



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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Commission Vice Chair

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City of Oakland

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Alameda County

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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, July 13, 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, July 13, 2015, 10:30 a.m.*

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

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

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. [June 8, 2015 PPLC Meeting Minutes](#)

Recommendation: Approve the June 8, 2015 meeting minutes.

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

5. Legislation

5.1. [Legislative Update](#)

6. Planning and Policy

6.1. Countywide Multimodal Plans

6.1.1. [Overview of 2016 Alameda Countywide Transportation Plan \(CTP\) and Approval of Vision and Goals](#)

Recommendation: Approve the 2016 CTP Vision and Goals.

6.1.2. [Countywide Goods Movement Plan Contract Augmentation](#)

Recommendation: Authorize the Executive Director to execute Amendment No. 1 to Professional Services Agreement No. A13-0026 with Cambridge Systematics, Inc. for an additional \$50,000 for a total not-to-exceed amount of \$1,450,000.

7. Committee Member Reports (Verbal)

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8. Staff Reports (Verbal)

I

9. Adjournment

Next Meeting: September 14, 2015

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



Planning, Policy and Legislation Committee
Meeting Minutes
Monday, June 08, 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

A roll call was conducted. All member s were present with the exception of Commissioner Chan.

Subsequent to the roll call:

Commissioner Campbell-Washington arrived as an alternate for Commissioner Chan during item 5.1.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. May 11, 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 Atkin requested that staff correct the spelling of her last name as listed in item 4.1.

Commissioner Thorne moved to approve the Consent Calendar. Commissioner Haggerty seconded the motion. The motion passed unanimously (Kaplan, Carson and Chan absent).

5. Legislation

5.1. Legislative Update

Tess Lengyel provided an update on state and federal legislative initiatives. On the state side she stated that the budget conference committee is reviewing budget proposals and provided information specifically on cap and trade funds. On the federal side she updated the committee on the budget and MAP 21 reauthorization.

6. Planning and Policy

Tess Lengyel provided an update on the development of the countywide plan. She stated that at the Alameda CTC issued a call for projects and held its first work-shop on June 4, 2015. She stated that there will be a second workshop on July 9, 2015 and applications are due July 31, 2015.

7. Committee Member Reports

There were no committee member reports.

8. Staff Reports

There were no staff reports.

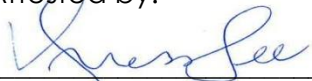
9. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, July 13, 2015 at 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

• 510.208.7400

• www.AlamedaCTC.org

DATE:	July 6, 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 June 8, 2015, the Alameda CTC reviewed one Draft Environmental Impact Report (DEIR) and one Addition to a Final Environmental Impact Report (FEIR). 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 Completion/Availability of Draft Environmental Impact Report (DEIR) for the East Pleasanton Specific Plan
- B. Response to the Addition to the Final Environmental Impact Report and Response to Comments for the 2211 Harold Way Mixed-Use Project

Staff Contact

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

[Daniel Wu](#), Assistant Transportation Planner

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June 8, 2015

Shweta Bonn,
Senior Planner
Community Development Department
200 Old Bernal Avenue
Pleasanton, CA 94566

SUBJECT: Response to Notice of Completion/Availability of Draft Environmental Impact Report (DEIR) for the East Pleasanton Specific Plan (P13-1858)

Dear Ms. Bonn,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the East Pleasanton Specific Plan. The Project location is generally east of Valley Avenue and Busch Road and north of Stanley Boulevard. The Specific Plan boundaries encompass approximately 1,110 acres located partially within the City of Pleasanton and partially within the unincorporated jurisdiction of Alameda County. The entire Specific Plan Area is within the Pleasanton General Plan Planning Area and Pleasanton's Sphere of Influence. The preferred project consists of 1,759 housing units, including 65 percent single-family and 35 percent multi-family units; 91,000 square feet of retail space; 442,000 square feet of office space; 1,057,000 of industrial space; 3 acres of destination use; 45 acres of public park; 35 acres of private open space; and 17 acres of public and institutional use.

