



# Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

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

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City of Oakland

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Mayor Pauline Cutter

## **City of Union City**

Mayor Carol Dutra-Vernaci

## **Executive Director**

Arthur L. Dao

## **Planning, Policy and Legislation Committee**

**Monday, February 8, 2016, 10:30 a.m.**

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

### **Mission Statement**

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

### **Public Comments**

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

### **Recording of Public Meetings**

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

### **Reminder**

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

### **Glossary of Acronyms**

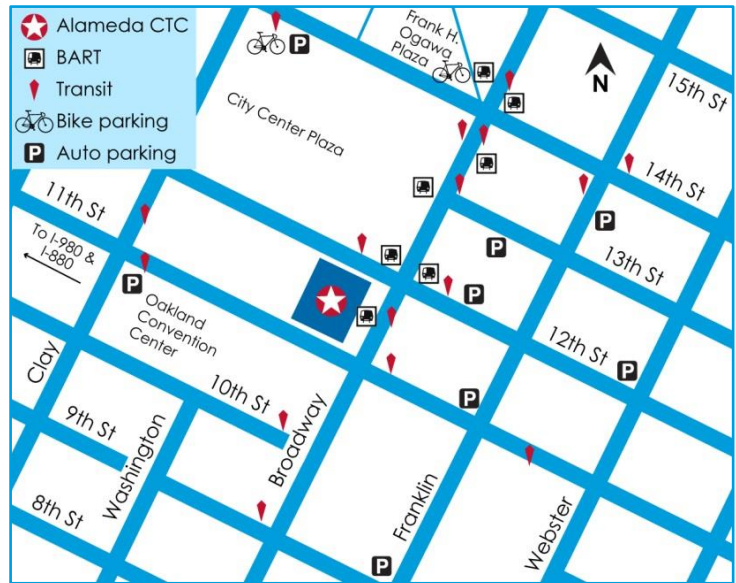
A glossary that includes frequently used acronyms is available on the Alameda CTC website at [www.AlamedaCTC.org/app\\_pages/view/8081](http://www.AlamedaCTC.org/app_pages/view/8081).

## Location Map

### Alameda CTC

1111 Broadway, Suite 800  
Oakland, CA 94607

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



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

## Accessibility

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



## Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at [www.AlamedaCTC.org/events/upcoming/now](http://www.AlamedaCTC.org/events/upcoming/now).

## Paperless Policy

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

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**1. Pledge of Allegiance**

**2. Roll Call**

A roll call was conducted. All members were present with the exception of Commissioner Carson, Commissioner Ortiz and Commissioner Chan.

**Subsequent to the roll call:**

Commissioner Campbell-Washington arrived as an alternate for Commissioner Chan during Item 5.1. Commissioner Ortiz also arrived during Item 5.1.

**3. Public Comment**

There were no public comments.

**4. Consent Calendar**

**4.1. November 9, 2015 PPLC Meeting Minutes: Approval of the November 9, 2015 meeting minutes.**

**4.2. Congestion Management Program: Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments**

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

**5. Legislation**

**5.1. Legislative Update**

Tess Lengyel provided an update on state and federal legislative initiatives and recommended that the Commission approve the final draft 2016 legislative program. Tess provided an update on federal budget and federal transportation issues. She also covered the governor's budget and legislative activities and policies at the state level.

Commissioner Kaplan asked if local CMA's are the entities that will submit applications for the Fast Act Grant. Tess stated that a CMA is eligible for certain types of funding.

*Commissioner Kaplan moved to approve this item. Commissioner Ortiz seconded the motion. The motion passed unanimously (Carson absent).*

**6. Planning and Policy**

**6.1. 2016 Alameda Countywide Transportation Plan (CTP): Approval of performance measures for the 2016 Countywide Transportation Plan (CTP).**

Tess Lengyel recommended that the Commission approve the performance measures for the 2016 Countywide Transportation Plan (CTP). She introduced Saravana Suthanthira who gave a presentation covering the CTP development, performance based planning, the technical evaluation and the fourteen measures across five categories. Saravana

concluded by providing information on the dates and times of the public open houses scheduled in January.

Commissioner Ortiz asked how the plan will objectively compare transportation improvements and investments as stated in the staff report. Tess stated the final CTP requires a fiscally constrained element and a vision element. Staff will perform analyses on an overall system and bring recommendations to the Commission for projects in both the constrained and vision elements.

Commissioner Kaplan asked if the performance measures were intended to be used to measure individual projects or the program as a whole. Tess Lengyel noted that the objective of approving the performance measures is to gauge how the program performs against the goals and objectives that the commission previously adopted.

