transportation that would provide the necessary investment in the nation's multimodal freight network and align contributions with use of, and expected benefit of increased investment in, such network; and
- Review, working through the T&I Committee and the Committee on Ways and Means, the Secretary's freight funding and revenue recommendations and develop

specific funding and revenue options for freight transportation projects prior to Congressional consideration of the surface transportation reauthorization bill in 2015.

### ***U.S. Senate Environment and Public Works Committee Legislation***

The Senate Environment and Public Works Committee passed the bipartisan MAP-21 Reauthorization Act in May 2014. The legislation was a six-year bill that reauthorized the program at current levels plus inflation. The legislation has a focus on freight and goods movement:

- The bill would establish a formula-based freight program, based on the program included in the Senate-passed MAP-21, which would provide funds to all states to improve goods movement on key corridors.
- It would expand flexibility for both rural and urban areas to designate key freight corridors that match regional goods movement on roads beyond the Primary Freight Highway Network.
- The legislation would improve efforts to identify projects with a high return on investment through state freight plans and advisory committees established under MAP-21.

Provisions in this bill will likely be considered as part of the overall discussions in 2015 of MAP-21 reauthorization.

Alameda CTC supports legislation that makes freight and goods movement more efficient and better for the environment. Alameda CTC is spearheading a Goods Movement Collaborative in Northern California that brings together partners and stakeholders in a unified effort to support and advocate for freight and goods movement. Alameda CTC is also developing a Countywide Goods Movement Plan to identify and plan for goods movement projects and programs in Alameda County and the region. A series of technical studies that will inform the plan and identify needs and priorities and advocacy principles are expected to be developed in collaboration with goods movement stakeholders in 2015. Alameda CTC has initiated work on the plan and is coordinating it with regional, state, and federal freight planning efforts.

### ***Expand goods movement funding and policy development***

- Support a multimodal 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.

## **6. Partnerships**

In the coming year, Alameda CTC seeks to expand and strengthen its partnerships at the local, regional, state, and federal levels for policy development, planning, funding,

and project and programs delivery opportunities.

On a regional level, Alameda CTC is facilitating coordination with a number of agencies to leverage funding and efficiently partner on transportation projects and programs. Alameda CTC is also participating in partnerships with the Bay Area congestion management agencies and regional agencies: Metropolitan Transportation Commission, Association of Bay Area Governments, Bay Area Air Quality Management District, and Bay Conservation and Development Commission, as applicable. In addition, Alameda CTC is coordinating at the state level with the Self-Help Counties Coalition and the California Association of Councils of Government. Alameda CTC views these efforts as essential to having more impact at the policy and planning levels, and unifying efforts to help ensure common policies and practices that can translate into more effective transportation project and program advocacy and implementation.

In addition, Alameda CTC will continue to partner on the development of its three multimodal plans—Countywide Goods Movement Plan, Countywide Multimodal Arterial Plan, and Countywide Transit Plan—and the policies that will arise from the plans that will provide more transportation choices and improve efficiencies throughout the county and beyond. Alameda CTC will continue its many multi-county transportation efforts, such as transit planning, express lane implementation, and other types of transportation projects or programs implemented in more than one county to provide a system of transportation infrastructure or services for the traveling public that can be developed so that the region is ready to receive federal, state, or other grants as they become available. Alameda CTC will work closely with local jurisdictions in development of the aforementioned Comprehensive Investment Plan that will establish investment priorities and provide much-needed local funding. Finally, Alameda CTC supports efforts that expand job opportunities for contracting with local and small businesses in the delivery of transportation projects and programs.

***Expand partnerships at the local, regional, state, and federal levels.***

- Support efforts that encourage regional cooperation and coordination to develop, promote, and fund solutions to regional transportation problems and support governmental efficiencies and cost savings in transportation.
- Support policy development to 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.



**Draft 2015 Alameda County Transportation Commission Legislative Program**

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

1111 Broadway, Suite 800, Oakland, CA 94607  
510.208.7400  
[www.AlamedaCTC.org](http://www.AlamedaCTC.org)

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

(Alameda CTC will adopt a final legislative platform in December 2015.)

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><li>• Support efforts that protect against transportation funding diversions.</li></ul>
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"><li>• Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations.</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 efforts that streamline financing and delivery of transportation projects and programs.</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></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 high-occupancy vehicle/toll lane expansion in Alameda County and the Bay Area, implementation of AB 1811, 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 local agencies.</li></ul>
	Ensure cost-effective project delivery	<ul style="list-style-type: none"><li>• Support efforts that reduce project and program implementation costs.</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 (TOD) and priority development areas (PDAs).</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
<b>Climate Change</b>	Support climate change legislation to reduce greenhouse gas (GHG) emissions	<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 cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy.</li> <li>• Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions.</li> <li>• Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.</li> </ul>
<b>Goods Movement</b>	Expand goods movement funding and policy development	<ul style="list-style-type: none"> <li>• Support goods movement 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>
<b>Partnerships</b>	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 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

5.1.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** November 3, 2014

**SUBJECT:** Cap and Trade Program Development

**RECOMMENDATION:** Receive an update on the program.

## Summary

The Cap & Trade Program is a market based regulation that is designed to reduce greenhouse gases (GHGs) from multiple sources as directed by state legislation (AB32). Cap & Trade sets a limit (cap) on Green House Gas (GHG) emissions and uses a carbon market to establish a price on carbon emissions. Revenue generated from the program is to be used for efforts to reduce GHGs.

*Near Term:* Over the summer, the state approved legislation to establish statewide programs for Cap & Trade revenue investments. The FY 2014-15 State budget appropriated \$872 million in statewide Cap & Trade funding across multiple program categories. Funding assigned for transportation (about \$630 million of the \$872 million) includes high-speed rail, transit operations (low carbon) and an Affordable Housing and Sustainable Community (AHSC) Program.

The AHSC Program is designated to receive \$130 million of the Cap & Trade funds in FY 2014-15 that will be administered through the Strategic Growth Council. The AHSC Program is intended to support land-use, housing, transportation, and land preservation projects to support infill and compact development that reduces GHG emissions.

A number of public workshops have been held, but many crucial details are still receiving considerable discussion at this time regarding project eligibility, selection processes, and evaluation metrics. Draft guidelines have been released for comment. Comments on the AHSC program were due to the Strategic Growth Council by October 31, 2014. There are a number of issues that are being commented on including:

- How the GHG benefit of a proposal is evaluated
- The method used to define disadvantaged communities
- How different priorities of regions throughout the state will be accounted for
- How the nexus of affordable housing/transportation is evaluated



- How transit levels are defined and the proposals to support projects in transit rich areas
- Allowance for multiple project types that can reduce GHG emissions
- Requirements to be a project sponsor
- Allowance of eligibility for operational as well as capital costs, and
- Award limits and matching requirements.

*Longer Term:* The Legislature also enacted a trailer bill, Senate Bill 862, providing a long-term funding framework for Cap & Trade by allocating percentages of future funds across program categories. In the MTC region, Plan Bay Area included a \$3.1 billion investment that would be funded with Cap & Trade revenues, and in late 2013 approved a more specific Cap & Trade Funding Framework (MTC Resolution 4130), establishing a set of investment categories and initial funding amounts in anticipation of future legislation. Based on conservative revenue projections, MTC is anticipating that the regions Cap & Trade framework could be funded, though detailed processes and programs are yet to be created and defined at this point.

This item is intended to provide a status on the implementation efforts for the Cap & Trade Program. Staff will continue to work with the State, regional and local partners on the implementation efforts for Cap & Trade Program. Additional information and/or actions may be required in the future as more information becomes available.