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

- The Alameda CTC's Congestion Management Program (CMP) requires that the DEIR address potential impacts to not only roadways on the Metropolitan Transportation System (MTS) network, but also potential impacts of the project on MTS transit operators, Countywide Bicycle Network, and Pedestrian Areas of Countywide Significance. The following revisions should be made to the DEIR to reflect the multimodal nature of the CMP requirements:
 - Revise description of the CMP requirements to include impacts on transit operators, bicycle network, and pedestrian areas on pages 3.14-30, 3.14-31, and 3.14.53.
 - Include the CMP's requirements in the text of Impact TRANS-9 (page 3.14-67) that describes the DEIR's evaluation of how the Specific Plan would conflict with adopted policies, plans or programs supporting alternative transportation.
- In Section 3.14.3 Methodology (page 3.14-31), the DEIR indicated that transportation impacts would be considered significant if they exceed level of service standards and travel demand measures, or other standards established by the County Congestion Management Agency for designated roads and highways. Note that the Alameda CTC has not adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program (LUAP) of the CMP. Professional judgment should be applied to determine the significance of project impacts. Please refer to Chapter 6 of the Alameda CTC Congestion Management Program 2013 report for more information.

- Include segment beginning and ending cross streets (or equivalent description) for MTS roadway segments evaluated under Impact TRANS-4 (page 3.14-53) that evaluates the Specific Plan's potential roadway impacts according to CMP requirements.
- Alameda CTC noted that the project used the Alameda CTC Travel Demand Model updated in 2011 with traffic volume projections for 2020 and 2035. This 2011 model was the most up to date version at the time of the Notice of Preparation (NOP) of the Project DEIR. Since then, the Alameda CTC has updated its model in late 2014.
- For Impact TRANS-4 (page 3.14-54), the DEIR described that many impacted roadway segments in 2020 and 2035 have already been built out to their ultimate configuration as envisioned by the City of Pleasanton's General Plan. For these impacted segments, the DEIR also stated that payment of the City of Pleasanton and Tri-Valley Regional impact fees would fund improvements to parallel corridors in the region that would provide alternative routes and additional capacity in the region. If possible, the DEIR should:
 - Identify parallel roadway facility improvements, their funding status and effects on service standards; and
 - Identify travel demand management (TDM) measures, and transit, bicycle, and pedestrian improvements that can serve as mitigation measures for these impacted roadway segments. The Alameda CTC CMP Menu of TDM Measures and TDM Checklist may be useful for this analysis of TDM mitigation measures (See Appendices G and H of the 2013 CMP).
- To calculate the number of trips generated by the project, the DEIR applied a mixed-use trip generation model (MXD) in conjunction with published trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th edition). The MXD also calculated transit, walk, and bike trips to and from the project area. Alameda CTC has two comments regarding the trip generation approach:
 - The Alameda CTC model also projects transit, bicycle, and walking trips. Did the project team use the Alameda CTC model to estimate multimodal trips and compare the estimated trips from the Alameda CTC model with the MXD derived estimates?
 - Has the project team compared multimodal trip estimates from the project with mode split from similar developments in the City of Pleasanton for reasonableness?
- The trip generation estimated (page 3.14-24) that the project would generate approximately 970 daily transit trips. However, the DEIR is unclear about how many of those trips would be trips served by regional transit agencies (BART or ACE) or Livermore Amador Valley Transit Agency:
 - For instance, page 3.14-68 of the DEIR stated that "in the morning peak hour, approximately 30 transit trips are expected to be generated by the project, with an additional 50 transit trips in the evening peak hour. Spread out over the peak hour, the additional ridership generated by development within the Plan Area would likely the number of passengers per car during peak periods by zero to two people, which would be imperceptible to existing riders of the BART system." Does the DEIR assume all transit trips generated would be drive to BART or ACE trips?
- Alameda CTC noted that the DEIR found the project's contribution to the existing BART parking deficit to be significant and unavoidable.

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

Sincerely,

A handwritten signature in dark ink, appearing to read 'Tess Lengyel', with a long horizontal flourish extending to the right.

Tess Lengyel
Deputy Director of Planning and Policy

cc: Daniel Wu, Assistant Transportation Planner
file: CMP/Environmental Review Opinions/2015

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June 22, 2015

Shannon Allen
Principal Planner
City of Berkeley
Planning and Development Department
2120 Milvia St
Berkeley, CA 94704

SUBJECT: Response to the Addition to the Final Environmental Impact Report and Response to Comments for the 2211 Harold Way Mixed-Use Project

Dear Ms. Allen,

Thank you for notifying us of the Addition to the Final Environmental Impact Report (FEIR) and Response to Comments for the 2211 Harold Way Mixed-Use Project. In November 2014, Alameda CTC reviewed the project Draft Environmental Impact Report (DEIR) and determined that the project was exempt from review under the Congestion Management Program Land Use Analysis Program (LUAP) as it would not generate 100 p.m. peak hour trips in excess of trip generation expected from the existing land uses. We have reviewed the recommended project alternative in the Addition to the FEIR and concluded similarly that the project is exempt from LUAP review.

