



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Commission Chair

Supervisor Scott Haggerty, District 1

Commission Vice Chair

Vice Mayor Rebecca Kaplan,
City of Oakland

AC Transit

Director Elsa Ortiz

Alameda County

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

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Mayor Jerry Thorne

City of San Leandro

Mayor Pauline Cutter

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

Planning, Policy and Legislation Committee

Monday, June 8, 2015, 10:30 a.m.

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

Mission Statement

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

Public Comments

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

Recording of Public Meetings

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

Reminder

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

Glossary of Acronyms

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

Location Map

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

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



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

Accessibility

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



Meeting Schedule

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

Paperless Policy

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

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Planning, Policy and Legislation Committee Meeting Agenda Monday, June 8, 2015, 10:30 a.m.*

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

1111 Broadway, Suite 800, Oakland, CA 94607

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Chair: Mayor Ruth Atkin

Vice Chair: Supervisor Keith Carson, Alameda County District 5

Commissioners: Wilma Chan, John Marchand, Elsa Ortiz,
David Haubert, Jerry Thorne

Ex-Officio Members: Scott Haggerty, Rebecca Kaplan

Staff Liaison: Tess Lengyel

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Consent Calendar

4.1. [May 11, 2015 PPLC Meeting Minutes](#)

Recommendation: Approve the May 11, 2015
meeting minutes.

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

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5. Legislation

5.1. [Legislative Update](#)

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6. Planning and Policy (Verbal)

7. Committee Member Reports (Verbal)

I

8. Staff Reports (Verbal)

I

9. Adjournment

Next Meeting: July 13, 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, May 11, 2015, 10:30 a.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

The Clerk conducted a roll call. All member s were present with the exception of Commissioner Carson, Commissioner Kaplan and Commissioner Chan.

Subsequent to the roll call:

Commissioner Campbell-Washington arrived as an alternate for Commissioner Chan during item 5.1. Commissioner Carson and Kaplan arrived during item 5.2.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. April 13, 2015 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 Marchand moved to approve the Consent Calendar. Commissioner Ortiz seconded the motion. The motion passed unanimously (Kaplan, Carson and Chan absent).

5. Legislation

5.1. Legislative Update

Tess Lengyel provided an update on federal and state legislative initiatives. She recommended that the Commission take the following bill positions:

SB 16- Recommended support if amended position

AB 1335 - Recommended Support position

AB 902- Recommended Support position

Commissioner Ortiz stated that AC Transit has concerns that bill SB16 does not allocate enough money for public transit and wanted to know if staff would raise that concern with legislators. Tess stated that staff plans to address that issue with Senator Beall's office.

Commissioner Atkins asked for clarification on the recommended position for bill SB16. Tess stated the recommendation is to lend support and work with legislators on any possible amendments, but that the bill provides a venue for increasing funding

for local roads and highway repairs, which are much needed for safety and efficiency.

Commissioner Haggerty asked if the Commission previously voted to oppose SB 16. Art Dao stated that the Commission recommended that staff seek amendments on the bill last month and the bill is coming back to the Commission to lend support and also seek amendments.

Commissioner Marchand asked for an example of the types of real estate transactions that would be included in AB 1335. Tess listed several of the types of transactions that would be included and stated that the list can be found in the text of the bill.

Commissioner Atkins asked if non-motorized equipment such as a skateboard was included as part of AB 902. Tess noted that the bill is focused on making changes to the state vehicle code which applies to vehicles and bicycles.

Commissioner Washington moved to approve the recommended positions. Commissioner Ortiz seconded the motion. The motion passed unanimously (Carson, Kaplan absent).

5.2. State Route Relinquishment Proposal by Caltrans

Saravana Suthanthira provided an update on the State Route Relinquishment Proposal by Caltrans. She reviewed proposed and existing legislation and provided a summary of the legislative language. Saravana covered potential new state routes that Caltrans is interested in relinquishing as well as routes that are already in process or are already relinquished. She also provided information on pavement conditions and infrastructure conditions as well as transit routes and bike facilities. Saravana reviewed traffic volumes, level of service, land use, and safety. She concluded by reviewing comments by the technical advisory committee and stated that ACTAC recommended opposing the bill.

Commissioner Carson asked how often the freeways are maintained and wanted information on the costs associated with freeway maintenance. Saravana stated that staff is still working with Caltrans to acquire information on cost data.

Commissioner Kaplan requested that the item come back to the full Commission with a recommended position on the bill.

This item was for information only.