**Fiscal Impact:** This item is for information only.

### **Attachments**

- A. MTC Programming and Allocations Committee Cap and Trade Funding Framework Update Report (October 8, 2014)
- B. MTC comment letter (October 27, 2014) regarding Affordable Housing and Sustainable Communities Program Guidelines

### **Staff Contact**

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

[Matt Todd](#), Principal Transportation Engineer



## Metropolitan Transportation Commission Programming and Allocations Committee

October 8, 2014

Item Number 3a

### Cap & Trade Funding Framework Update

**Subject:** Achieving the Region's Cap and Trade Framework

**Background:** Plan Bay Area included a \$3.1 billion reserve from future Cap and Trade revenues. In December 2013, MTC approved a Cap and Trade Funding Framework (MTC Resolution No. 4130) establishing a set of investment categories and initial funding amounts in anticipation of future legislation. These categories and amounts are shown below.

**Table 1: Regional Cap and Trade Framework**

Funding Category	Amount (\$ millions)
Transit Core Capacity Challenge Grants Program	\$875
Transit Operating and Efficiency Program	\$500
One Bay Area Grants (OBAG)	\$1,050
Climate Initiatives	\$275
Goods Movement	\$450
TOTAL	\$3,150

Over the summer, the state approved legislation to establish the statewide programs for Cap & Trade revenue investments. Now that the State has acted, MTC staff is considering how the regional framework fits with the enacted State legislation. The state administering agencies have convened a number of public workshops, but many crucial details remain unknown at this time regarding project eligibility, selection processes, and evaluation metrics. Draft guidelines have not yet been released for many of the programs. Staff provides this item for information, and intends to return to the Commission with recommendations as the various programs take shape.

#### Overview of State Programs

In June 2014, the FY2014-15 State budget appropriated \$872 million in statewide Cap and Trade funding across various program categories. Additionally, the Legislature also enacted a trailer bill, Senate Bill 862, providing a long-term funding framework by allocating percentages of future funds across similar, but not identical, program categories.

The amount of future revenues to be generated through State Cap and Trade allowance auctions will depend upon allowance price and the number of allowances sold at the auctions. MTC assumes \$2.5 billion in statewide annual funding for FY2015-16 and beyond. This amount represents roughly half of the most optimistic projections contained in the state legislative proposals. Using this assumption, the following table shows estimated statewide cap and trade revenue by program for the statewide categories for FY2015-16 and beyond.

**Table 2: Statewide Cap and Trade Programs, FY2015-16 and Beyond (\$ millions)**

Statewide Revenue Framework		FY2015-16 and Beyond – Annual Funding
Total Generations	%	\$2,500
Uncommitted Funding	40%	\$1,000
High Speed Rail	25%	\$625
Low Carbon Transit Operations Program	5%	\$125
Transit & Intercity Rail Capital Program	10%	\$250
Affordable Housing and Sustainable Communities Program	20%	\$500

### Achieving the Region's Cap and Trade Framework

Staff proposes the following strategy to deliver the adopted Cap and Trade Funding Framework within the enacted state Cap and Trade program. The table below shows the approved MTC funding framework and amounts, the Cap and Trade target amount, and the State Cap and Trade program best associated with each category.

**Table 3: Summary of MTC Framework by Category, Amount, and State Cap and Trade Category (\$ millions)**

MTC Framework Category	MTC Framework Adopted Amount *	Cap & Trade Target Amount	Cap & Trade Program and Responsible State Agency
Core Capacity	\$875	\$875	Transit and Intercity Rail Capital Program (CalSTA)
Transit Operating	\$500	\$409	Low Carbon Transit Operations (Revenue based) (Caltrans, CARB)
		\$91	Low Carbon Transit Operations, (Population Based) (Caltrans, CARB)
OBAG	\$1,050	\$1,050	Affordable Housing & Sustainable Communities (SGC/HCD)
Climate Initiatives	\$275	TBD	40% Uncommitted Category (Unknown)
Goods Movement	\$450	TBD	40% Uncommitted Category (Unknown)

*\*Based on Plan Bay Area assumption of \$3.1 billion in Cap & Trade regional revenues over 25 years*

Staff believes there is an overall alignment between the core capacity, transit operating, and OBAG components of the region's framework and the associated State Cap and Trade programs. At this point in time, staff proposes to maintain the existing framework in these three programmatic

areas. In upcoming weeks, staff will continue to coordinate with our regional partners on moving the adopted framework forward.

Further details on MTC's proposal to achieve the region's Cap and Trade framework are included in the attachments to this item.

**Issues:**

Disadvantaged Communities Definition: Based on program fact sheets provided by the state agencies, the Transit and Intercity Rail Capital Program, the Low Carbon Transit Operations Program, and the Affordable Housing and Sustainable Communities (AHSC) program must target grants such that various levels of program expenditures will benefit disadvantaged communities. However, there is a significant mismatch between the California Environmental Protection Agency's Cal Enviroscreen model that is being used to define which communities are disadvantaged, compared to MTC's Communities of Concern approach. Additionally, the California Air Resources Board (CARB) is responsible for developing criteria for administering agencies to evaluate benefits to disadvantaged communities across different project types. CARB approved interim guidance on September 18 but full funding guidelines are not scheduled to be approved until mid-2015.

GHG Emission Calculations: By statute, projects must demonstrate how they reduce GHG emissions, subject to methodology and reporting requirements established by CalEPA and CARB. To date, those agencies have not released guidelines on how GHG emissions are to be calculated.

Multi-Year Commitments: The competitive nature of the Transit and Intercity Rail program and of the AHSC program may make multi-year Core Capacity and OBAG commitments challenging. This could be somewhat mitigated if the state administering agencies adopt a multi-year program.

Affordable Housing and Sustainable Communities: The AHSC program will target at least 50% of funding to provide housing opportunities for lower income households. While the program's broad eligibility includes active transportation, transit-oriented development projects and complete streets capital projects, as in OBAG, it is conceivable that much greater than one-half the funds will be prioritized for projects with a strong nexus to housing. Overall, the program is unlikely to mirror the project types or county funding distribution factors used in MTC's OBAG program.

Climate Initiatives and Goods Movement: The MTC framework included \$275 million for the regional Climate Initiatives Program, and \$400 million for a Goods Movement Program. The path for achieving these commitments via the existing state Cap and Trade programs is less clear. However, there may be opportunities to achieve them by seeking annual funds via the 40% uncommitted portion of Cap and Trade.

High Speed Rail: The statewide program includes a 25% share for High Speed Rail. Given the regional commitment to funding the Caltrain Electrification Program (the 9-Party MOU), which already includes funding from state High Speed Rail bonds (Proposition 1A), the region may consider whether the Cap & Trade High Speed Rail program presents funding opportunities for the Caltrain modernization program.

Fund Estimate: Based on our estimate of \$2.5 billion in annual statewide Cap & Trade Funding, over a 25-year time horizon there could be a surplus programming capacity beyond the commitments in the MTC framework. This would allow for additional categories of projects on additional projects within existing categories to be considered for regional support.

Stakeholder Involvement: In recent weeks, MTC staff have partnered with the other regional agencies to provide comments to the state agencies on disadvantaged communities identification and benefits. Staff has also held preliminary discussions with the region's transit operators and congestion management agencies on the transit and sustainable community elements of their framework. In the coming weeks, staff will continue to coordinate with our regional and local partners on the above issues as the Cap and Trade programs take shape.

We welcome Committee questions and discussion of how to move forward with the Cap and Trade Funding Framework.