Please contact me at (510) 208-7405 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, sweeping horizontal line extending to the right.

Tess Lengyel
Deputy Director of Planning and Policy

cc: Daniel Wu, Assistant Transportation Planner
file: CMP/Environmental Review Opinions/2015

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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: July 6, 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: On Monday, June 15th, the Legislature approved a 2015-16 budget and a few non-controversial budget trailer bills, thus meeting the Constitutional requirement. The budget sent to the Governor reflected the Legislators spending priorities and relied on the LAO's higher revenue forecast. The strategy was to approve a budget on time and then continue to negotiate with the Governor on Medi-Cal provider rates, the repeal of the Maximum Family Grant rule, and increases in child care, among other issues. The Monday budget includes \$117 billion in General Fund spending, which is \$2.2 billion larger than the Administration's.

Less than 24 hours later a deal was reached. The deal reverts back to the Governor's revenue estimates and increases spending above the Governor's budget by about \$68 million, for a general fund budget of \$115.4 billion. The agreement maintains support for some of the Legislature's priorities by providing Medi-Cal to undocumented children, expands pre-school slots, and one time funding to restore IHHS worker hours. In addition, the budget places \$3.5 billion into the Prop 2 Rainey Day Fund and sets aside \$1.1 billion in reserve.

The announcement of the budget deal also included an announcement of two special sessions. One special session is being called to address the funding needs facing the state's healthcare system. The goal of the health care special session is to enact a stable funding source for Medi-Cal services, ongoing funding for IHSS hours, and developmental disability services. The other special session being called is to address the funding crisis facing the state and local transportation infrastructure needs.

Transportation Budget Items: The budget act and the transportation trailer bill, AB 95, made several fairly non-controversial changes to various transportation items.

- Adopts Governor's Budget proposal to accelerate the implementation of road user charge pilot program.
- Extends an existing exemption for one year that restricts transit agencies from using State Transit Assistance funding on operations if their operational costs exceeded the consumer price index.
- Approves 25 positions to create a \$500 million project shelf for the State Highway Operations and Preservation Program.
- Appropriates \$12 million from the State Highway Account for fleet greening at Caltrans
- Identifies \$842 million in pre-Proposition 42 borrowing from 2000-01 as general borrowing.
- Adopts reporting language to require Caltrans to study possible improvements to the State's intercity rail system through additional investment in grade separation at key intersections.
- Approves language to allow Sacramento County to use existing local streets and roads funds to complete the Walerga Park Soundwall.
- Appropriates \$5 million State Highway Account for the construction of fish passages in areas where state highways currently block fish.
- Adopts provisional language to allow Caltrans to relinquish the Tower Bridge, and includes expenditure authority of \$15 million necessary to bring the bridge up to a state of good repair.
- Abolishes three obsolete special funds that are no longer active: the Transportation Investment Fund, the Pedestrian Safety Account, and the Clean Renewable Energy Bonds Subaccount in the Special Deposit Fund.
- Funds Amtrak contract changes, pursuant to federal government requirements.

Transportation Special Session: As part of the agreement reached on spending priorities in the 2015-16 budget, the Governor, along with the Speaker Atkins and Senate President Pro-Tem de Leon, announced the formation of a special session focusing on funding the state's transportation needs; membership on the Extraordinary Session on Infrastructure is shown on Attachment B for both the Senate and the Assembly. The transportation infrastructure Proclamation focuses solely infrastructure maintenance needs of state highways and local streets and roads, as well as trade corridor improvements. It does not mention the needs for mass transit facilities or service.

The Proclamation outlines the legislative topics aimed at addressing pay-as-you-go, permanent, and sustainable funding for the following issues:

- Funding to adequately maintain and repair the state's transportation system and other critical infrastructure.
- Improve the state's key trade corridors.
- Funding to repair and maintain local transportation infrastructure.

In addition, the Proclamation encourages legislation that establishes performance criteria that would measure progress via a percentage of roadways in good condition, and proposals that expedite project delivery or reduce costs.

The creation of a special session allows legislation to be introduced and be heard outside the restrictions of the regular legislative session timelines. While special session bills take affect sooner than regular session bills with only a majority vote, any tax increase or new fee proposal still requires a 2/3 vote of the legislature.

The Governor did not release his own proposal to fund the state's transportation needs, and he did not express any preferences at the press conference. He only stated that everything is on the table.