6. Planning and Policy

6.1. Update on Countywide Plan Development and Regional Transportation Plan

Tess stated that MTC released its call for projects and projects lists are due October 31, 2015. She stated that the call delineates all CMA's responsibilities and objectives. Alameda CTC is going to release its call for projects for the CTP on June 1, 2015 and staff will host workshops and planning area meetings to review requirements.

6.2. 2014 Performance Report Update

Matthew Bromberg provided an overview of the 2014 Performance Report. He updated the committee on the purpose of the report and key findings as well as road and highway, transit, bicycle and pedestrian and land use trends at a countywide level as required by the CMP legislation.

Jacki Taylor covered Paratransit service throughout the county. She provided information on ridership, trip distance and duration as well as on time performance and cost efficiency and ridership.

Commissioner Haggerty wanted to know where inter regional traffic data is addressed in the report. Tess stated that the full report will be up before the full commission meeting and will address inter-regional commute patterns.

Commissioner Carson asked if ridership has gone up and are if staff factored in private bus and shuttle ridership into the data. Matthew stated that ridership in Alameda County has gone down by almost three percent. Tess stated that staff has spoken to private bus providers to gain insight on impacts of private shuttles on ridership in the county.

Commissioner Marchand asked why LAVTA ridership went down by thirty percent. Matthew stated that LAVTA is currently administering a comprehensive analysis to address ridership to improve the ridership trends and to fully understand the downturn in ridership.

This item was for information only.

7. Committee Member Reports

There were no committee member reports.

8. Staff Reports

There were no staff reports.

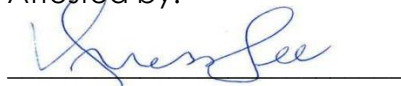
9. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, June 8, 2015 at 10:30 a.m.

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

Attested by:

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

Vanessa Lee,
Clerk of the Commission



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE:	June 1, 2015
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 May 11, 2015, the Alameda CTC reviewed two Notices of Preparation (NOP). Comments were submitted on these documents and the comment letters are included as attachments A and B.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. Response to the Notice of Preparation (NOP) of a Supplemental Environmental Impact Report (SEIR) for the Oak Knoll Mixed Use Community Plan Project
- B. Response to the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Jack London Square 4th and Madison Project

Staff Contact

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

[Daniel Wu](#), Assistant Transportation Planner

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April 21, 2015

Robert Merkamp
Development Planning Manager
City of Oakland
250 Frank H. Ogawa Plaza, Suite 2214
Oakland, CA 94612

SUBJECT: Response to the Notice of Preparation of a Supplemental Environmental Impact Report (SEIR) for the Oak Knoll Mixed Use Community Plan Project

Dear Mr. Merkamp,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of a Supplemental Environmental Impact Report (SEIR) for the Oak Knoll Mixed Use Community Plan Project. The project site is approximately 189 acres bounded by Mountain Boulevard/Interstate 580 to the west, Keller Avenue to the north and east, and Sequoyah Road to the south. The proposed project would consist of approximately 925 residential units, 72,000 square feet of commercial use, and 77 acres of open space and recreation areas.

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

Basis for CMP Review

- The City of Oakland adopted Resolution 69475 on May 28, 2008 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a transportation impact analysis of the project.

Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP was amended on March 26, 1998 so that local jurisdictions are responsible for conducting travel model runs themselves or through a consultant. The City of Oakland and the Alameda CTC signed a Countywide Model Agreement on May 28, 2008. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request. The most current version of the Alameda CTC Countywide Travel Demand Model is the July 2014 update.

Impacts

- The SEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway network.
 - MTS roadway facilities in the project area include Interstate 580, Macarthur Boulevard, Skyline Boulevard, Golf Links Road, and Redwood Road.
 - For the purposes of CMP Land Use Analysis, the Highway Capacity Manual 2010 freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts.
 - The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2013 CMP for more information).
 - The SEIR should address potential impacts of the project on Metropolitan Transportation System (MTS) transit operators.
 - MTS transit operator potentially affected by the project is Alameda-Contra Costa Transit (AC Transit).
 - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix L of the 2013 CMP document for more details.
-

Mitigation Measures

- Alameda CTC policy regarding mitigation measures is that to be considered adequate they must be:
 - Adequate to sustain CMP roadway and transit service standards;
 - Fully funded; and
 - Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.
- The SEIR should discuss the adequacy of proposed mitigation measures according to the criteria above. In particular, the SEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on service standards if only certain projects are funded and built as part of the mitigation measures prior to Project completion. The SEIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.
- Jurisdictions are encouraged to discuss multimodal tradeoffs associated with mitigation measures that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify whether the mitigation will result in an improvement, degradation, or no change in conditions for automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.