**Recommendation:** None. Information and Discussion only.

**Attachments:** Attachment A: Presentation Overview of Cap & Trade Funding Framework  
Attachment B: Overview of State Cap and Trade Transportation Programs  
Resolution 4130 (Information only, no changes recommended)  
Resolution 4123 (Information only, no changes recommended)

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**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Joseph P. Bonilla MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
TEL 510.817.5700  
TTY/TDD 510.817.5769  
FAX 510.817.5848  
EMAIL [info@mtc.ca.gov](mailto:info@mtc.ca.gov)  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

5.1.1B

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Cities of Contra Costa County

*Dave Cortese, Vice Chair*  
Santa Clara County

*Alicia C. Aguirre*  
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San Francisco Bay Conservation  
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*Bijan Sartipi*  
California State  
Transportation Agency

*James P. Spering*  
Solano County and Cities

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*Scott Wiener*  
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*Steve Heminger*  
Executive Director

*Alix Bockelman*  
Deputy Executive Director, Policy

*Andrew B. Fremier*  
Deputy Executive Director, Operations

October 27, 2014

Mr. Mike McCoy  
Executive Director  
Strategic Growth Council  
1400 10th Street  
Sacramento, CA 95814

**Re: Affordable Housing and Sustainable Communities Program Guidelines**

Dear Mr. McCoy:

MTC appreciates the opportunity to comment on the Strategic Growth Council's draft guidelines for the Affordable Housing and Sustainable Communities (AHSC) Program. The guidelines propose an ambitious, integrated framework for evaluating a broad array of eligible project types, consistent with Senate Bill 862 (2014).

In general, we urge the Strategic Growth Council (SGC) to strive for greater simplicity and flexibility in the final guidelines. In MTC's experience managing regional and federal funding programs in the hundreds of millions of dollars annually, we have found that the best way to attract strong projects and ensure the most effective use of funds is through guidelines focused on policy outcomes, rather than strict restrictions on the types of projects and expenditures that qualify.

Unfortunately, we find the draft AHSC guidelines to be overly rigid and complex so as to potentially disqualify projects that might otherwise be excellent candidates for achieving the program's goals. We understand this is a complex policy area and appreciate the challenge facing SGC staff. We share these comments in the spirit of partnership and hope you will give them due consideration when drafting the final guidelines. The remainder of this letter highlights our specific concerns and recommendations. Technical questions are included in an attachment.

## **Regional Priorities Must Be Taken into Account in Project Selection**

In SB 862, the Legislature required SGC to coordinate with MPOs so that they can “identify and recommend” projects for AHSC funding. State-regional coordination is necessary to ensure Cap and Trade funds are used to help support projects that are critical to implementing the regional plans developed pursuant to SB 375 (Steinberg, 2008). Accordingly, MPOs should be involved in the initial review of concept applications as well as the final project selection process. The final guidelines should reflect exactly how MPO recommendations are incorporated into these phases, as laid out in Charts 1 and 3 of Section 105 of the guidelines. We look forward further discussion on this topic.

## **Transit Oriented Development Project Areas**

We have a number of concerns with respect to the definitions of Transit Oriented Development (TOD) Project Areas and Integrated Connectivity Projects (ICPs), as outlined in the following sections.

### *Encourage—but Don’t Require—Joint Affordable Housing/Transportation Applications*

The guidelines can ensure a nexus between transportation projects and affordable housing without requiring the projects be conducted simultaneously. SGC can create an incentive for joint development of affordable housing and transportation improvements through the scoring method—awarding extra points to projects that incorporate simultaneous transportation and housing improvements if that is determined to be desirable—rather than by mandating it and potentially eliminating strong affordable housing or transportation projects that meet the intent of the program.

Specifically, it appears that Requirement #5 to qualify as a TOD project requires that every transportation or green infrastructure project must be proposed in conjunction with a *new* affordable housing project.

- Instead, MTC recommends the guidelines be broadened to also allow: 1) transportation projects to be proposed if they are *adjacent* to an affordable housing project that exists or is fully funded and under construction and 2) affordable housing projects to be eligible for funding by themselves if they are locating in an area with transit service meeting the adopted standards.

### *Build on Existing State Policy: Use Statutory Definition of Major Transit Stop*

The requirement (#3) to qualify as a TOD Project Area uses a new definition of a “major transit stop” that is confusing and not consistent with the statutory definition in Public Resources Code 21064.3.<sup>1</sup> We believe it would be preferable to follow the statutory definition, which regions are familiar with and which sets a simpler, higher standard: a site containing an existing rail station, a ferry terminal served by bus or rail transit, or the intersection of two or more routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute period.

## **Integrated Connectivity Project (ICP) Requirements**

### *Program Should Allow Flexibility in How Projects Achieve GHG Reductions*

The guidelines require that ICP projects—restricted to areas not served by high-frequency transit—must: (1) include at least one transit station or stop (including those that are planned and funded in the TIP) and (2) demonstrate an increase in transit use. These requirements add new emphasis on public transit above what the Legislature incorporated into Senate Bill 862 — the AHSC’s enabling statute. Specifically, Section 75211 of the Public Resources Code states that to be eligible for funding pursuant to the program, a project shall do all of the following:

1. Demonstrate that it will reduce GHG emissions
2. Support implementation of an SCS or other regional plan to reduce GHG
3. Demonstrate consistency with state planning priorities in Government Code 65041.1.

We are concerned that the proposed guidelines could exclude worthy projects that could meet the criteria above (e.g. the programs highlighted in Table 5, such as bike sharing, car sharing or vanpool/shuttle programs, or other bicycle and pedestrian improvements), albeit without increasing transit usage.

- Accordingly, we recommend removing the requirement that all ICP projects must demonstrate a mode shift from SOV to transit, generating an increase in transit ridership. Doing so, while retaining the other ICP requirements, would allow projects that can achieve VMT reduction through means other than increasing transit ridership to qualify, while still ensuring investments are targeted to areas served by existing or future transit.

## **Ensure AHSC Funds Support Focused Transit-Oriented Growth**

We have concerns about the proposed minimum thresholds of 40 percent for TOD areas and 30 percent for ICPs. We understand that dividing projects into TOD and ICP categories for the purpose of evaluation may be helpful so that comparable projects can be ranked against one another using the same criteria. However, *requiring* that at least 30 percent of the funds go to areas *lacking high quality transit service* seems inconsistent with the underlying goal of focused growth embodied in SB 375. If SGC is determined to set minimum shares, we recommend adjusting the minimum requirements to 20 percent for ICPs and 50 percent for TODs.

## **More Flexibility Needed With Respect to “Capital” vs. “Program” Funding**

Section 103 of the draft guidelines divides project types into “capital uses” or “program uses.”

- We do not support the idea that every project must contain a capital use as this requirement could disqualify program-oriented projects that might otherwise be strong candidates, such as a bike-sharing program or Safe Routes to Schools program. This is especially the case for ICP projects, which, by definition, are in locations lacking high-frequency transit service.
- Similarly, we recommend against the 10% cap on program uses, which could disqualify excellent candidates or result in project sponsors adding capital components to project proposals just for the sake of meeting this requirement.<sup>ii</sup>

### Allow Funding to Support Program Development

- The guidelines prohibit AHSC funds from being spent on “ongoing operational costs,” but this is not defined.<sup>iii</sup> We recommend SGC follow the Federal Highway Administration’s policy for Congestion Management and Air Quality (CMAQ) Program funds, which allows funds to be used to help establish new programs designed to achieve air quality improvements for two years, plus a third year of funding which may be spread out over one-three years, for a maximum of five years total. This would enable AHSC funds to be used to launch new programs while also giving project sponsors some time to secure ongoing operational funding. From a climate change perspective, it’s important to keep in mind that *sustaining* GHG reductions is just as critical as achieving them in the first few months.

### Concerns Regarding Grant Maximum

With respect to the caps placed on individual grants and the amount that may be awarded to specific projects sponsors, developers and jurisdictions, we recommend SGC provide greater flexibility. The SCSs throughout the state achieve their greenhouse gas reduction targets largely by focusing growth in new housing and jobs in a few core areas, typically close to high-frequency transit. Accordingly, the AHSC program—designed to help *implement* SCSs—should focus investment on areas that are served by existing or future transit and are planning to take on the most housing and job growth.