While the Governor stating everything is on the table with respect to funding transportation, it does not include anything that is outside the box of existing taxes, fees and fund shifts. The funding proposals that have been unveiled or discussed are all, so far, short-term solutions with the underlying assumption that a road user change being the ultimate goal will be implemented in the coming years. In addition, these proposals place another confusing layer on top of past solutions and budget gimmicks and do not propose to repeal the swap.

- Excise Tax: SB 16 currently calls for 10 cent increase for gasoline excise tax, and 12 cent increase for diesel fuel. SB 16 directs all of these funds, except for 2 cents of the diesel excise tax, to a new distribution formula that directs the funds to SHOPP projects and local streets and roads. The extra 2 cents is dedicated to the Trade Corridors Improvement Fund.

- Weight Fees: The “gas tax swap” was created to alleviate general fund pressures during a time of need. This was done through a round-about means that shifted truck weights fees to a special account that is used to pay the debt payments on transportation bonds. SB 16, the Speakers proposal, and the Senate Republican Caucus support returning these funds back to transportation accounts. However, this will result in a \$1 billion impact to the general fund, and any transportation funding proposal will need to backfill this loss. The Senate Republican Caucus is supporting SCA 7, which would amend the Constitution to return the weight fees to transportation accounts, and dedicate any increase in the Vehicle License Fee to transportation projects.
- Vehicle Fees: The Speakers proposal included a proposal that would place fee, of approximately \$50, on every vehicle registered in the state. This revenue would be used to backfill the general fund for the return of the weight fees, with the balance being used for transportation infrastructure maintenance.

SB 16 includes several vehicle fees that include base registration fee increase of \$35 and \$100 fee imposed on all zero emission vehicles. In addition, SB 16 proposes a Vehicle License Fee increase .35%. SB 16 would use the VLF revenue to backfill the general fund for the loss of the weight fees. However, the Senate Republican Caucus has introduced SCA 7, which would dedicate any increased VLF revenue to transportation projects, thus eliminating the ability to use the revenue to backfill the general fund.

- Cap & Trade Revenue: SB 16 and the Speaker's proposal do not include the use of cap & trade auction revenue as a source to fund transportation maintenance needs. However, the Senate Republican Caucus has proposed redirecting \$1.9 billion in auction funds to transportation maintenance needs. The \$1.9 billion figure is the estimated amount of auction proceeds attributed to including fuels in the auction.
- Repaying Loans: All of the proposals call for the repayment of numerous loans made from various transportation accounts to the general fund. Depending on the how you calculate this debt there is \$1-2 billion that the general fund owes transportation.

Since the proclamation establishing the Extraordinary Session on Infrastructure, several bills have been reintroduced that reflect earlier bills going through the regular legislative process; however, no hearing dates have been scheduled as of this writing. These bills include:

- ABX 1-1 (Alejo). This bill is similar to AB 227 which proposes to eliminate the use of truck weight fees to pay for transportation bond debt and instead use the funds for the STIP, SHOPP and local streets and roads.

- SBX 1-1 (Beall). This bill is similar to SB 16 which would increase funds for transportation through a combination of revenue enhancements including the excise tax, vehicle registration fee, truck weight fees for transportation and repayment of existing loans. The revenue would fund road and highway projects in counties that have not yet passed sales tax measures (5% annually), state highway maintenance and local roads maintenance (50% each after the 5% off the top).
- SCAX 1-1 (Huff). This bill is similar to SCA 1 which would restrict expenditures derived from motor vehicle fees and taxes to disallow payments for transportation bond debt and

Cap & Trade: The Legislature will delay action on the cap & trade expenditure plan. However, the continuously appropriates funds for High Speed Rail, Low Carbon Transit Operations, Transit & Intercity Rail Capital, and the Affordable Housing & Sustainable Communities Program will flow.

The Senate, Assembly, and the Administration are far from an agreement on how to spend the additional cap & trade auction revenue. While the 40% funds that includes \$350 million for CARB programs appears secure, the main focus of negotiations is on how to spend the \$500 million in reserve funds. In addition, southern California counties have expressed their frustration with the Affordable Housing & Sustainable Communities program process, and they are pushing a request to allocate cap & trade revenues directly to regional authorities to implement sustainable communities programs, with the allocations weighted toward the number of disadvantaged communities in the region.

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: On June 24, the bipartisan leaders of the Senate Environment and Public Works Committee released the text of a six-year highway program reauthorization. EPW Chairman James Inhofe (R-OK), Ranking Member Barbara Boxer (D-CA), and Sens. David Vitter (R-LA) and Tom Carper (D-DE) unveiled the "Developing a Reliable and Innovative Vision for the Economy Act" (DRIVE Act).