- The SEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Alameda CTC CMP Menu of TDM Measures and TDM Checklist may be useful during the review of the development proposal and analysis of TDM mitigation measures (See Appendices G and H of the 2013 CMP).

Other

- The DEIR should address the project's noise impacts because it is located adjacent to a state roadway. If the analysis finds an impact, then mitigation measures should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.

Thank you for the opportunity to comment on this NOP. Please contact me at (510) 208-7405 or Daniel Wu of my staff at (510) 208-7453 if you have any questions.

Sincerely,



Tess Lengyel
Deputy Director of Planning and Policy

cc: Daniel Wu, Assistant Transportation Planner

file: CMP/Environmental Review Opinions/2015

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May 18, 2015

Peterson Z. Vollmann
Bureau of Planning
City of Oakland
250 Frank H. Ogawa, Suite 2114
Oakland, CA 94612

SUBJECT: Response to Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the Jack London Square 4th and Madison Project

Dear Mr. Vollmann,

Thank you for the opportunity to respond to the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Jack London Square 4th and Madison Project. The 2.07 acre project site is bounded by Jackson Street to the west, 5th Street to the north, Madison Street to the east, and 4th Street to the south. The Project proposed demolition of the existing office building and warehouse and construction of two buildings with approximately 330 apartments and 3,000 square feet of ground floor commercial.

We have reviewed the NOP and determined that this project is exempt from review under the Congestion Management Program Land Use Analysis Element as it will not generate 100 p.m. peak hour trips in excess of existing uses. We have no further comments.

Thank you for the opportunity to respond to this NOP. Please contact me at (510) 208-7428 or Daniel Wu of my staff at (510) 208-7453 if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tess Lengyel". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Tess Lengyel
Deputy Director of Planning and Policy

cc: Daniel Wu, Assistant Transportation Planner

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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: June 1, 2015

SUBJECT: Legislative Update

RECOMMENDATION: Receive an update on state and federal legislative activities

Summary

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

Alameda CTC's legislative program was approved in December 2014 establishing legislative priorities for 2015 and is included in summary format in Attachment A. The 2015 Legislative Program is divided into six sections: Transportation Funding, Project Delivery, Multi-Modal Transportation and Land Use, Climate Change, Goods Movement and Partnerships. The program was designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, DC. Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative updates.

Background

State Update

State Budget Update: Governor Brown released the May Revision to the 2015-16 budget. While general fund revenues increased by \$6.7 billion, this revenue was largely consumed by Prop 98 (\$5.5 billion) and Prop 2 (\$633 million) requirements. However, the revised budget proposes to help the state's neediest families by enacting an Earned Income Tax Credit, setting aside funds for healthcare services for undocumented immigrants who gain resident status under the President's executive action, as well as providing significantly more cap & trade auction revenue, as described in further detail below.

Total general fund spending now stands at \$115 billion, and total spending, including bonds and special funds, is at \$169 billion. This includes a Rainy Day Fund balance expected to reach \$3.5 billion by the end of the 2015-16 fiscal year.

The release of the May Revise begins the last work efforts for budget subcommittees to complete in preparation for the Budget Conference Committee to begin reconciling differences before the June 15 budget approval deadline.

Revenue: The May Revise bumps up general fund revenues by \$6.7 billion. However, \$5.5 billion is consumed by K-12 schools per Prop 98 and \$633 is directed by Prop 2 to pay down existing debts. Summing up the revenue adjustments from the 2013-14, 2014-15, and the 2015-16 fiscal years: personal income tax revenue increased by \$6 billion; corporation tax revenue is up \$394 million; and sales and use tax revenue is up \$320 million, resulting in \$6.7 billion in additional revenues.

The revenue outlook remains strong. According to the Department of Finance revenue growth for the three main sources will continue to grow over the next 4 years by an average of 4.8% annually.

Transportation: The transportation section in the Revise is brief. It reiterates the existing funding shortfall for highway maintenance needs, which stands at \$5.7 billion annually, and the need to explore pay-as-you-go options to repair the highway system. However, the Revise contains no proposal to bridge this gap, nor does it comment on funding proposals pending in the Legislature. The Revise also restates the gains included for cap & trade programs, which totals \$1.6 billion for clean transportation related programs. It is possible that the Administration will further address the transportation needs of the state through policy level work in the coming fiscal year, which could translate into next year's budget.

What is not mentioned in the Revise is a budget letter from Finance amending the funding for the Road Usage Charge Pilot Program. The Administration seeks to accelerate the work of the pilot program by to include an additional \$1.3 million. This additional money is intended to allow the pilot program to be completed a year earlier than currently planned.