Program	TOD	ICP	MTC Comment
Minimum award	\$1 million	\$500,000	Reasonable
Maximum award	\$15 million	\$8 million	Too low
Maximum award for individual entity	\$15 million	\$15 million	Too low
Maximum award to a single developer	\$15 million	\$15 million	Too low
Cap on Share of Funds Spent on Program Uses	10%	10%	Too low

SGC has discretion over the final selection of projects which can ensure that the funds provide a reasonable degree of geographic equity and variation in terms of project types. Indeed, the guidelines specifically empower SGC to “make adjustments in order to more equitably target and distribute investment across California.”<sup>iv</sup> While we do not support the \$15 million/\$8 million project caps (for TOD and ICP areas, respectively) or the \$15 million jurisdiction and developer caps, they are especially problematic in future years when the funding available is anticipated to be substantially larger than \$130 million per year. Therefore, if SGC does incorporate the caps into the final guidelines, we would request they note the caps are only applicable in FY 2014-15.



### **Clarity Needed on 50 Percent Cap for Transportation & Green Infrastructure**

Section 104 (g) of the draft guidelines requires project sponsors to provide at least 50 percent in matching funds for all transportation, transit-related or green infrastructure grants. We find this match requirement to be much too high. Local agencies have very limited transportation funding available for new projects at the state and federal levels and local sales tax funding — the largest source of local revenue— is largely committed to projects that have already been promised to voters. It should be noted that this level of match requirement could place additional constraints on SGC’s ability to achieve the requirement that 50 percent of AHSC funds benefit disadvantaged communities considering that such communities may be even less likely than others to have matching funds available. By way of comparison, the new Active Transportation Program administered by the California Transportation Commission has an 11.5 percent match requirement, which is waived for projects primarily benefiting a disadvantaged community. At the federal level, federal funds generally have either a 20 percent (transit funds) or 11.5 percent (highway funds) match requirement. In order to encourage applicants to invest additional local funds towards projects so as to leverage the benefit of AHSC funding, SGC could instead award additional scoring points to those entities that exceed the minimum match requirement.

### **Application Process**

We are concerned that the requirement for the “public agency with jurisdiction over the project area” to be an applicant could make it difficult for affordable housing developers and transportation project sponsors to assemble project proposals. For instance, an affordable housing developer and/or a transit agency may have an idea for a project located in a city that *supports* the project, but which does not have the staffing resources or desire to be an AHSC applicant. This is especially relevant today in the wake of major staffing cuts at the local government level in the wake of the elimination of redevelopment. We recommend the guidelines provide greater flexibility, as follows:

- Except in instances where the local jurisdiction is the owner of the land or facility proposed for development or improvement, a support letter from the local jurisdiction in which a project is located should satisfy the requirement for local jurisdiction support.
- Where a project includes multiple components, such as an affordable housing developer and a transit agency, make it clear that there may be more than one project sponsor and fund recipient.

In addition, to simplify the application process from the standpoint of the project sponsor, we recommend adding a table that illustrates the criteria applicable to each project type so applicants can readily determine how their proposal will be evaluated. Table 7 includes this for all projects types and all 17 criteria but it would be helpful to break it out by project type as well.

### **Disadvantaged Community Requirements**

The guidelines omit reference to Table A-2 from the [Revised ARB Interim Guidance](#), which includes specific details related to measuring the extent to which a transit project benefits a disadvantaged community. The draft guidelines only refer to Table A-3, which only details how

to determine if an affordable housing project benefits a DAC. ARB's revised interim guidance made clear that both tables are applicable to the AHSC program.

In conclusion, we appreciate the level of effort and thoughtfulness that has gone into the draft guidelines. Designing a common framework for a program with such broad and complex goals as set forth by the Legislature in SB 862 is no easy task. As you consider the numerous comments submitted in response to the guidelines, we request that you—above all— aim for greater flexibility and avoid adding restrictions that could disqualify excellent projects that otherwise support the program's core goals.

Sincerely,



Alix Bockelman  
Deputy Executive Director, Policy

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#### Attachments

- 
- <sup>i</sup> Major transit stop is defined on p. 71 of the guidelines, under "SS."
  - <sup>ii</sup> Section 104 (f) (2), Guidelines p. 20
  - <sup>iii</sup> Guidelines, p. 14
  - <sup>iv</sup> Guidelines, p. 23 (e)

## Attachment

### Technical Questions & Comments

#### TOD Project Areas

1. Requirement #1 for an area to qualify as a “TOD Project Area” is that it meets the criteria of one of three TOD area types: a TOD neighborhood, TOD District or TOD Corridor. However, the guidelines do not actually define these TOD types. Based on information received at the Oakland workshop, we understand the intent was to simply provide examples of projects. We would recommend removing this from the guidelines or clarifying that each TOD type is just an example to help sponsors visualize projects that might qualify.
2. The service frequencies required in the proposed definition of a Quality Transit Station (QTS) refer to weekday, evening and weekend service “consistent with the criteria of a major transit stop” but “Major Transit Stop” only references Monday-Friday service levels, so please clarify and make consistent.
3. Notably, a “Major Transit Corridor” is defined to include an area designated for *future* investment in a regional transportation plan or long range plan of a transit agency. Given that requirement #3 stipulates that a TOD Project Area must be served by at least one QTS providing existing service isn’t the reference to a Major Transit Corridor moot since projects must meet all the requirements? The same comment applies to the inclusion of “new transit corridor” in requirement #4.
4. The service frequencies proposed in the definition of a “Major Transit Stop” are confusing and appear redundant. For instance, the standard is one route departing nine or more times to a metropolitan area within the three-hour commute period or one route departing four or more times for a stop in a metropolitan area within the three-hour commute peak. It is also unclear if the frequencies applicable to multiple routes are a combined total or applicable to each route.
5. Requirement #4 states that a project must be within an existing “transit corridor” but this isn’t defined. Is the intent to reference a “Major Transit Corridor”?
6. What is the geographic point of reference to determine if a TOD Project Area is “within one-half (½) mile” of a QTS or Major Transit Corridor? This is especially relevant given the statement that a TOD Project Area may be comprised of more than one contiguous legal parcel.
7. What is the definition of an “employment center?” on p. 13, Section (2) (A). Is the intent that this is the same as a “qualified employment area” (defined on page 74)?

#### ICP Project Areas

8. What does it mean for a project to “include a transit station or stop”? How far from the station or stop can the project be located and how is this measured?
9. How does a project demonstrate that it is “served by” a certain mode of publicly sponsored transit? Similar to above, what distance is contemplated between a project and the station or stops that serve its area?

## Other Technical Comments

10. Based on MTC's experience with TOD, we find the proposed minimum density requirements to be too low. In each case, we recommend raising them by at least 10 units per acre, so Large City Downtown would become 70 units per acre and so on.
11. The guidelines should elaborate on the types of planning documents considered eligible as "predevelopments" costs or "improvements to existing plans" on p. 14. For instance, would this include specific plans or other types of plans that could help expedite future development via CEQA streamlining, etc.?
12. The guidelines note that points will be awarded for projects that leverage prior planning efforts. We recommend adding extra points for projects whose plans have already been certified under the California Environmental Quality Act (CEQA). (See p. 37 Section 107 (e) (4))
13. In acknowledgement of the impact of future population growth, the guidelines should clarify a project is required to demonstrate a reduction in VMT *per capita*, not a net reduction in overall VMT. (See p. 26, Section 106 (a)(1))
14. Ferry service and fixed route bus are excluded in the definitions of transit modes in the various tables. We recommend they be added and given the same treatment as commuter rail, consistent with statutory definition of a major transit stop.
15. Table 1 of the guidelines notes that "criteria pollutant reduction" is an eligible capital use, whereas Table 3 includes this category under "eligible program uses." It would be helpful to clarify this and to provide some examples of the types of projects that are considered eligible.



