



# 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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## **City of Union City**

Mayor Carol Dutra-Vernaci

## **Executive Director**

Arthur L. Dao

## Planning, Policy and Legislation Committee

**Monday, April 11, 2016, 11:15 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.

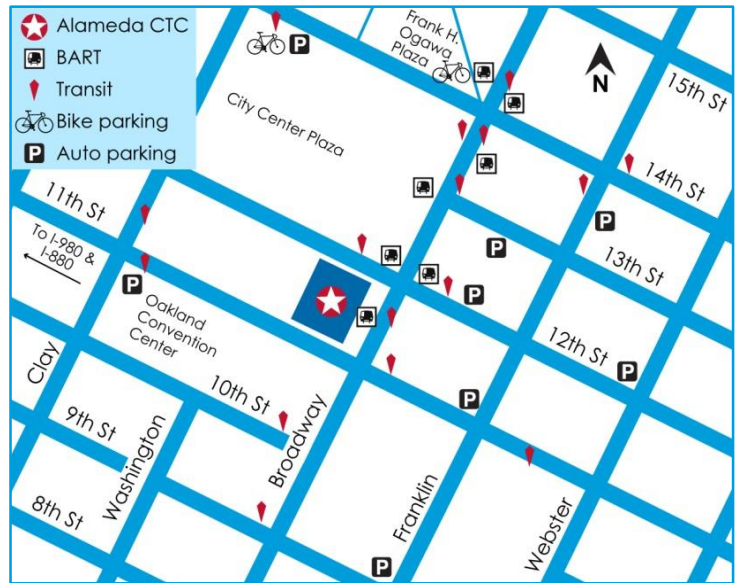
### **Glossary of Acronyms**

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

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## Meeting Schedule

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

## Paperless Policy

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

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# Planning, Policy and Legislation Committee Meeting Agenda Monday, April 11, 2016, 11:15 a.m.

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

**Chair:** Mayor Ruth Atkin, City of Emeryville

**Vice Chair:** Mayor Barbara Halliday, City of Hayward

**Commissioners:** Laurie Capitelli, Wilma Chan, Scott Haggerty, John Marchand, Rebecca Saltzman

**Ex-Officio Members:** Rebecca Kaplan, Bill Harrison

**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

Page A/I

4.1. [March 14, 2016 PPLC Meeting Minutes: Approval of the March 14, 2016 meeting minutes.](#)

1 A

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

5 I

## 5. Legislation

5.1. [April Legislative Update: Receive an update on state and federal legislative activities and approve legislative positions](#)

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## 6. Planning and Policy

6.1. [2016 Alameda Countywide Transportation Plan Update](#)

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6.2. Affordable Youth Transit Pass Pilot Program Update (Verbal)

I

## 7. Committee Member Reports (Verbal)

## 8. Staff Reports (Verbal)

## 9. Adjournment

**Next Meeting:** May 9, 2016

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

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Planning, Policy and Legislation Committee  
Meeting Minutes  
Monday, March 14, 2016, 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 members were present with the exception of Commissioner Capitelli, Commissioner Chan, and Commissioner Halliday.

**Subsequent to the roll call:**

Commissioner Campbell-Washington arrived as an alternate for Commissioner Chan prior to the vote on agenda item 5.1.

**3. Public Comment**

There were no public comments.

**4. Consent Calendar**

**4.1. February 8, 2016 PPLC Meeting Minutes: Approval of the February 8, 2016 meeting minutes**

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

*Commissioner Kaplan moved to approve the Consent Calendar. Commissioner Marchand seconded the motion. The motion passed with the following vote:*

Yes: Atkin, Haggerty, Harrison, Marchand, Saltzman

No: None

Abstain: None

Absent: Capitelli, Chan, Halliday

**5. Legislation**

**5.1. Legislative Update**

Tess Lengyel provided an update on state and federal legislative activities and recommended approval of positions on legislation. She stated that a handout in the committee members' folders provided information on two bills not included in the staff report related to student transit pass programs. She provided an update on the transportation extraordinary session, cap-and-trade funding, and the budget. Tess recommended that the Commission take the following bill positions:

AB 1919 – Support

AB 1572 – Support in concept

AB 2222 – Support

Commissioner Akin asked if AB 1919 required that accrued interest on bonds be used solely to repay debt services. Patricia Reavey stated that current law requires that

any premiums received from the sale of bonds must be set aside in a special trustee account to pay for debt services only. Alameda CTC is proposing to modify the statute to eliminate restrictions on premium bonds sales to support lowering borrowing costs and more funds going directly to projects.