The bill would provide \$278 billion in Highway Trust Fund contract authority over six fiscal years (FY 2016-2021). That averages out to about

\$43 billion per year or an increase of 3 percent annually over the next six years over current level funding.

In general, the existing core highway program structure from MAP-21 is maintained, including: the National Highway Performance Program (NHPP); the Highway Safety Improvement Program (HSIP); the Surface Transportation Program (STP); and the Congestion Mitigation and Air Quality Improvement Program (CMAQ).

The Senate EPW Committee approved the bill by a unanimous roll call vote. The passed bill included a manager's amendment package that included a provision to incentivize the planting of "pollinator friendly" plants along roadways. The bill is the first of the transportation bills to head to the Senate floor.

In March, the Administration submitted its GROW AMERICA Act that would have provided \$478 billion over six years (or a 30% increase from current FY15 levels).

Both of these proposals, along with other introduced modal specific bills, will inform the larger discussions that will take place when Congress comes back in session in early July. The current continuing resolution for the surface transportation bill expires at the end of July 2015.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC 2014 Legislation Program
- B. Extraordinary Session on Infrastructure Legislative Members from Senate and Assembly

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.



FOR IMMEDIATE RELEASE

June 24, 2015

CONTACT: John Casey (916) 319-2408

Speaker Atkins Announces Assemblymembers to Serve on Special Session Committees

SACRAMENTO—Assembly Speaker Toni G. Atkins (D-San Diego) announced today the Assemblymembers who will serve on the special session committees. Each special session consists of three committees.

Extraordinary Session on Infrastructure

Rules Committee – Same membership as regular session.

Finance Committee

Assemblymember Jimmy Gomez (D-Northeast Los Angeles), Chair
 Assemblymember Frank Bigelow (R-O'Neals), Vice Chair
 Assemblymember Richard Bloom (D-Santa Monica)
 Assemblymember Reginald Byron Jones-Sawyer (D-South Los Angeles)
 Assemblymember Kevin McCarty (D-Sacramento)
 Assemblymember Melissa Melendez (R-Lake Elsinore)
 Assemblymember Jay Obernolte (R-Big Bear Lake)
 Assemblymember Phil Ting (D-San Francisco)
 Assemblymember Shirley Weber (D-San Diego)

Transportation and Infrastructure Development

Assemblymember Jim Frazier (D-Oakley), Chair
 Assemblymember Katcho Achadjian (R-San Luis Obispo), Vice Chair
 Assemblymember Luis Alejo (D-Salinas)
 Assemblymember Autumn Burke (D-Inglewood)
 Assemblymember David Chiu (D-San Francisco)
 Assemblymember Bill Dodd (D-Napa)
 Assemblymember Susan Talamantes Eggman (D-Stockton)
 Assemblymember Mike Gatto (D-Glendale)
 Assemblymember David Hadley (R-Torrance)
 Assemblymember Young Kim (R-Fullerton)
 Assemblymember Eric Linder (R-Corona)
 Assemblymember Adrin Nazarian (D-Sherman Oaks)
 Assemblymember Patrick O'Donnell (D-Long Beach)

Extraordinary Session on Health Care

Rules Committee – Same membership as regular session.

Finance Committee

Assemblymember Shirley Weber (D-San Diego), Chair
Assemblymember Melissa Melendez (R-Lake Elsinore), Vice Chair
Assemblymember Frank Bigelow (R-O'Neals)
Assemblymember Richard Bloom (D-Santa Monica)
Assemblymember Jimmy Gomez (D-Northeast Los Angeles)
Assemblymember Reginald Byron Jones-Sawyer (D-South Los Angeles)
Assemblymember Kevin McCarty (D-Sacramento)
Assemblymember Jay Obernolte (R-Big Bear Lake)
Assemblymember Phil Ting (D-San Francisco)

Public Health and Developmental Services

Assemblymember Rob Bonta (D-Oakland), Chair
Assemblymember Brian Maienschein (R-San Diego), Vice Chair
Assemblymember Catherine Baker (R-Pleasanton)
Assemblymember Susan Bonilla (D-Concord)
Assemblymember Nora Campos (D-San Jose)
Assemblymember Eduardo Garcia (D-Riverside)
Assemblymember Marc Levine (D-San Rafael)
Assemblymember Chad Mayes (R-Yucca Valley)
Assemblymember Miguel Santiago (D-Los Angeles)
Assemblymember Marc Steinorth (R-Rancho Cucamonga)
Assemblymember Mark Stone (D-Monterey Bay)
Assemblymember Tony Thurmond (D-Richmond)
Assemblymember Jim Wood (D-Healdsburg)

The letters to the Chief Clerk of the Assembly are attached.