Commissioner Kaplan asked if the model includes data on what amount of congestion in the county comes from outside of Alameda County. Tess stated that the model includes information on congestion in nine bay area counties as well as San Joaquin County.

Commissioner Haggerty suggested better clarifying the term "network congestion" under the Travel Efficiency performance measure. Tess stated that staff can define the term and clarify that it includes interregional travel.

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

**7. Committee Member Reports**

There were no committee member reports.

**8. Staff Reports**

There were no staff reports.

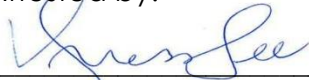
**9. Adjournment/ Next Meeting**

The next meeting is:

Date/Time: Monday, February 8, 2016 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:** February 1, 2016

**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 January 11, 2016, the Alameda CTC reviewed a proposed project that would modify existing land use. Comments were submitted on this proposed project and the comment letter is included as Attachment A.

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

## Attachments:

- A. Response to the City of Livermore's Proposed Chestnut Square Project

## Staff Contact

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

[Daniel Wu](#), Assistant Transportation Planner

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January 11, 2016

Lori Parks  
Associate Planner  
Community Development Department  
City of Livermore  
1052 South Livermore Avenue  
Livermore, CA 94550

SUBJECT: Response to the City of Livermore's Proposed Chestnut Square Project - Vesting Tentative Parcel Map 10485 (SUB 15-010)

Dear Ms. Parks,

Thank you for the opportunity to comment on the proposed Chestnut Square Project. A single-story 66,825-square foot commercial building currently occupies this project site. The project proposes:

- 10 market-rate townhouse building (44 units),
- An affordable rental senior rate housing building (73 units), and
- An affordable rental family housing building (43 units).

We have reviewed the project and determined that it is exempt from review under the Congestion Management Program Land Use Analysis Program as it will not generate 100 p.m. peak hour trips in excess of trip generation from existing land use.

Thank you for the opportunity to comment on this project. 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 that reads "Tess Lengyel". The signature is fluid and cursive, written over a white background.

Tess Lengyel  
Deputy Director of Planning and Policy

cc: Daniel Wu, Assistant Transportation Planner  
file: CMP/Environmental Review Opinions/2016

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**DATE:** February 1, 2016

**SUBJECT:** Legislative Update

**RECOMMENDATION:** Receive an update on state and federal legislative activities and approve legislative positions

## 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. This is an action item

## Background

The Commission unanimously approved the draft 2016 Legislative Program in January 2016. The final 2016 Legislative Program is divided into six sections: Transportation Funding, Project Delivery, Multimodal Transportation and Land Use, Climate Change, Goods Movement, and Partnerships. The program is 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.

## State Update

The following updates provide information on activities and issues at the state level and include information from Alameda CTC's state lobbyist, Platinum Advisors.

The following updates provide information on activities and issues at the state level and include information from Alameda CTC's state lobbyist, Platinum Advisors.

**Budget:** Governor Jerry Brown unveiled his proposed spending plan for 2016-17 on January 7th. The budget proposal outlines a \$122 billion General Fund spending plan, along with \$48 billion in special funds, to total \$170 billion. While the Governor

forecasts the 2015-16 fiscal year ending with a \$5.2 billion surplus – about \$1.6 billion of the surplus is placed in the Rainy Day Fund.

**Rainy Day Fund:** Pursuant to Proposition 2, the Rainy Day Fund will have a balance of \$4.5 billion by the end of the 2015-16 fiscal year. This is 37% of the target amount specified in the proposition, which calls for the fund to equal 10% of tax revenues. The balance is projected to increase by \$1.6 billion at the beginning of the 2016-17 fiscal year, bringing the total to \$6 billion – 48% of the target amount. The Governor proposes to use surplus revenue to make an additional \$2 billion deposit into the Rainy Day Fund. This would bring the balance to \$8 billion or 65% of the target.