Commissioner Kaplan asked if there was any resistance on AB 1919. Patricia stated that staff went to the Self-Help Counties, explained Alameda CTC's proposed position, and received support from other counties.

Commissioner Saltzman asked if staff had the opportunity to speak with the author of AB 1572. Tess stated that the bill is in its early stages, and staff intends to work with the auditor's office to share information about Alameda CTC's Affordable Student Transit Pass Program.

*Commissioner Kaplan moved to approve this item. Commissioner Saltzman seconded the motion. The motion passed with the following vote:*

Yes:           Atkin (AB 1919, AB 1572), Campbell-Washington, Haggerty, Harrison,  
Kaplan, Marchand, Saltzman  
No:            Atkin (AB 2222)  
Abstain:      None  
Absent:       Capitelli, Halliday

## **6. Planning and Policy**

### **6.1 Affordable Student Transit Pass Program: Review and approve the Affordable Student Transit Pass Program site selection and model program evaluation framework.**

Tess Lengyel recommended that the Commission approve the Affordable Student Transit Pass Program site selection and model program evaluation framework. Tess covered the three phases of the 3-year pilot program and described the implementation timeline. She stated that the overall goals of the program are to reduce barriers, improve transportation options in Alameda County, and build support in development of an effective program.

Tess mentioned that the Commission directed staff to ensure that one pilot program include a free and universal pass, and that the program address the need for crossing guards. She also mentioned that the Commission wanted to ensure that transit operators serve as partners for the duration of the pilot program, but that they are not financially responsible for the program after the pilot program period. Tess reviewed lessons learned from the school sites and provided a transit profile. She then introduced Joey Goldman of Nelson\Nygaard, who presented the model framework, stakeholder input, and next steps in moving forward the program.

Commissioner Haggerty suggested that the program consider areas with shot-spotter technology to provide safe transportation in areas with high violence. He also wanted to ensure that all school sites were assessed across all economic levels in the county. Tess stated that no school has been selected for the program yet, and the program aims to addresses all school demographics. She also stated that safety was a high priority when developing the pilot programs.

Commissioner Kaplan wanted to know when the implementation strategies would be in place. Tess stated that school site screening will begin in April, and the proposed pilot school site recommendations will come to the Commission for approval in May.

Commissioner Campbell-Washington asked if the program evaluated students who will use the pass to get from school to work. Joey stated that performance measure number 5 includes after-school activities, which supports student access on transit to employment.

Commissioner Saltzman asked if BART was included in development of the pilot programs. Tess stated that BART is not precluded from the program.

Public comments on this item regarding site selection readiness were made by Ellen Murray, Dave Lyons, Mary Lim-Lampe and Hitesh Haria.

*Commissioner Kaplan moved to approve the item and recommended that staff bring an update back to the Commission in April on implementation and fare media. Commissioner Saltzman seconded the motion. The motion passed with the following vote:*

Yes:	Atkin, Campbell-Washington, Haggerty, Harrison, Marchand, Saltzman
No:	None
Abstain:	None
Absent:	Capitelli, Halliday

## **7. Committee Member Reports**

There were no committee member reports.

## **8. Staff Reports**

There were no staff reports.