Website of Assembly Speaker Toni G. Atkins: www.asmdc.org/speaker

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FOR IMMEDIATE RELEASE: June 24, 2015

CONTACT: Claire.Conlon@sen.ca.gov or (916) 651-4024

Pro Tem De León Announces Senators to Serve on Special Session Committees

SACRAMENTO – Senate President pro Tempore Kevin de León has announced the Senators who will serve on the special session committees. Each special session consists of three committees.

Extraordinary Session on Infrastructure

Rules & Appropriations Committees – same membership as regular session.

Transportation and Infrastructure Development Committee:

Jim Beall (D-San Jose), Chair
Anthony Cannella (R-Ceres), Vice-Chair
Benjamin Allen (D-Santa Monica)
Patricia Bates (R-Laguna Niguel)
Tom Berryhill (R-Twain Harte)
Ted Gaines (R-Roseville)
Robert Hertzberg (D-Van Nuys)
Connie Leyva (D-Chino)
Carol Liu (D-La Cañada/Flintridge)
Mike McGuire (D-Healdsburg)
Tony Mendoza (D-Artesia)
Fran Pavley (D-Agoura Hills)
Bob Wieckowski (D-Fremont)

Extraordinary Session on Health Care

Rules & Appropriations Committees – same membership as regular session.

Public Health and Developmental Services Committee:

Ed Hernandez (D-West Covina), Chair
Mike Morrell (R-Rancho Cucamonga), Vice-Chair
Joel Anderson (R-Alpine)
Jim Beall (D-San Jose)

Isadore Hall, III (D-South Bay)
Mark Leno (D-San Francisco)
Mike McGuire (D-Healdsburg)
Holly Mitchell (D-Los Angeles)
John Moorlach (R-Irvine)
Bill Monning (D-Carmel)
Jim Nielsen (R-Gerber)
Richard Pan (D-Sacramento)
Lois Wolk (D-Davis)

####

Claire Conlon

Press Secretary

Office of Senate President pro Tempore

Senator Kevin de León

24th Senate District – Los Angeles

(916) 651-4024

<http://sd24.senate.ca.gov>



Memorandum

6.1.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 6, 2015

SUBJECT: Overview of 2016 Alameda Countywide Transportation Plan (CTP) and Approval of Vision and Goals

RECOMMENDATION: Approve the 2016 CTP Vision and Goals.

Summary

Alameda CTC is responsible for preparation and implementation of the Alameda Countywide Transportation Plan (CTP), a long-range planning and policy document that guides future transportation investments for all transportation modes and users in Alameda County. It is updated every four years. The existing CTP was adopted in 2012 and is currently being updated for adoption in June 2016.

The 2016 CTP Update process began with a Request for Proposal (RFP) release in January 2015. In April 2015, Alameda CTC awarded a contract, to complete the update to a consultant team led by Nelson\Nygaard Consulting Associates. The CTP process officially launched with release of the project/program application in early June 2015. Alameda CTC will be soliciting applications for projects and programs to include in the CTP until July 31.

This CTP update occurs simultaneously with the update of the Regional Transportation Plan/Sustainable Communities Strategy, known as Plan Bay Area, led by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG). The Plan Bay Area update, known as Plan Bay Area 2040, is already underway and scheduled to be adopted in the Spring of 2017. Since the CTP is the basis for and informs the Plan Bay Area regarding long term transportation improvements for Alameda County, Alameda CTC will actively participate in the Plan Bay Area 2040 development process and coordinate the CTP development with the Plan Bay Area 2040 development.

The first stage of the CTP update is to approve the CTP Vision and Goals. The vision and goals for the 2012 CTP were adopted after an extensive, several-month long process which included several rounds of input from the community, jurisdiction staff, policy makers, Alameda CTC committees, and the Commission. It is recommended that the 2012 CTP Vision and Goals be re-adopted for the 2016 CTP update without changes given the exhaustive nature of the last Vision/Goals development effort and the continuing relevance and applicability of the vision and goals.

Discussion

Alameda CTC develops and updates the Countywide Transportation Plan, the long range transportation planning and policy document for the County. This document establishes a vision for Alameda County's multimodal transportation system to support the transportation needs of all users, develops a list of projects, programs and strategies to support the vision, inventories available funding and identifies gaps where funding and needs do not match and where additional sources of funding need to be secured. The existing CTP was adopted in 2012, and it was developed in conjunction with the development of the 2012 and 2014 Transportation Expenditure Plans.