**Transportation Funding:** The governor's budget reiterates the transportation funding proposal he released last August. However, the spending plan in the Budget assumes it will be adopted. To recap, the governor's transportation funding plan would generate \$3.6 billion annually through the following:

- Road Improvement Charge — \$2 billion from a new \$65 fee on all vehicles, including hybrids and electrics.
- Stabilize Gasoline Excise Tax — \$500 million by setting the price based gasoline excise tax beginning in 2017-18 at the historical average of 18 cents and eliminating the current annual BOE adjustments. The base excise tax and the price-based excise tax would then be adjusted annually for inflation to maintain purchasing power.
- Diesel Excise Tax — \$500 million from an 11-cent increase in the diesel excise tax beginning in 2017-18. The entire diesel excise tax would also be adjusted annually for inflation to maintain purchasing power.
- Cap and Trade — \$500 million in additional Cap and Trade proceeds dedicated to transit capital projects and complete streets projects.
- Caltrans Efficiencies — \$100 million in cost-saving reforms.
- State and Local Partnership — \$250 million annually to provide matching grants for locally imposed transportation tax revenue.
- Loan Repayment — In addition, the budget proposes to accelerate the repayment of \$879 million in outstanding loans made from transportation accounts over the next four fiscal years.

This funding proposal would generate \$36 billion for transportation projects over the next ten years. Assuming the reality of a 2/3 vote is achieved; the budget proposal would allocate \$1.7 billion in new funds in 2016-17 as follows:

- \$342 million for local streets and roads that would be allocated to cities and counties for local road maintenance according to existing statutory formulas. The budget also includes an additional \$148 million from loan repayments to reimburse cities and counties for funds already spent on Traffic Congestion Relief Program projects.
- \$100 million in Cap and Trade funds for the Low Carbon Road Program which would be implemented by Caltrans to provide grants for local projects that encourage active transportation such as bicycling and walking, and other carbon-reducing road investments, with at least 50 percent of the funds directed to benefit disadvantaged communities.
- \$409 million in Cap and Trade funds (also includes \$9 million from loan repayments) for the Transit and Intercity Rail Capital Program, with at least 50% of the funds directed to benefit disadvantaged communities. This is in addition to the \$200 million in continuously appropriated Cap and Trade funds allocated to this program. Total funding for the Transit and Intercity Rail Program would be \$600 million annually.
- \$515 million (\$5 million from loan repayments) for Caltrans to fund repairs and maintenance on the state highway system.
- \$211 million (\$11 million from loan repayments) for the Trade Corridor Improvement Fund (TCIF) for improvement projects along the State's major trade corridors.

**Assemblymember Frazier Transportation Proposal (AB 1591):** On January 5<sup>th</sup>, Assemblymember Jim Frazier, Chair of Assembly Transportation, released a transportation proposal for over \$7 billion per year.

AB 1591 discusses the significant deferred maintenance and a lost opportunity on economic growth due to unfunded transportation investments in California. AB 1591 notes that the state faces an existing highway system backlog of \$59 billion and cities and counties face a \$78 billion backlog for maintaining local streets and roads over the next 10 years. The bill also discusses that taxes and fees dedicated to transportation system maintenance have not been increased in over 20 years, while costs have steadily increased, resulting in deferred maintenance and a cost to California motorists of almost \$17 billion each year in extra maintenance and car repair bills (estimated at more than \$700 per driver) due to the state's poorly maintained roads.

Key components of AB 1591 are summarized below and included in Attachment B:

- Stabilize Excise Tax: set at historic 18cents/gallon, adjust annually for inflation in 2019 and every three years thereafter (eliminates gas tax swap) = \$500M

- Diesel Excise Tax: increase by 30 cent/gallon = \$840M/year
- Vehicle Registration Fee: increase by \$38/year and direct funds to roads maintenance and rehabilitation = \$1.254B
- Electric vehicle surcharge: \$165 fee, with allowances to delay it to second year of ownership to allow financial incentives to remain in effect = \$16M to roads maintenance and rehabilitation
- Cap & Trade:
  - TCIF: 20% from Cap & Trade = \$400M/year
  - Transit and Intercity Rail: an additional 10% from Cap & Trade = \$200M/year
- State and Local Partnership Program: 5% for measures passed after 2016
- Truck Weight Fees: Restore to State Highway Account = \$1B/year
- Loan repayment: accelerate repayments=\$879M

This proposal is now amongst the Governor's proposal and other Senate and Assembly proposals introduced last year. A chart comparing the different proposals is included in Attachment C. Over the coming months, the legislature will debate the multiple proposals to try to arrive at a consensus on how to fund transportation maintenance in California. Any of the revenue increasing options will require a 2/3 vote to increase fees and/or taxes.

**Legislative Recommendation:** Alameda CTC's adopted legislative program includes support for increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled, or other reliable means, and to support a designated funding stream for goods movement. In addition, Alameda CTC's program supports rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.