# Memorandum

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** November 3, 2014

**SUBJECT:** Alameda CTC's Comprehensive Investment Plan Project Selection Methodology

**RECOMMENDATION:** Approve Alameda CTC's Comprehensive Investment Plan Project Selection Methodology

## Summary

In March 2013, 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.

In October 2014, the Commission adopted the CIP's policy principles, development process and five-year programming fund estimate of just over \$1.5 billion. As the next step of the CIP development process, this memorandum introduces the CIP's project selection methodology. An objective evaluation process will be used to formulate programming recommendations and financing decisions. The selection methodology will include a three phase approach of 1) Project/Program Identification and Screening, 2) Project and Program Evaluation, and 3) Countywide Prioritization Assessment.

This methodology enables decision makers to have a basis for choosing the most effective projects and programs to fund based on implementation readiness, needs/benefits, and countywide significance. Throughout the process, Alameda CTC will collaborate with local jurisdictions to identify and prioritize projects and programs from the Countywide Transportation Plan, countywide modal plans, and local plans

## Discussion

Alameda CTC's CIP integrates existing planning and programming practices performed by the agency into a single concerted planning and programming effort, where feasible and appropriate. The CIP is a programming document that strategically invests public funds under Alameda CTC's purview over a five-year period, fiscal year 2015/16 through 2019/20. It replaces multiple planning and programming efforts, at both the local and countywide level, to create a comprehensive near-term transportation planning and programming tool that local agencies and Alameda CTC can use to better direct their staffing and financial resources.

Additionally, a two-year allocation plan will be developed to allocate funds to project sponsors during the first-two years of the CIP. The allocation plan will tie directly into Alameda CTC's annual budgetary process to facilitate cash-flow distributions and financing strategies. The two-year allocation plan will also provide project sponsors with a definitive funding schedule to assist them in preparing their local capital program budgets. Attachment A provides an overview of the CIP development process from inventory development and screening, project and program evaluation, to adoption of the final prioritized programming document.

Over the five-year CIP, Alameda CTC will be responsible for just over \$1.5 billion for capital projects and programs investments, which includes Measure B/Vehicle Registration Fee Direct Local Distributions, allocations to 2000 Measure B Capital Projects, 2014 Transportation Expenditure Plan allocations, and other discretionary fund sources. Alameda CTC will fund three types of investments: 1) capital projects (results in a built infrastructure), 2) programs (operations, maintenance and education), and 3) plans/studies. In order to strategically program funds countywide, Alameda CTC will perform a multi-step selection analysis that will identify improvements that can be delivered to the public promptly and cost-effectively.

## CIP PROJECT SELECTION METHODOLOGY

In order to implement a prioritization system, Alameda CTC will examine the constraints associated with project/program schedules (both in terms of development and synchronization to funding availability), project categories, and funding eligibilities. Attachment B diagrams the CIP Project Selection Methodology.

The CIP Project Selection process will include the following three phases:

1. Phase 1: Projects/Programs Inventory Identification/Eligibility Screening
  - a. Alameda CTC will identify projects and program inventories from the CTP, countywide modal plans, short- and long-range transportation plans, and local planning documents.
  - b. The inventory will be screened for eligible projects and programs that are ready to be implemented within the five-year CIP window based on schedule, a credible funding plan, and local prioritization.

- c. Projects and programs will be separated into categories (see Attachment B).
- d. Projects and programs will be sorted by phases within their designated categories and their eligibility to receive different types of funding will be identified. Projects and programs will be assessed for eligible funding sources to ensure they meet funding requirements. Alameda CTC's funding recommendations will be by with the goal of funding a project phase by phase and so that the project can progress from development to construction/delivery.
- e. Projects and programs outside the five-year period will be considered for future implementation in subsequent CIP cycles.

For the first Alameda CTCs CIP, staff will work with agency sponsors to obtain additional information and verify project cost estimates, schedules, and funding plans for local priority projects and programs.

## 2. Phase 2: Project/Program Evaluation

Based upon the list developed in Phase 1, Alameda CTC will prioritize projects relative to each other in defined categories types.

- a. Projects will be evaluated against the same category of projects (i.e. transit projects will be evaluated against transit projects, road projects against road projects, etc.). This approach will provide a balanced prioritization process that compares similar project types to one another. Attachment C includes a summary of CIP categories and their example project types.
- b. Projects specifically named in expenditure plans will be separated from those seeking discretionary funding and will be evaluated separately with different sets of criteria approved by the Commission.
- c. Project selection criteria will be based on traditional programming principles, including but not limited to project readiness, needs/benefits, and matching funds. The project selection criteria will be presented to the Commission beginning in January 2015.
- d. Based on their scoring assessment, projects and programs will be evaluated and arranged into three tiers within their respective categories (high, medium and low priority). This sorted list will then move into the third phase of evaluation.

## 3. Phase 3: Countywide Prioritization Assessment

The final step in the project selection process will examine the top tiers of each category from the Phase 2 scoring to strategically program the available CIP funds to achieve countywide goals and priorities.

- a. Alameda CTC will perform a systematic examination across all of the categories to identify financial strategies, geographic and modal equity, and synergies (co-benefits) between proposed improvements.

- b. Alameda CTC will examine opportunities to promote the timely delivery of projects and programs, and leverage local funds.
- c. Programming recommendations will be constrained by the total available funds within the five-year CIP cycle and by the eligibility of projects and programs to receive different fund sources.

Projects and programs outside Alameda CTC's programming availability in the five-year CIP will be considered for inclusion in future CIP updates. In subsequent comprehensive biennially CIP updates, 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, changes in priorities, new policies, regulations or laws, and funding adjustments.

## **GENERAL FUNDING GUIDELINES**

The CIP will develop a pipeline of transportation investments that are funded according to available revenues and project delivery schedules. To be eligible for inclusion into the CIP, projects and programs must develop and adhere to the following guidelines.

### **1. Projects and Programs Screening**

- a. Project, program and plan proposals shall be consistent with the adopted countywide vision and goals and provide transportation benefits in Alameda County.
- b. The five-year delivery plan must contain a clearly defined scope, budget, and schedule that are consistent with the CIP timeframe for funding of specific phases.
- c. Funds will be allocated by phase, except for smaller projects as applicable, or unless an exception is granted by the Commission for projects where multi-phased implementation can demonstrate cost and time savings.
- d. Funds will be allocated separately for each project phase. Certain phases have prerequisite activities that must be complete before funds for the subsequent phase can be allocated. For example, funds will not be allocated for Right of Way Acquisition until the environmental clearance is complete (except under special circumstances). Other phases such as Final Design and Right of Way typically occur concurrently. The CIP will include allocations for the following phases:

#### **1. Capital Project Phases:**

- a. Planning/Scoping/Conceptual Engineering
- b. Preliminary Engineering/Environmental Studies
- c. PS&E/Final Design
- d. Right-of-Way Acquisition and Engineering
- e. Utility Relocation
- f. Construction Capital and Support
- g. Equipment/Rolling Stock Acquisition
- h. Startup Facility Operations



- i. Project Close-out
  - 2. Program Phases:
    - a. Feasibility
    - b. Implementation/Operations/Maintenance
    - c. Evaluation
    - d. Monitoring
  - 3. Planning Phases:
    - a. Scoping/Feasibility
    - b. Plan Development
    - c. Detailed Plan Implementation Strategies
    - d. Plan Evaluation
- e. Certification of Commitment: This includes clearly defining external funding commitments and demonstrating the local agency's commitment to using those funds; demonstration of the agency's support for the project/program by its governing board; and demonstration of committed agency personnel to fulfill completion of project, program or plan as scheduled. Costs and schedules are important elements of project evaluation and selection for the CIP, Alameda CTC will hold fund recipients responsible for implementation as defined in the detailed scope and schedule submitted to the Commission. Monitoring and adjustments to allocations are described below.