In addition, Finance issued a letter requesting a reduction of \$25 million and 166 positions to Caltrans' Capital Outlay Support Program. This reduction is due to diminishing funds from such sources as Prop 1B bonds and American Recovery and Reinvestment Act funds.

Cap & Trade Revenue and Policy: The Revise substantially increases the amount of cap & trade revenue available for various programs. The May Revise increases the estimated amount of cap & trade revenue from \$992 million to \$2.2 billion. While this doubles the amount of revenue, this remains a conservative estimate. The LAO's low end cap & trade revenue estimate is at \$3.3 billion, with a likely amount at \$3.7 billion.

Since allocation of cap & trade revenue for the Low Carbon Transit Operations, the Transit & Intercity Rail Capital Program, and the Affordable Housing & Sustainable Communities Program are continuously appropriated, it will be left to the administering entity to decide how these funds will be allocated. It is unclear if the Transportation Agency will use some or all of the extra revenue to fund more projects in the pending funding round. However, the Strategic Growth Council will likely use any extra revenue for a new round of funding. Since the Low Carbon Transit Operating Funds are allocated based on the STA formula, it will likely allow operators to submit requests as the funds become available.

Also, it is worth noting that the numbers reflected in the chart below for the clean transportation programs do not necessarily add-up. The continuous appropriation percentage share for each of these programs does not take effect until July 1, 2015, which means each programs' percentage share is based only on the amount of auction revenue generated after July 1, 2015. The Administration assumes that \$2 billion in auction revenue will be generated in 2015-16. The shares for these programs are based on \$2 billion, not the total amount of \$2.2 billion. Furthermore, the \$265 million for the Transit Capital & Intercity Rail Program includes \$65 million in funds being carried forward from the 2014-15 fiscal year.

While not explicitly noted in the Revise, but building on his State of the State commitment to increase the availability of renewable electricity to 50% and reduce petroleum use by 50% by 2030, Governor Brown issued an Executive Order raising the bar on GHG reduction goals. The order calls for reducing GHG emissions by 40% below 1990 levels by 2030. This interim target is necessary to ensure the state meets the 2050 goal of reducing emissions by 80% below 1990 levels. This interim goal will be incorporated into SB 32, which is currently pending in the legislature. SB 32 updates the AB 32 statutes to direct CARB and other state agencies to develop GHG reduction goals beyond the 2020 target set in AB 32.

Efforts to support meeting these aggressive reductions include a series of workshops by the Air Resources Board to update the Fleet Rule for Transit Agencies to phase in the purchase of zero-emission vehicles. This round of workshops is aimed at updating the regulations with the ambitious goal of transitioning all transit vehicles to zero emission by 2040. The schedule includes additional workshops over the summer with a progress report to the Board in September. Additional workshops will be held during the winter, with the expectation of Board action in the spring of 2016. The main issues being discussed are how to phase in this requirement, determine the role of hybrids and alternative fueled vehicles, the use of state, federal and local funds to purchase these vehicles, and how small operators will comply with these regulations.

CARB also is in the process of finalizing its sustainable freight program that focuses on a pathway to zero and near-zero emissions for the freight transportation. Future cap & trade funding for goods movement will likely be linked to CARB's final sustainable freight report.

AB 32 authorized the California Cap & Trade Program and the additional cap & trade revenue included in the Revise is allocated as follows:

Figure CAP-01
2015-16 Cap and Trade Expenditure Plan
(Dollars in Millions)

<i>Investment Category</i>	<i>Department</i>	<i>Program</i>	<i>Jan 10/ Accelerated Drought</i>	<i>May Revision</i>	<i>Total</i>
Sustainable Communities and Clean Transportation	High-Speed Rail Authority	High-Speed Rail Project	\$250	\$250	\$500
	State Transit Assistance	Low Carbon Transit Operations Program	\$50	\$50	\$100
	Transportation Agency	Transit and Intercity Rail Capital Program	\$100	\$165	\$265
	Strategic Growth Council	Affordable Housing and Sustainable Communities Program	\$200	\$200	\$400
	Air Resources Board	Low Carbon Transportation	\$200	\$150	\$350
Energy Efficiency and Clean Energy	Department of Community Services and Development	Energy Efficiency Upgrades/Weatherization	\$75	\$65	\$140
	Department of General Services *	Energy Efficiency for Public Buildings	\$20	\$20	\$40
	University of California/ California State University	Renewable Energy and Energy Efficiency Projects	\$0	\$60	\$60
	Department of Water Resources/Department of Food and Agriculture	Water and Energy Efficiency	(\$30)	\$60	\$60
	Energy Commission/ Department of Water Resources	Drought Executive Order - Rebates for Appliances	\$0	\$30	\$30
	Energy Commission/ Department of Water Resources	Drought Executive Order - Water and Energy Technology Program	\$0	\$30	\$30
	Department of Food and Agriculture	Agricultural Energy and Operational Efficiency	\$5	\$20	\$25
	Department of Fish and Wildlife	Wetlands and Watershed Restoration	\$25	\$40	\$65
Natural Resources and Waste Diversion	Department of Forestry and Fire Protection	Forest Health	\$42	\$50	\$92
	Department of Food and Agriculture	Healthy Soils	\$0	\$20	\$20
	Cal Recycle	Waste Diversion	\$25	\$35	\$60
Total			\$992	\$1,245	\$2,237