AB 1591, if approved, would make significant funding available for road repairs, freight and transit investments. AB 1591 has a state and local partnership program (SLPP) that sets aside 5% of funds for counties that pass a transaction and use tax after July 1, 2016. If approved as currently written, Alameda CTC would not be eligible to receive a portion of these funds, similar to how SB 1X1 (Beall's transportation bill) was written. Last year, Alameda CTC took action and provided written correspondence to Senator Beall that is directly relevant to the 5% proposal in AB 1591.

Alameda CTC recognizes that AB1591 provides an equitable balance of tax and fee increases that will be used to fund the maintenance needs of both the state highway system and local streets and roads. However, AB 1591 proposes to set aside tax revenue that is collected statewide to fund a SLPP that would benefit a select group of counties. Alameda CTC believes that excluding those counties that have already done the extensive work to pass the 2/3 voter threshold to tax

themselves and which provide almost \$4billion annually into the state transportation system is not equitable.

While the Alameda CTC understands the benefits associated with expanding the number of Self-Help Counties, creating a SLPP that is open to all should be sufficient incentive, and an open SLPP recognizes the important contributions all Self-Help Counties have made to our transportation system. Alameda CTC's aim is to reward Self-Help Counties while also supporting incentives for those that are working toward becoming Self-Help Counties.

Therefore, staff recommends a **support and seek amendments position** on this bill and is working with the author's office regarding the 5% SLPP.

An update on the STIP crises discussed at the January Commission meeting will be presented verbally to the Commission.

### **Federal Update**

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

On December 4<sup>th</sup>, President Obama signed into law the Fixing America's Surface Transportation Act (FAST), H.R. 22, a five-year, \$305 billion surface transportation program. Alameda CTC's federal lobbyist team will present an overview of the FAST Act during the Commission meeting and will discuss how Alameda CTC can effectively position itself for funding. Below is a brief highlight of certain sections of the FAST ACT related to Alameda CTC:

- **Highway:** increases in overall highway with new focus on freight, including a multimodal freight network
  - California expects just under \$20 billion over five years, keeping the highway apportionment program intact
  - New National Highway Freight Program – California will receive an annual average of \$117 million per year
  - New Freight Discretionary Program: \$900 million per year
    - Projects must cost \$100 million (\$500 million limit on non-highway multimodal projects)
      - Federal share is 60 percent; requires 40 percent match, which can use other federal dollars for a not-to-exceed 80 percent match
- **Surface Transportation Block Grant (STBG):** helps fund the One Bay Area Grant (OBAG) program
  - Renames Surface Transportation Program and increases sub allocation from 50 -55 percent by 2020; makes program

- more flexible, including use for local roads and rural collectors
- Transportation Alternatives Program (TAP) folded into STBG as a set-aside with specific amount
- Funding:
  - California STBG - \$4.68 billion over 5 years; annual average of \$936 million (up from \$887 million in 2015)
  - Bay Area - \$463 million over five years
- **CMAQ** – helps fund OBAG
  - Funding:
    - California CMAQ - \$2.4 B over 5 years (annual average of \$481M)
    - Bay Area: \$371 over 5 years
- **Transit:** increases in overall transit funding with new grant programs, however, formula funding is relatively flat. According to MTC's estimates the formula funds in the Bay Area decline in first year, then increase in later years. California expects just over \$8 billion over 5 years and the Bay Area approximately \$2.6 billion over 5 years
  - New Starts – 21 percent boost in program, and a change in matching requirements from 80 to 60 percent
  - New Bus and Bus Facility grant program: \$304 million per year
    - Includes \$55 million per year set-aside for low and no emission buses and 10 percent rural set-aside
  - State of good repair increased significantly: 15 percent over current in 2016 and 24 percent increase by 2020 (\$2.7 billion per year)
  - Enhanced Seniors/Disabled: minor increase at 2 percent per year (\$263 million over 5 years – almost \$50 million per year)
    - Creates a pilot program for innovative coordinated access and mobility with a focus on technology

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

### Attachments

- A. Alameda CTC 2016 Legislation Program
- B. AB 1591 Fact Sheet
- C. State Transportation Funding Proposals Comparison Chart

### Staff Contact

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





**2016 Alameda County Transportation Commission Legislative Program**

The legislative program herein supports Alameda CTC's transportation vision below adopted for the 2016 Countywide Transportation Plan:

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

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none"> <li>• Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures.</li> <li>• Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled, or other reliable means.</li> <li>• Support efforts that protect against transportation funding diversions and overall increase transportation funding.</li> <li>• Support new funding sources for transportation.</li> </ul>
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> <li>• Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations.</li> <li>• Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs.</li> <li>• Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.</li> <li>• Support efforts that streamline financing and delivery of transportation projects and programs.</li> <li>• Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.</li> <li>• Seek, acquire, and implement grants to advance project and program delivery.</li> </ul>
Project Delivery	Advance innovative project delivery	<ul style="list-style-type: none"> <li>• Support environmental streamlining and expedited project delivery.</li> <li>• Support contracting flexibility and innovative project delivery methods.</li> <li>• Support high-occupancy vehicle/toll lane expansion in Alameda County and the Bay Area and efforts that promote effective implementation.</li> <li>• Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.</li> </ul>
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> <li>• Support efforts that reduce project and program implementation costs.</li> <li>• Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.</li> </ul>
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> <li>• Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs.</li> <li>• Support local flexibility and decision-making on land-use for transit oriented development (TOD) and priority development areas (PDAs).</li> <li>• Support innovative financing opportunities to fund TOD and PDA implementation.</li> </ul>
	Expand multimodal systems and flexibility	<ul style="list-style-type: none"> <li>• Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people, including addressing parking placard abuse, and do not create unfunded mandates.</li> <li>• Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education.</li> </ul>

Issue	Priority	Strategy Concepts
<b>Climate Change</b>	Support climate change legislation to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> <li>• Support parity in pre-tax fringe benefits for public transit/vanpooling and parking.</li> <li>• Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions, and support economic development.</li> <li>• Support cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy.</li> <li>• Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions.</li> <li>• Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.</li> </ul>
<b>Goods Movement</b>	Expand goods movement funding and policy development	<ul style="list-style-type: none"> <li>• Support a multimodal goods movement system and efforts that enhance the economy, local communities, and the environment.</li> <li>• Support a designated funding stream for goods movement.</li> <li>• Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy.</li> <li>• Ensure that Bay Area transportation systems are included in and prioritized in state and federal planning and funding processes.</li> <li>• Support rewarding Self-Help Counties that directly fund goods movement infrastructure and programs.</li> </ul>
<b>Partnerships</b>	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> <li>• Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional transportation problems and support governmental efficiencies and cost savings in transportation.</li> <li>• Support policy development to advance transportation planning, policy, and funding at the county, regional, state, and federal levels.</li> <li>• Partner with community agencies and other partners to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs.</li> <li>• Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.</li> </ul>

**ASSEMBLY BILL 1591: TRANSPORTATION FUNDING****Assemblymember Jim Frazier****THE PROBLEM IN BRIEF:**

California's transportation infrastructure is extremely underfunded, which has led to significant deferred maintenance and a lost opportunity on economic growth. The current resources are not sufficient to cover the most basic and crucial maintenance and repair of our core transportation infrastructure: state highways, local streets, roads, and bridges. Without increased funding today, the deferred maintenance will soon be too much for our state to catch up.

**BACKGROUND:**

2015 was supposed to be the year to fix transportation funding in the Capitol. The Governor declared a \$6 billion a year need for basic maintenance and repairs to state highways alone and challenged the Legislature to deliver a funding plan to meet that need. A special session was called, hearings were held, and proposals and counter-proposals were floated. Nonetheless, the call for more transportation funding went unanswered.

**THE BILL:**

AB 1591 answers the call for a long-term sustainable funding solution for transportation focused on relieving congestion, maintaining highways, and improving trade corridors. This bill provides nearly \$8 billion a year in additional transportation funding. It also provides clear direction as to how those funds will be used.

AB 1591 takes a broad portfolio approach to investing in our state's transportation infrastructure by:

- Increasing the excise tax on gasoline by 22.5 cents per gallon and indexing it against the Consumer Price Index every three years thereafter. Almost half of this amount (9.5 cents) will restore funding lost from declining tax revenues in just the last two years due to rate adjustments by the Board of Equalization.

Revenue raised from the gas tax increase (over \$3.3 billion annually) will be split 50/50 between the state and local transportation authorities for highway maintenance and rehabilitation, after setting a nominal portion aside to encourage state-local partnerships.

- Increasing the diesel fuel tax by 30 cents a gallon and indexing it, too. Revenue raised (\$840 million annually) will be directed right to where trucks need it most—the state's trade corridors.
- Increasing the vehicle registration fee by \$38 annually (just over 10 cents a day) and directing those funds (\$1.254 billion) to road maintenance and rehabilitation.