## 2. Projects and Programs Evaluation

- a. Projects and programs will be evaluated through Alameda CTC approved selection criteria (to be brought to the Commission in January 2015) for each type of funding (capital project, program, plan), and by each category of funding.
- b. Alameda CTC's funding will support all phases of project and program development, but will not fund any phases retroactively or supplant other funds already identified for a particular phase.
- c. Funding decisions will be based upon criteria including, but not limited to, demonstrated readiness (committed Maintenance of Effort, credible funding plan, and schedule) to commence work within the established schedule.
- d. The ability of project sponsors to deliver committed projects and programs will be taken into consideration when examining programming and allocation, including the ability to deliver per Alameda CTC timely use of funds policies for projects and programs. Sponsors are expected to inform Alameda CTC of any issues affecting project or program delivery and costs.
- e. Project and program phases are expected to fulfill work products described in the scope of work within the stated schedule and budget. Project sponsors will be evaluated accordingly for their ability to implement the project or program as proposed.
- f. Alameda CTC will consider prioritizing projects and programs that have committed funds subject to timely use of funds provisions to ensure that such funds are retained in Alameda County.

### 3. Agreements and Reporting

- a. Within three months of CIP approval, all sponsors of projects included in the CIP must submit a Request for Project Funding Agreement. Recipients are responsible for fulfilling all requirements mandated by executed funding agreements.
- b. Specific project and program guidelines will be developed and included in Master and Project/Program-specific funding agreements.
- c. Semi-annual reporting on progress made toward implementation of the project, including deliverables, commitment status of supplemental funds identified in the funding agreement and adherence to the adopted project schedule.
- d. Once a project funding agreement is executed, project sponsors are required to report changes to the project scope, schedule, cost and funding as soon as the required changes are identified by the project sponsor for the Commission's consideration. Reports of changes such as budget increases, schedule delays, and other factors that may represent an impediment to successful project delivery in accordance with the agreed upon scope, schedule, cost and funding must be accompanied by a Corrective Plan detailing the project sponsor's strategy to deliver the project or program within the proposed new parameters. The Alameda CTC must accept the plan before future programming, allocations and reimbursements will be approved.
- e. Amendments to account for corrective plans, as described above, new revenue, or other policy and/or legislative requirements may be made by Alameda CTC.
- f. Timely use of funds requirements will be applied to all allocations and will be detailed in funding agreements.
- g. To the maximum extent possible, other fund sources committed in a funding plan will be expended prior to sales tax or Vehicle Registration Fee funds allocated to the project or program.
- h. Retroactive reimbursements and indirect costs are not allowed (for sales tax and Vehicle Registration Fee funds). Only expenses directly related to the delivery of the project or program as defined in the funding agreement are allowed.
- i. A final delivery report must be submitted within six months of the completed project (and required prior to final payment). The final report must describe the completed scope of work, the final budget, including spend down of all identified fund sources in the funding plan and any performance outcomes included in the funding agreement.
- j. Audits of expenditures and performance measures are required as detailed in specific funding agreements. Alameda CTC reserves to right to perform audits to confirm whether costs submitted for reimbursement are consistent with the provisions set forth in the applicable funding agreement(s). The audit may also include review of deliverables and outcomes to determine if they are consistent with the project scope and schedule in the funding agreement.

### 4. CIP Development and Updates

- a. The CIP 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 and will be adopted in coordination with the Alameda CTC annual budget. Every two years, a comprehensive update of the CIP will be conducted to provide an opportunity to include new projects and programs. Alameda CTC will monitor CIP investments through performance feedback mechanisms built into the CIP and other countywide planning processes.

### 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 DRAFT Project Selection Methodology
January 2015	3.	Approve FINAL Project Selection Methodology
	4.	Approve DRAFT Selection Criteria
February 2015	5.	Approve FINAL Selection Criteria
March 2015	6.	Approve DRAFT Project/Programs Inventory Recommendations
April 2015	7.	Approve DRAFT CIP Document including prioritization recommendations and two-year allocation plan
May 2015	8.	Approve FINAL CIP Document including prioritization recommendations and two-year allocation plan

**Fiscal Impact:** There is no fiscal impact.

### Attachments

- A. CIP Development Process Overview
- B. CIP Project Selection Methodology Flow Diagram
- C. CIP Project Categories

### Staff Contact

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

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Comprehensive Investment Plan  
Development Process Overview

PHASE 1

INVENTORY IDENTIFICATION / ELIGIBILITY SCREENING

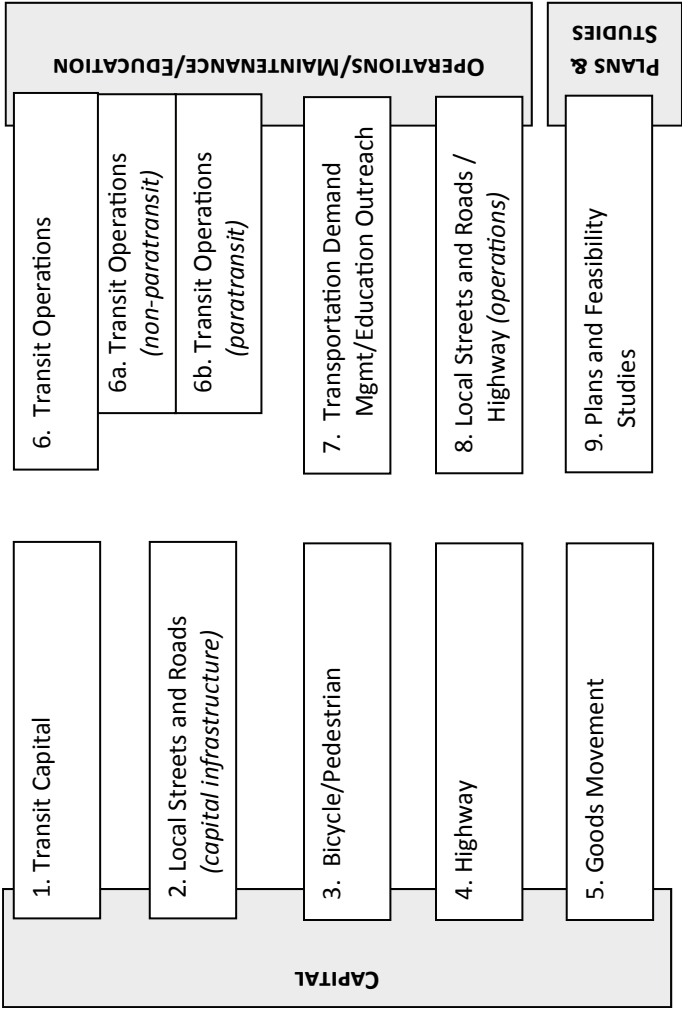
30-YEAR COUNTYWIDE NEEDS IDENTIFICATION

Projects and Programs Needs Identification

Countywide Transportation Plan  
2000 Transportation Expenditure Plan  
2014 Transportation Expenditure Plan  
Modal Plans and Studies (as available)  
Local agency input

ELIGIBILITY SCREENING

Sort Inventory into categories. Determine funding eligibility and screen projects/programs for the five-year CIP window.