State legislation mandates that the CTPs form the basis for the Regional Transportation Plan/Sustainable Communities Strategy and that the CTPs should consider the most recent RTP/SCS. Alameda CTC coordinated the 2012 CTP update with and provided input into the Plan Bay Area (RTP/SCS) development by MTC and ABAG that occurred during the same time. Both MTC and ABAG began the update process to the Plan Bay Area (Plan Bay Area 2040) recently. Additionally, MTC has updated the Guidelines for the Countywide Transportation Plans in September 2014 to reflect the new legislative requirements that connects the CTPs with the Plan Bay Area since the last update to the guidelines in 2000. As with the previous processes, the Alameda CTC will coordinate the 2016 CTP development process with the Plan Bay Area 2040 development and will ensure that the updated CTP conforms to the recently adopted guidelines for the CTP.

The 2016 CTP Update:

The 2016 CTP update will build on the work that was done for the 2012 CTP update, focusing on addressing the changes in the regulatory and financial environment to develop a strategy to guide the long term multimodal transportation improvements for all users in Alameda County. The update will coordinate with all internal planning efforts and existing resources. In that regard, to the extent possible, it will use the work from all the three ongoing Alameda CTC's modal planning efforts, the Countywide Transit Plan, Countywide Multimodal Arterial Plan and Countywide Goods Movement Plan, including the adopted Countywide Bicycle Plan and Countywide Pedestrian Plan, and the Congestion Management Program.

The update will also include components to address climate change responding to the Sustainable Communities and Climate Protection Act (SB 375), land use and transportation integration with the Priority Development Areas (PDA) and Priority Conservation Areas (PCAs), and Complete Streets policies. A new requirement under the MTC Guidelines for the Countywide Transportation Plans is the implementation of an equity analysis as part of the plan. This has been incorporated into this 2016 CTP update. The proposed investment plan for the CTP will include performance based evaluation of projects and programs that will also build off of, to the extent possible, the performance evaluation work from the three modal plans.

CTP Vision and Goals

The Vision and Goals are the foundation of the CTP. One of the primary purposes of the CTP is to conduct performance-based evaluation to establish a priority list of projects and programs for funding and implementation in Alameda County. The performance measures used for this evaluation are grounded in the vision and goals to ensure that the evaluation process reflects the full range of Alameda CTC's aspirations for the county's transportation system.

For development of the 2012 CTP, Alameda CTC involved residents and groups representing seniors, people with disabilities, bicycle advocates, environmental, education and faith-based groups, businesses and local jurisdictions. Alameda CTC also worked with a Steering Committee, Community Advisory Working Group, and Technical Advisory Working Group. These committees included representatives from 15 local jurisdictions, six transit operators, Caltrans District 4, the Port of Oakland, MTC and other community and agency stakeholders and the public. All these groups were involved in developing a comprehensive vision statement and a set of goals that captures the broad array of needs that the county's transportation system needs to meet.

Given the extensive process conducted in 2012, and the fact that the modal plans have each based their goals development on this adopted 2012 CTP vision and goals, staff recommends that the Commission simply reaffirm and approve the 2012 CTP vision and goals for the 2016 CTP.

2012 CTP VISION AND GOALS

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 and will be supported by these goals:

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**

CTP development process and schedule

Similar to the 2012 CTP development, the 2016 CTP update will be a transparent process, with Alameda CTC closely working with the jurisdictions, transit agencies, and key stakeholders including advocacy groups. Public outreach for the Plan will be coordinated closely with other outreach efforts that are underway at the agency to ensure strategic use of stakeholders time; CTP input will be sought at strategic points throughout the Plan development process. The 2016 CTP is expected to be adopted in June 2016.

Plan Bay Area 2040 Development

MTC and ABAG began the Plan Bay Area 2040 development at the end of 2014 with the release of the Public Participation Plan. The RTP call for projects was released in May 2015 and will be open through the summer. Alameda CTC must ensure that the draft list of projects/programs for Alameda County is submitted no later than September 30, 2015 and the final Commission-resolution adopting a list by October 31, 2015.

The Plan Bay Area 2040 development will be a focused update using the overall framework of the Plan Bay Area adopted in 2013. It will include emphasis on state of good repair and maintaining performance framework, focus on new initiatives and projects, and greater integration of other regional initiatives, including goods movement.