- Imposing an electric vehicle surcharge of \$165. Consideration will be given to delaying this fee until the second year of ownership and thereafter. Delaying this fee to the second year of ownership allows financial incentives offered at the purchase of such zero-emission vehicles to remain in full effect while ensuring they do their part to help pay for the system they travel on. The \$16 million raised will be directed to road maintenance and rehabilitation.
- Requiring repayment of outstanding transportation loans. Now that the General Fund is stable, it's time to pay these loans (\$879 million) back. Repayments will be sent directly to cities and counties to boost their road improvement efforts.
- Allocating cap and trade revenue auctions, as follows:
  - 20% (approximately \$400 million annually) for major freight corridors. Communities near our major freight corridors have borne the brunt of the nation's goods movement system. Improving congestion in these corridors will inherently improve air quality.
  - 10% (\$200 million) more for intercity rail and transit, for a total of 20% of the auction proceeds.
- Restoring the truck weight fees. Again, the General Fund is now stable. It's time for transportation dollars to go back to transportation. This restores \$1 billion to the State Highway Account where it belongs.

AB 1591 also includes greater oversight responsibilities for the California Transportation Commission over the state's roadway operation and rehabilitation efforts and imposes maintenance of effort requirements on cities and counties.

Finally, AB 1591 supports local communities and regional planning efforts to reduce greenhouse gas emissions. It provides the critical funding needed to implement sustainable communities' strategies.

**FOR MORE INFORMATION**

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# California Transportation Funding Proposals

	Assembly Democrats AB 1591 (Frazier)	Assembly Republicans	Senate Democrats (SBX 1)	Senate Republicans	Governor's Proposal
<b>Truck Weight Fees</b>	Returns weight fees that are being diverted to the general fund to pay for bond debt to the SHA. (\$1 billion)	Returns weight fees that are being diverted to the general fund to pay for bond debt to the SHA. (\$1 billion)	No Proposal  Keep using weight fees for debt service.	Returns weight fees that are being diverted to the general fund to pay for bond debt to the SHA. (\$1 billion)	No Proposal  Keep using weight fees for debt service.
<b>Loan Repayment</b>	Repay over two years \$879 million in outstanding loans made from various transportation accounts to the general fund. This revenue would be allocated to cities and counties for road improvement projects.	No proposal	Repay all outstanding loans with equal payments over three years. (\$879 million)	Use Prop 2 Rainey Funds to repay over time all post and pre-Prop 42 loan (\$1.8 billion) and repay weight fee revenue diverted to the general fund that was used for purposes other than debt payments (\$1.3 billion)	Repay \$879 million over the next four fiscal years.
<b>Excise Tax</b>	\$3.3 billion annually by increasing the gasoline excise by 22.5 cents. This new base rate would be adjusted for inflation.  \$840 million annually by increasing the diesel fuel excise tax by 30 cents, and indexing it for inflation. This revenue would be dedicated the Trade Corridor Investment Fund.	No Proposal	12 cent increase on gasoline. The excise tax would be adjusted for inflation every three years. The BOE's annual adjustment of the price based excise tax is deleted.  22 cent increase on diesel fuel. Diesel excise tax would be adjusted for inflation every three years. The BOE's annual adjustment of the price based excise tax is deleted.	No Proposal	\$500 million by setting the price based gasoline excise tax beginning in 2017-18 at the historical average of 18 cents and eliminating the current annual BOE adjustments. The base excise tax and the price-based excise tax would then be adjusted annually for inflation  \$500 million from an 11-cent increase in the diesel excise tax beginning in 2017-18. The entire diesel excise tax would also be adjusted annually for inflation.

# California Transportation Funding Proposals

	Assembly Democrats AB 1591 (Frazier)	Assembly Republicans	Senate Democrats (SBX 1)	Senate Republicans	Governor's Proposal
<b>Vehicle Registration Fees</b>	<p>\$1.24 billion by increasing vehicles registration fees by \$38. These funds would be deposited in the Road Maintenance and Rehabilitation Account.</p> <p>\$16 million by imposing an annual surcharge of \$165 on all zero emission vehicles and alternatively fueled vehicles.</p>	No Proposal	\$35 per vehicle and a \$100 fee on zero emission and alternatively fueled vehicles.	No Proposal	\$2 billion from a new \$65 fee on all vehicles, including zero emission and alternatively fueled vehicles
<b>Cap &amp; Trade Revenue</b>	<p>Increase the share of cap &amp; trade auction revenue appropriated to the Transit &amp; Intercity Rail Program from 10% to 20%. This would increase this Program from \$200 million annually to \$400 million annually.</p> <p>Annually appropriate 20% of cap &amp; trade auction revenue, about \$400 million per year, to the Trade Corridor Investment Fund. This new program would use cap &amp; trade revenue to improve the state's freight corridors.</p>	Divert 40% of cap & trade auction revenue to road maintenance projects. (\$1+ billion annually)	No Proposal	Dedicate \$1.9 billion annually in cap & trade auction revenue to transportation projects, and specifically prohibits the use of auction revenue for high speed rail.	<p>\$500 million in additional Cap and Trade proceeds dedicated to transit capital projects and complete streets projects.</p> <p>\$400 million appropriated annually to the Transit Capital &amp; Intercity Rail Program, and \$100 million cities and counties for complete streets.</p>