PHASE 2

EVALUATION & PRIORITIZATION

PROJECT/PROGRAM EVALUATION

Apply Evaluation Criteria

Needs Benefits  
Project Readiness  
Operational Sustainability  
Matching/Leveraging Funds  
Other Funding Criteria

Top Tier Priority  
Projects and Programs  
Inventory  
(by Category)

PHASE 3

COUNTYWIDE PRIORITIZATION ASSESSMENT

COMPREHENSIVE ASSESSMENT

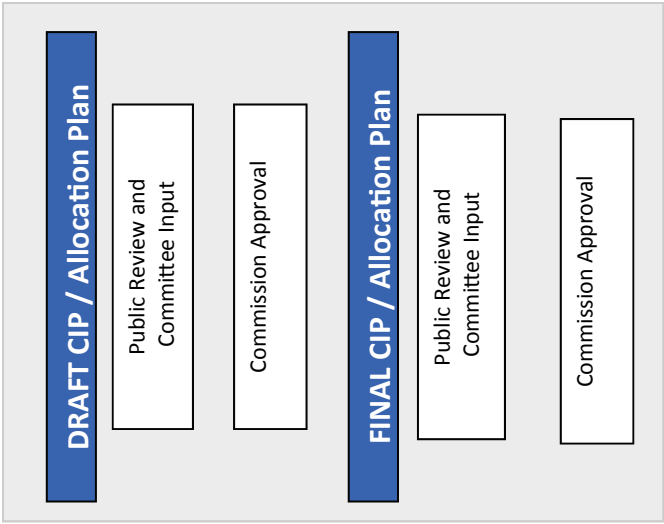
Develop a “pipeline” of projects/ programs to implement by phase

Examine modal and geographic equity

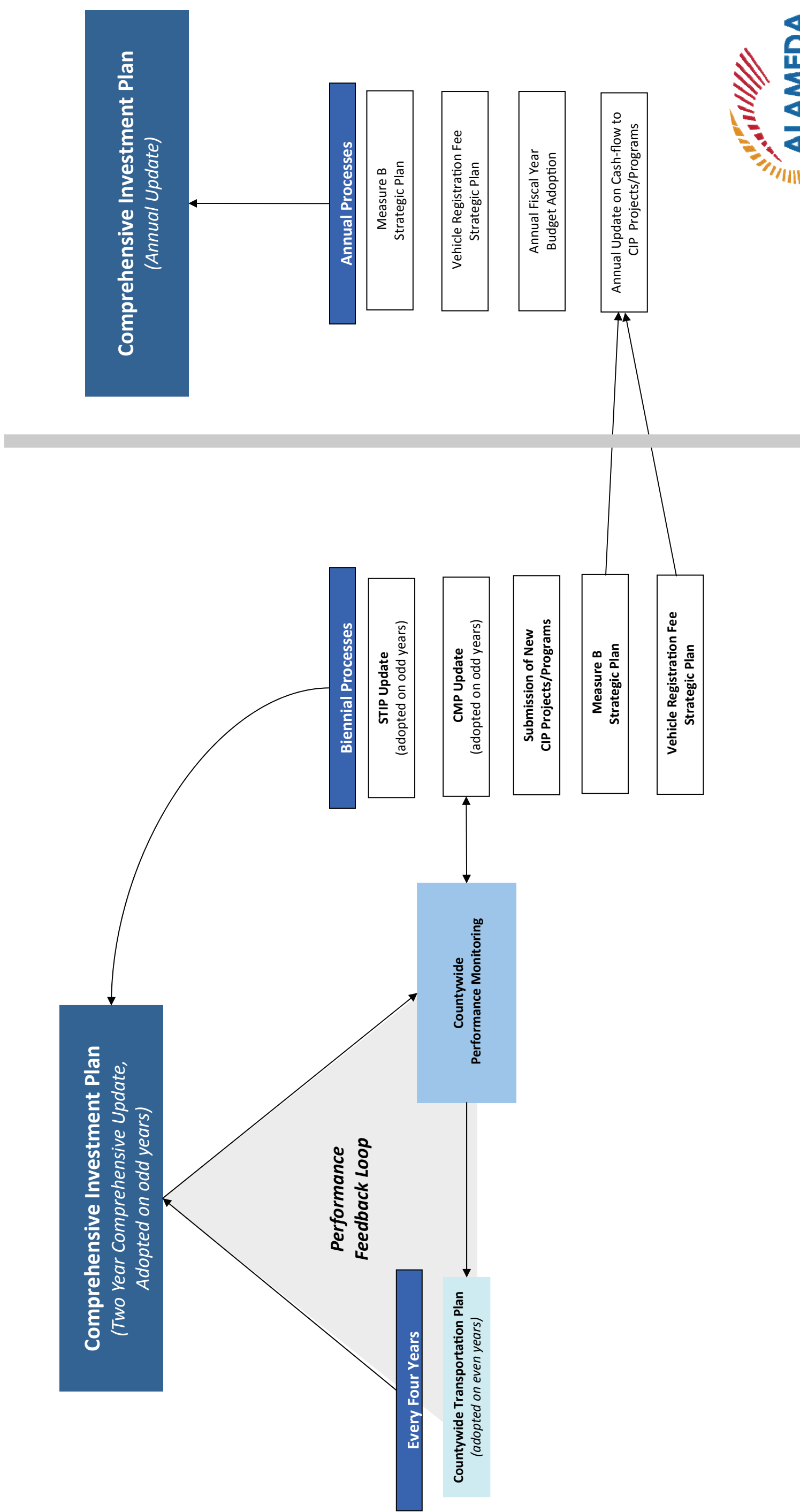
Consider synergy (co-benefit) between projects/programs

Maximize investments within available funding streams

ALLOCATION RECOMMENDATIONS



# Comprehensive Investment Plan Integrated Planning and Programming Processes





# COMPREHENSIVE INVESTMENT PLAN PRIORITIZATION IMPLEMENTATION PROCESS

6.1B

## PHASE 1

### 1. Inventory Identification

- Countywide Transportation Plan
- Expenditure Plans
- Modal Plans and Studies
- Local Agency Input

### 2. Projects/Programs Screening

- Sort to Categories
- Identify funding eligibility and implementation in five-year window

Specifically named  
expenditure plan projects

Specifically named expenditure plan and  
discretionary projects and programs  
scored separately

Discretionary projects and  
programs

## PHASE 2

### 3. Project/Program Evaluation

- Apply evaluation criteria
- Examine readiness, needs/community benefit, matching funds

3a. Ranked among High and  
Medium Tiers

3b. Rank Among Lower Tier  
*(returns to inventory)*

## PHASE 3

### 4. Countywide Prioritization Assessment

- Modal/Geographic Equity
- Synergies (co-benefits) relationship

5a. Recommended for Funds;  
Program and Allocate in CIP

5b. Not Recommended for Funds  
*(returns to inventory)*

Reevaluation in Next Biennial CIP Update

## ALLOCATION RECOMMENDATIONS

### 6. Commission Approval

- Public Review Recommendations
- Approve CIP and Allocation Plan

### 7. Execute Funding Agreements

- Specific Funding Agreements

8. Fully Funded, Agency Sponsor  
implements to construction

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# Comprehensive Investment Plan