Fiscal Impact: There is no fiscal impact.

Staff Contact

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

[Saravana Suthanthira](#), Senior Transportation Planner



Memorandum

6.1.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 6, 2015

SUBJECT: Countywide Goods Movement Plan Contract Augmentation

RECOMMENDATIONS Authorize the Executive Director to execute Amendment No. 1 to Professional Services Agreement No. A13-0026 with Cambridge Systematics, Inc. for an additional \$50,000 for a total not-to-exceed amount of \$1,450,000

Summary

The Alameda CTC is developing a Countywide Goods Movement Plan that will identify short- and long-range strategies to efficiently and sustainably move goods by truck, rail, air, and sea. This effort is closely coordinated with the development of a Regional Goods Movement Plan by the Metropolitan Transportation Commission (MTC). To ensure consistency in the plans and for efficiency in technical analyses, the development of a regional goods movement plan is incorporated as a task in the Alameda CTC goods movement plan contract, with all funding coming from MTC. MTC's original task budget was for a not-to-exceed of \$500,000 and was approved as part of the overall contract with Cambridge Systematics. MTC wishes to augment the budget for the regional goods movement plan task by adding \$50,000, which requires an augmentation of the overall contract. The full \$50,000 will be supplied by MTC with their local funds through an existing interagency agreement. Attachment A includes MTC's request to augment their task budget for a not-to-exceed amount of \$550,000 on this contract.

Fiscal Impact: The proposed action does not encumber any additional Alameda CTC funds. Both the additional funding from MTC and the increase in contract amount will be incorporated in the FY15-16 midyear budget update. There are no Levine Act conflicts related to this contract.

Attachments

A. MTC Professional Services Agreement Amendment 2

Staff Contact

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

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Amey Rein Worth
Cities of Contra Costa County

Steve Heminger
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

March 24, 2015

RECEIVED

APR 16 2015

ALAMEDA CTC

Arthur L. Dao
Executive Director
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

RE: Professional Services Agreement Amendment No. 2

Dear Mr. Dao:

This letter is Amendment No. 2 to our Funding Agreement (the "Agreement") dated April 28, 2014, and amended October 3, 2014, for the performance of the MTC Regional Goods Movement Study task of the Alameda Countywide Goods Movement Collaborative and Plan ("PROJECT").

The following provision of the Agreement is hereby modified:

1. Total compensation to be paid under the Agreement is increased by \$150,000 to five hundred fifty thousand dollars. (\$550,000).

Except as provided herein, all other terms and conditions of the Agreement remain unchanged and are herein incorporated by this reference as though set forth in full.

If you agree, please sign both copies of this letter in the space provided below and return one to us. The other copy is for your files.

Very truly yours,

Steve Heminger
Executive Director

MTC/Alameda CTC
Regional Goods Movement Study Task of Alameda Countywide
Goods Movement Collaborative and Plan - Funding Agreement
Amendment No. 2
Page 1

Accepted and Agreed to this 30 day
Of March, 2015.




Arthur Dao, Executive Director

SH: cc

J:\CONTRACT\Contracts-New\CON 13-14\Funding Agreements\ACTC_MTC Goods Movement\ACTC MTC goods movement
funding agreement - Amend 2_Final.docx

**ON-CALL SERVICE REQUEST FORM (OCSR)**

Approved request form must be on file for extra work performed.

Contract Number:	On-Call Service Request Number: 3
Consultant: Cambridge Systematics	Task Number: 7
Requested by: <input checked="" type="checkbox"/> ACTC <input type="checkbox"/> Consultant	Date of Request: May 4, 2015
REASON FOR REQUEST	
MTC requests that ACTC approve Cambridge Systematics to continue and add work for Task 7, Regional Goods Movement Study, as part of the Alameda Countywide Goods Movement Plan and Collaborative contract ACTC holds with Cambridge Systematics.	
The Funding Agreement has now been amended to add an additional \$150,000, bringing the full amount to \$550,000.	
SCOPE OF REQUEST (Include schedule details)	
Please see the attached funding agreement amendment. The amendment adds \$150,000 to the existing \$400,000 funding agreement.	
Work should be authorized to continue work on Task 7, with Consultant to not exceed \$550,000 of work.	
Task Budget (Not-to-Exceed)	\$550,000
Previously Approved OCSR's for Task	\$400,000
This OCSR Estimate (Attach Resource Estimate)	
Authorized OSCR Task Budget	
Remaining Task Budget	
Reviewer Comments:	
Reviewed and Approved by:	
Signature	Date
	5-4-15

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