# California Transportation Funding Proposals

	Assembly Democrats AB 1591 (Frazier)	Assembly Republicans	Senate Democrats (SBX 1)	Senate Republicans	Governor's Proposal
<b>General Fund</b>	No Proposal	Annually appropriate \$1 billion in general fund revenue to transportation.  Dedicate \$200 million per year of state infrastructure funds to transportation.	No Proposal	No Proposal	No Proposal
<b>Trade Corridor Investments</b>	This proposal dedicates \$400 million in cap & trade revenue and \$840 million in diesel excise tax revenue to trade corridor projects.		Dedicates 12 cents of the diesel fuel excise tax increase, approximately \$300 million annually, to trade corridor projects.		Allocates \$200 million for trade corridor projects.
<b>Other Proposals</b>	5% of the gasoline excise tax increase, about \$165 million annually would be set aside for a State and Local Partnership Program for counties currently without a local transportation sales tax program.	Implement the LAO's findings that 3,500 positions within Caltrans could be eliminated. (\$500 million annually)  Eliminate all vacant position within state government and direct 25% of the saving to transportation. (\$685 million annually)	Requires Caltrans to increase efficiencies by 30% over three years, with the goal of producing \$100 million in saving to be used for state highway projects	None	\$250 million annually to provide matching grants for locally imposed transportation tax revenue.  Requires Caltrans efficiencies to produce \$100 million.
<b>Sunset Date</b>	Not specified	Not Specified	Not Specified	Not Specified	Assumes 10 year life
<b>Total Added Revenue</b>	<b>\$7.859 billion</b>	<b>\$4.385 billion</b>	<b>\$5.5 billion</b>	<b>\$5.3 billion</b>	<b>\$4.38 billion (includes one-time repayment of loans)</b>

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# Memorandum

6.1

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

**DATE:** February 1, 2016

**SUBJECT:** Final Countywide Goods Movement Plan

**RECOMMENDATION:** Approve the Final Countywide Goods Movement Plan

## Summary

Goods movement is critical to a strong economy and a high quality of life in Alameda County. For the past two years Alameda CTC has worked to develop a Countywide Goods Movement Plan that will outline a long-range strategy for how to move goods efficiently, reliably, and sustainably within, to, from and through Alameda County by roads, rail, air and water. This plan has been supported by robust stakeholder engagement that has sought input throughout the plan development process using a variety of methods. The Draft Countywide Goods Movement Plan was approved by the Commission on December 3, 2015. A range of stakeholders reviewed and commented on the Draft Plan during the month of December. Staff recommends approval of the Final Countywide Goods Movement Plan which incorporates these comments.

## Background

Goods movement is critical to a strong economy and a high quality of life in Alameda County. Alameda County is a goods movement hub that enjoys one of the most strategic trade locations in the world and is home to much the Bay Area's manufacturing, transportation, logistics, and warehousing employment and much of the Northern California Megaregion's vital goods movement infrastructure. For the past two years Alameda CTC has worked to develop a Countywide Goods Movement Plan that will outline a long-range strategy for how to move goods efficiently, reliably, and sustainably within, to, from and through Alameda County by roads, rail, air and water. This work has culminated in a Final Countywide Goods Movement Plan, provided as Attachment A.

The Countywide Goods Movement Plan has been supported by a robust stakeholder engagement process referred to as the Goods Movement Collaborative. The Collaborative has included a technical team, an executive team, interest group meetings, and roundtables. The Technical Team is comprised of ACTAC and has also featured participation from community, environmental, and public health groups. The Executive Team is comprised of executives from MTC, other CMAAs, the Air District, Caltrans, and the Port and has provided strategic guidance throughout the plan development. Interest group outreach has been

conducted via in person meetings and surveys in three phases and groups including, shippers, maritime, trucking, railroads, third party logistics companies, community, environmental, public health, and federal regulatory bodies have provided input. Finally, input has been sought via five roundtables which have convened all stakeholder groups at key plan milestones. The last roundtable was held at Alameda CTC's offices on January 22 and featured panel discussions and remarks from local, state, and federal officials and elected leaders on how to advocate for the goods movement plan's priorities.