## Categories and Example Project Types

Updated: October 17, 2014

CAPITAL PROJECTS				
No.	Category	Example Project Types	Example Projects	
1.	Transit	<ul style="list-style-type: none"><li>Capital rehabilitation</li><li>Capacity expansion</li><li>Capital replacement</li><li>Safety</li><li>Stations</li><li>Communications</li><li>Environmental/Greening Capital Project</li></ul>	<ul style="list-style-type: none"><li>AC Transit – EB Rapid Transit Bike/Ped Elements</li><li>Berkeley – Bart Plaza &amp; Transit Area Improvements</li><li>Fremont – City Center Multimodal Improvements</li><li>Oakland – 7<sup>th</sup> W. Oakland Transit Village Phase II</li><li>Union City - Station Improvements &amp; RR Xing</li><li>Solar Panels, greening vehicles, waste disposal, etc.</li><li>East Bay BRT</li><li>Irvington BART Station</li><li>Vehicle Replacement</li></ul>	
2.	Local Streets and Roads	<ul style="list-style-type: none"><li>Major Arterial Performance Initiative Program</li><li>Roadway Safety/Traffic Calming</li><li>Grade separations</li><li>Traffic Signals</li><li>ITS/CCTV Installations and Upgrade</li><li>Complete Streets</li><li>Signage</li><li>Coordination with freeways (improving connections to ramps)</li><li>Roadway/Pavement Rehabilitation</li><li>Slurry and Chip Seals</li></ul>	<ul style="list-style-type: none"><li>Alameda County- Patterson Pass Road Safety Improvements</li><li>Alameda County – Pavement Rehabilitation</li><li>Alameda County – Vasco Road Safety Improvements</li><li>Alameda – Local Streets and Roads (O&amp;M)</li><li>Berkeley – Ashby/State Route 13 Disaster Resilience</li><li>Berkeley – Hearst Ave. Complete Streets</li><li>Dublin – Iron Horse bicycle and pedestrian transit route</li><li>Oakland – Non-Capacity Increasing Road Rehabilitation</li><li>Oakland – Lakeside Green Street Project</li><li>Oakland – Peralta Green Street Project</li><li>Oakland – MLK Way Improvements</li><li>San Leandro – Traffic Signal Systems Upgrade</li></ul>	
3.	Bicycle/Pedestrian	<ul style="list-style-type: none"><li>Infrastructure support facilities</li><li>Maintenance</li></ul>	<ul style="list-style-type: none"><li>Albany – Buchanan/Marin Bikeway</li><li>Alameda – Cross Alameda Trail</li><li>Berkeley – Shattuck Reconfiguration &amp; Ped Safety</li><li>EBRPD – Gilman to Buchanan Bay Trail</li><li>Emeryville – Christie Ave Bay Trail Gap Closure</li><li>Hayward – Main St. Complete Streets</li><li>Pleasanton - Microwave Ped &amp; Bike Detection</li><li>Oakland – Bike Lane Lake Merritt BART Bikeways</li><li>San Leandro – W. Juana Improvements</li></ul>	

No. Category		Example Project Types	Example Projects
4.	Highway	<ul style="list-style-type: none"> <li>Interchange improvements</li> <li>Ramp metering</li> <li>Sound walls</li> <li>Bridge improvements</li> <li>Environmental mitigation</li> <li>Express lanes</li> </ul>	<ul style="list-style-type: none"> <li>Multiple – Interchange Improvements</li> <li>Multiple – Congestion Relief</li> <li>Multiple – Safety Improvements</li> <li>North - I-80 Aquatic Park Soundwall</li> <li>Central – Sound walls Central Alameda County Freeway Study</li> <li>Multiple – Soundwall</li> </ul>
5.	Goods Movement	<ul style="list-style-type: none"> <li>Improvements for goods movement by truck</li> <li>Truck-vehicle parking</li> <li>Truck/port/freight operations</li> <li>Airport Facilities</li> <li>Quiet Zone Improvements</li> </ul> <p><i>Note: Road or highway access improvements are will be evaluated under local streets and roads or highway categories.</i></p>	<ul style="list-style-type: none"> <li>Port of Oakland improvements</li> <li>Multiple - Truck Parking</li> <li>North Planning Area – Shore Power for ships at Port of Oakland</li> <li>Woodland – 81st Avenue Industrial Zone Street Reconstruction</li> <li>Oakland – Truck Facilities, Truck Route Rehabilitation</li> <li>North – Truck Services at Oakland Army Base</li> </ul>
6a.	Transit Operations (non-paratransit)	<ul style="list-style-type: none"> <li>Operations and Maintenance</li> <li>Service expansion</li> <li>Transit priority measures</li> <li>Congestion Relief Programs</li> <li>Fare incentives</li> <li>Shuttle Operations</li> </ul>	<ul style="list-style-type: none"> <li>AC Transit – Line 51 Corridor GPS Transit Signal Priority</li> <li>Alameda – Estuary Crossing Shuttle</li> <li>Oakland – Broadway Shuttle</li> <li>LAVTA – Rapid Route Operations</li> <li>LAVTA – Route 12v, 20x and 70x Operations</li> <li>Lifeline Transit passes/incentives</li> </ul>
6b.	Transit Operations (Paratransit)	<ul style="list-style-type: none"> <li>ADA Mandated Services</li> <li>Paratransit Services <ul style="list-style-type: none"> <li>Travel Training/ Mobility Management</li> <li>Volunteer Drivers Programs</li> <li>Shuttle Operations</li> <li>Same Day Taxi Services</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>CIL – Mobility Matters</li> <li>Emeryville – Door-to-Door Shuttle</li> <li>Fremont – Travel Training &amp; Mobility Management</li> <li>Hayward – Central County Taxi Program</li> <li>Oakland – Taxi-up and Go</li> <li>Pleasanton – Downtown Route Shuttle</li> </ul>
PROGRAMS			

Example Project Types				Example Projects	
No.	Category	Example Project Types		Example Projects	
7.	Transportation Demand Management/ Education Outreach	<ul style="list-style-type: none"><li>Fare incentives – student bus passes</li><li>Guarantee Ride Home Program</li><li>Technical Assistance</li><li>Guaranteed Ride Home</li><li>Safe Routes to School (SR2S)</li><li>Safe Routes to Transit (SR2T)</li><li>Variable parking pricing</li><li>Parking management</li></ul>		<ul style="list-style-type: none"><li>San Leandro – Downtown Parking Management</li><li>Berkeley – Downtown Berkeley Transit Center Parking</li><li>Emeryville – Parking Management</li><li>Oakland – Parking Management</li><li>Pleasanton – Park and Ride</li><li>Multiple – Transit Card Programs or Eco-pass</li><li>Crossing Guard Program</li><li>Safe Routes to School Implementation</li><li>Neighborhood Traffic Safety Program</li><li>Outreach to schools/students</li></ul>	
		<ul style="list-style-type: none"><li>Traffic Signal Operations</li><li>ITS Maintenance and Operations</li><li>Maintenance and Operations</li><li>Bridge Operations</li><li>Highway Operations</li></ul>		<ul style="list-style-type: none"><li>Alameda County – Estuary Bridge Operations</li><li>Oakland – Traffic Signal Operations</li><li>Oakland - ITS System and Signal Operations</li><li>Alameda CTC - Express Lane (I-680 O&amp;M)</li></ul>	
9.	Plans and Studies	<ul style="list-style-type: none"><li>Planning studies and implementation</li><li>Feasibility studies</li><li>Bicycle and Pedestrian Master Plans</li><li>Modal Plans/Studies</li><li>Supports Transit Oriented Development (TOD) and Priority Development Areas (PDA) through multimodal improvements and CEQA mitigation</li></ul>		<ul style="list-style-type: none"><li>Berkeley – San Pablo Avenue Public Improvements</li><li>Berkeley – TOD Access Infrastructure</li><li>EBRPD – Niles Canyon Regional Trail Feasibility Study</li><li>Dublin – Iron Hour Trail/BART Feasibility Study</li><li>Dublin – Amador Plaza Road Complete Streets</li><li>Hayward – Bike/Ped Master Plan Update</li><li>Livermore - Segment 1 of Iron Horse Trail</li><li>Livermore – Regional Air Quality and Climate Protection Strategies</li><li>Oakland – Coliseum BART Corridor</li><li>Oakland – Lake Merritt Chanel Bike/Ped Bridge</li><li>Pleasanton – Bike/Ped Bridges Feasibility Study</li><li>Piedmont – Bike/Ped Master Plan</li><li>Pleasanton – I-580 Foothill Road Interchange</li><li>Union City – Decoto Road and RR Xing</li></ul>	
		PLANS AND STUDIES			

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