* Shifts administration of Green Buildings and \$20 million from the current year from Energy Commission to Department of General Services.

Federal Update

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

MAP-21 Reauthorization Update: Both chambers in Congress passed short-term, two-month extensions on authorization for federal highway and mass transit programs, which were set to expire at the end of May. The legislation delays decisions over a long-term funding solution until the Highway Trust Fund runs out of money at the end of July.

The debate on the surface transportation program, including how to fund it will continue into the summertime.

During debates on the extension, House Republicans focused on the need to prevent 4,000 federal employee furloughs and the shutdown of reimbursements to state DOTs that would begin on June 1 unless Congress enacted an extension. Democrats emphasized the need to enact a long-term surface transportation reauthorization bill before the end of the extension on July 31. House Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA) noted that he expects Congress will likely need to take up another short-term extension through the end of the calendar year to allow the tax committees in the House and Senate enough time to work out a long-term funding solution. Both chambers are interested in a long-term solution, but differ on the funding mechanism.

It is expected that the Senate EPW Committee will mark up a six-year transportation bill in June.

Department of Transportation Federal Transportation bill proposal: At the end of March, Secretary Foxx released *Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America* (GROW AMERICA) Act. This ambitious proposal would authorize \$478 billion to be spent over six years on surface transportation programs. The Administration's proposal was introduced as legislation in May (H.R. 2353) by Representative Peter DeFazio (D-Ore.) on the same day the House approved a the two-month funding patch for highway programs. Representative DeFazio introduced the bill in an effort to support longer-term transportation solutions.

The bill provides Congress the option to increase surface transportation investment by 45 percent from current levels. The bill would: provide more funding to high-performing Metropolitan Planning Organizations (MPOs), put in place a transparent and clear permitting process to speed up project delivery, establish an \$18 billion freight program to improve freight rail service, raise transit investment by 76 percent, double the TIGER Grant program, and strengthen the TIFIA Loan program.

The proposal is funded by supplementing current revenues from the Highway Trust Fund in combination with a 14 percent transition tax on the up to \$2 trillion of untaxed foreign earnings that U.S. companies have accumulated overseas. This will prevent Trust Fund insolvency for six years and increase investments to meet national economic goals.

Fiscal Impact: There is no fiscal impact.

Attachments

A. Alameda CTC 2014 Legislation Program

Staff Contact

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



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

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

(adopted December 2014)

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none"> • Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures. • Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled, or other reliable means. • Support efforts that protect against transportation funding diversions.
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> • 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. • Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs. • Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures. • Support 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.
Project Delivery	Advance innovative project delivery	<ul style="list-style-type: none"> • Support environmental streamlining and expedited project delivery. • Support contracting flexibility and innovative project delivery methods. • Support high-occupancy vehicle/toll lane expansion in Alameda County and the Bay Area, implementation of AB 1811, and efforts that promote effective 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	<ul style="list-style-type: none"> • Support efforts that reduce project and program implementation costs. • Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> • Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs. • Support local flexibility and decision-making on land-use for transit oriented development (TOD) and priority development areas (PDAs). • Support innovative financing opportunities to fund TOD and PDA implementation.
	Expand multimodal systems and flexibility	<ul style="list-style-type: none"> • Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people and do not create unfunded mandates. • Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education. • Support parity in pre-tax fringe benefits for public transit/vanpooling and parking.

Issue	Priority	Strategy Concepts
Climate Change	Support climate change legislation to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none">• Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions, and support economic development.• Support 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.
Goods Movement	Expand goods movement funding and policy development	<ul style="list-style-type: none">• Support goods movement efforts that enhance the economy, local communities, and the environment, and reduce impacts.• Support a designated funding stream for goods movement.• Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy.• Ensure that Bay Area transportation systems are included in and prioritized in state and federal planning and funding processes.
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none">• Support efforts that encourage regional cooperation and coordination to develop, promote, and fund solutions to regional transportation problems and 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.