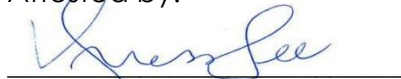
## **9. Adjournment/ Next Meeting**

The next meeting is:

Date/Time: Monday, April 11, 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

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# Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** April 4, 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 March 14, 2016, the Alameda CTC reviewed a Draft Environmental Impact Report and a Notice of Preparation. 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 Draft Environmental Impact Report for City of Emeryville's Sherwin-Williams Development Project
- B. Response to the Notice of Preparation of a Draft Environmental Impact Report for the Proposed 1900 Fourth Street Project

## Staff Contact

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

[Daniel Wu](#), Assistant Transportation Planner

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March 4, 2016

Miroo Desai  
Senior Planner  
City of Emeryville  
1333 Park Avenue  
Emeryville, CA 94608

SUBJECT: Response to Draft Environmental Impact Report (DEIR) for City of Emeryville's Sherwin-Williams Development Project

Dear Ms. Desai,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Sherwin-Williams Development Project. The project site consists of approximately 10.05 acres bounded by Horton Street to the east, Sherwin Avenue to the south, and Union Pacific Railroad tracks to the west. The site currently contains a 74,000 square foot office building. The proposed project would divide the site into six new parcels, roadways, and a park area. At buildout, the project would include a total of 649,000 square feet of residential space (540 units) and 94,600 square feet of commercial space. The project would also include park and open space, including a children's playground and adult fitness space, and a central green within the Hubbard Circle.

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

- The Alameda CTC's 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 (AC Transit in this case), 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:
  - The language in the following pages should incorporate the multimodal nature of Alameda CTC's CMP requirement:
    - Appendix B – Transportation Impact Analysis (TIA): pages 6, 12, and 14, and Chapter 7.
  - Appendix B – Chapter 7 should include a multimodal project impacts analysis. Specifically:
    - Transit impacts to consider include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix K of the 2015 CMP document for more details.
    - Bicycle related impacts to consider include effects of vehicle traffic on bicyclist conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix K of the 2015 CMP document for more details.

- Pedestrian related impacts to consider include effects of vehicle traffic on pedestrian conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix K of the 2015 CMP document for more details.
- The TIA indicated that the trip distribution of vehicles to and from the project site were developed based on the location of complementary land uses and existing travel patterns in the area (See Appendix B – TIA: page 40). Please indicate any survey or data sources used for the trip distribution calculation.
- Alameda CTC notes that the TIA has included a VMT assessment in line with the pending update of the California Environmental Quality Act (CEQA) guidelines by the Office of Planning and Research (OPR) (See Appendix B – TIA: Chapter 4). Alameda CTC has not set thresholds for a VMT assessment and is also closely monitoring the development of the CEQA guidelines update. Our comments regarding the VMT assessment are:
  - Appendix B – TIA: page 49: The VMT assessment converted square feet of development to number of employees to model project land use. Please provide the source of these conversion factors.
  - To calculate volume-to-capacity (V/C) ratios, the DEIR provided per-lane capacity assumptions (Appendix B – TIA: page 110) of 2,000 vehicles per hour for freeway segments, 800 vehicles per hour for surface streets. The report should provide a source for these assumptions.
  - The DEIR indicated that the Alameda CTC travel model was applied on the MTS roadway segments analysis to analyze the impacts of the proposed project on the regional network in 2025 and 2040. The current Alameda CTC model simulates travel demand for the forecast years 2020 and 2040. The DEIR should explain how 2025 traffic condition was estimated based on the Alameda CTC travel model.

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

Sincerely,



Tess Lengyel  
Deputy Director of Planning and Policy

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



March 11, 2016

Shannon Allen  
Principal Planner  
Land Use Planning Division  
City of Berkeley  
2120 Milvia St  
Berkeley, CA 94704

SUBJECT: Response to the Notice of Preparation of a Draft Environmental Impact Report for the Proposed 1900 Fourth Street Project

Dear Ms. Allen,

Thank you for the opportunity to comment on the Notice of Preparation of the Draft Environmental Impact Report (DEIR) for the 1900 Fourth Street Project. The 2.21-acre project site is located in the City of Berkeley's Fourth Street commercial shopping district and occupies the block surrounded by Hearst Avenue to the north, Fourth Street to the east, University Avenue to the south, and the Union Pacific Railroad tracks to the west. The project site currently consists of a 350-space privately owned surface parking lot and an approximately 900 square-foot one-story commercial building. The proposed project would consist of approximately 118,370 square feet of residential uses (135 dwelling units) and 33,090 square feet of commercial uses (18,230 square feet of retail uses and 14,850 square feet of restaurant uses).