The Countywide Goods Movement Plan incorporates nearly two years of technical analysis and stakeholder engagement. At prior meetings, the Commission has approved the plan's vision and goals, performance measures, needs assessment, and projects, programs, and policies (referred to as strategies) for evaluation. The final plan builds on all of these previous milestones, which are incorporated as appendices.

A key feature of the Countywide Goods Movement Plan is the grouping of high priority projects, programs, and policies into "opportunity categories." Opportunity categories serve to ensure that synergistic strategies are considered together (e.g. expansion in Port rail terminal capacity and improvements in rail access routes) and that strategies that address different goals are considered together (e.g. increased warehousing activity at the Port and zero emission truck demonstration projects). The plan identifies three opportunity categories: Sustainable Global Competitiveness, Smart Deliveries and Operations, and Modernizing Infrastructure.

The Final Plan includes modifications made in response to comments on the Draft Plan from a variety of stakeholders. Stakeholders including public health/environmental groups, industry, and local jurisdictions all reviewed the Draft Plan and provided comments. Attachment B summarizes the comments received and provides written responses.

Staff recommends approval of the Final Countywide Goods Movement Plan. Following Plan adoption, staff will use the document to advocate for external funding for goods movement projects and programs in Alameda County (e.g. federal FAST Act, state cap-and-trade funds, and potential state Trade Corridor Improvement Fund money); to guide formation of partnerships to realize policy and operational changes; to provide input into regional and state plans (e.g. Plan Bay Area 2040 and updates to the State Rail Plan); and to inform local funding.

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

**Attachments:**

- A. [Draft Final Countywide Goods Movement Plan](#) *(hyperlinked to the website)*
- B. [Matrix of Comments on Draft Plan and Responses](#) *(hyperlinked to the website)*

**Staff Contact**

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[Matthew Bomberg](#), Assistant Transportation Planner



# Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

**DATE:** February 1, 2016

**SUBJECT:** Alameda County Rail Strategy Study

**RECOMMENDATION:** Approval to request obligation of a federal earmark; allocate Measure BB funds for required local match, issue an RFP for consultant services; and authorize Executive Director to enter into and execute all related agreements.

## Summary

Improving rail connectivity between the Port of Oakland and rail facilities beyond Alameda County borders is a major component of the 2014 Transportation Expenditure Plan. Measure BB includes significant funding for which improvements related to rail access to and from the Port are eligible. Improving rail access to and from the Port throughout Alameda County requires coordination and planning with passenger rail services through Alameda County which share the railroad rights of way with freight.

The Port of Oakland was a recipient of a federal earmark to study improved rail access to and from the Port. The Port only used a portion of the earmark and the remainder is at risk of being recalled by the federal government if not put to use for activities consistent with the original earmark definition. Alameda CTC staff is working with Port of Oakland staff and Caltrans Local Assistance representatives to secure an obligation of the remaining federal funds with the Alameda CTC as the implementing agency to prepare a rail strategy study for Alameda County.

Alameda CTC will issue a Request for Proposals to provide the professional services required to augment staff for the preparation of the study. The rail strategy study will explore opportunities to improve the inter-regional rail access to and from the Port of Oakland, and address the coordination with passenger rail services that share the railroad rights of way with freight.

Once we have confirmation that the remaining earmark funds are available for use on the proposed rail strategy study, the following steps will be taken on the timeline indicated as follows:

Submit Request for Authorization	May 2016
Receive E-76 and Issue RFP	June 2016

Execute Consultant Contract and Begin Study August 2016

Complete Rail Strategy Study December 2017

Schedule Note: A TIP amendment will be required to allow for Alameda CTC to request authorization of the earmark funds. Alameda CTC staff has initiated the TIP amendment process with MTC which is expected to be approved in May 2016.

**Fiscal Impact:** The recommended actions will result in the allocation of \$250,000 of 2014 Measure BB funding from the Countywide Freight Corridors funding approved in the 2014 TEP. The Measure BB funds will be used to fulfill the 20-percent local match requirement for approximately \$880,000 of federal funding for which the Alameda CTC will be the recipient agency, and to fund any study related expenditures for which the federal funds are non-participating. Non-participating costs include any costs incurred prior to receiving the authorization to proceed, i.e. E-76, for the federal earmark funds. The federal earmark funds will be provided to the Alameda CTC on a reimbursement basis, so the Alameda CTC will have to be out-of-pocket for the federally-funded portion of study related costs while waiting for reimbursement.

#### **Staff Contact**

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