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

Basis for CMP Review

- The City of Berkeley adopted Resolution 56,593 on September 29, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a transportation impact analysis of the project.

Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP was amended on March 26<sup>th</sup>, 1998 so that local jurisdictions are responsible for conducting travel model runs themselves or through a consultant. The City of Berkeley and the Alameda CTC signed a Countywide Model Agreement on September 15, 2010. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available

upon request. The most current version of the Alameda CTC Countywide Travel Demand Model is the December 2015 update.

### Impacts

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway network.
  - MTS roadway facilities in the project area include Interstate 80, University Avenue, San Pablo Avenue, 6<sup>th</sup> Street, Dwight Way and Gilman Street.
  - For the purposes of CMP Land Use Analysis, the Highway Capacity Manual 2010 freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts.
  - The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2015 CMP for more information).
- The DEIR should address potential impacts of the project on Metropolitan Transportation System (MTS) transit operators.
  - MTS transit operators potentially affected by the project include AC Transit and Capitol Corridor.
  - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix J of the 2015 CMP document for more details.
- The DEIR should address potential impacts of the project to cyclists on the Countywide Bicycle Network.
  - Countywide bicycle facilities in the project area include:
    - Aquatic Park Trail and connection to the San Francisco Bay Trail
    - Bike routes on Virginia Street, Addison Street, Ninth Street, and Channing Way
  - Bicycle related impacts to consider include effects of vehicle traffic on bicyclist conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2015 CMP document for more details.
- The DEIR should address potential impacts of the project to pedestrians in Pedestrian Plan Areas of Countywide Significance.
  - The Project overlaps with an Area of Countywide Pedestrian Significance:
    - Fourth Street is a Major Commercial District between Cedar Street and University Avenue
  - Pedestrian related impacts to consider include effects of vehicle traffic on pedestrian conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2015 CMP document for more details.

### Mitigation Measures

- Alameda CTC policy regarding mitigation measures is that to be considered adequate they must be:
  - Adequate to sustain CMP roadway and transit service standards;
  - Fully funded; and
  - Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.
- The DEIR should discuss the adequacy of proposed mitigation measure according to the criteria above. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The DEIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.
- Jurisdictions are encouraged to discuss multimodal tradeoffs associated with mitigation measures that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify whether the mitigation will result in an improvement, degradation, or no change in conditions for automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.
- The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Alameda CTC CMP Menu of TDM Measures and TDM Checklist may be useful during the review of the development proposal and analysis of TDM mitigation measures (See Appendices F and G of the 2015 CMP).

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

Sincerely,



Tess Lengyel  
Deputy Director of Planning and Policy

cc: Daniel Wu, Assistant Transportation Planner

file: CMP/Environmental Review Opinions/2016







# Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** April 4, 2016

**SUBJECT:** April 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 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 (Attachment A). 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

Attachment A provides information on activities and issues at the state level and from Alameda CTC's state lobbyist, Platinum Advisors.

**State Legislation Recommendation:** The following legislative recommendations support Alameda CTC Legislative Priorities as adopted in January 2016 and shown in Attachment A. 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 and legislative recommendations below reflect recommended bill positions on specific categories.

Bill Number	Bill Information	Staff Recommendation
<b>Multimodal Transportation and Land Use</b>		
<a href="#"><u>AB 1746</u></a> <a href="#"><u>(Stone, Mark D)</u></a> Transit buses.	Current law creates the Alameda-Contra Costa Transit District, the Central Contra Costa Transit Authority, the North County Transit District, the San Diego Association of Governments, the San Diego Metropolitan Transit System, and the Santa Clara Valley Transportation Authority with various powers and duties relative to the operation of public transit. This bill would additionally authorize the operation of transit buses on the shoulder of a segment of a state highway designated under the transit bus-only program within the areas served by the transit services of the 6 entities described above, subject to the same conditions and requirements.	Alameda CTC's 2016 legislative program "Supports 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."  Staff recommends a <b>SUPPORT</b> position on this bill.
<a href="#"><u>AB 2090</u></a> <a href="#"><u>(Alejo D)</u></a> Low Carbon Transit Operations Program.	Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. This bill would additionally authorize moneys appropriated to the program to be expended to support the operation of existing bus or rail service if the governing board of the requesting transit	Per the legislative program section noted above, this bill increases transit operators' flexibility to use these funds in case of a fiscal emergency on existing services. In 2009, transit operators were forced to cancel

	agency declares a fiscal emergency and other criteria are met, thereby expanding the scope of an existing continuous appropriation.	services due to the economic downturn. This bill provides flexibility to transit operators to use these cap and trade funds on existing services, if a fiscal emergency is declared. Staff recommends a <b>SUPPORT</b> position.
824		
<a href="#">SB 998</a> ( <a href="#">Wieckowski</a> D) Vehicles: mass transit guideways.	Would prohibit a person from operating a motor vehicle, or stopping, parking, or leaving a vehicle standing, on a public mass transit guideway, subject to specified exceptions. Because a violation of these provisions would be a crime, this bill would impose a state-mandated local program.	Per the legislative program section noted above, this bill offers increased efficiency for transit service delivery by clarifying that it would be a violation to stop, park or be in a transit only lane.  Staff recommends a <b>SUPPORT</b> position.
<a href="#">SB 1051</a> ( <a href="#">Hancock</a> D) Vehicles: parking enforcement: video image evidence.	Current law authorizes the City and County of San Francisco to enforce parking violations in specified transit-only traffic lanes through the use of video imaging, and authorizes San Francisco to install automated forward facing parking control devices on city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes. This bill would extend these provisions to the Alameda-Contra Costa Transit District,	Per the legislative program section noted above, this bill offers increased efficiency for AC Transit service delivery by allowing the district to enforce

	thereby authorizing the district to enforce parking violations in specified transit-only traffic through the use of video imaging evidence and to install automated forward facing parking control devices on district-owned public transit vehicles.	parking violations through video.  Staff recommends a <b>SUPPORT</b> position
<b>Partnerships</b>		
<a href="#">SB 1128</a> ( <a href="#">Glazer</a> D) Commute benefit policies.	Current law authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits through a pilot program. Current law requires that the ordinance specify certain matters, including any consequences for noncompliance, and imposes a specified reporting requirement. Current law makes these provisions inoperative on January 1, 2017. This bill would extend these provisions indefinitely, thereby establishing a permanent program.	Alameda CTC's legislative program supports "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." This bill creates a permanent program that supports commute alternatives.  Staff recommends a <b>SUPPORT</b> position.

## **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).

### ***Funding opportunities:***

FASTLANE:The U.S. Department of Transportation (USDOT) announced that it is soliciting applications for the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies ([FASTLANE grant program](#)). The FASTLANE program is a new program in the Fixing America's Surface Transportation (FAST) Act to fund critical freight and highway projects across the country. The FAST Act authorizes \$800 million in funding for the FASTLANE program for fiscal year 2016, with 25 percent reserved for rural projects, and 10 percent for smaller projects. Applications for FY 2016 are due on April 14, 2016.

Alameda CTC in partnership with the Port of Oakland and Bay Area agencies is submitting a grant application to request federal funding to close a funding gap for a critical goods movement project that supports the Port's global competitiveness, improves freight mobility and efficiency and support safety, air quality and other health improvements for the local community.

Project name: Global Operations at the Port of Oakland: Roads, Rails, and Technology (GoPort!)

Project cost: \$235 million

Funding request: \$140 million

Project description: The GoPort! project includes three complementary components to improve truck and rail access to the Port of Oakland. The 7<sup>th</sup> Street Grade Separation, Middle Harbor Road/Maritime Street improvements, and Intelligent Transportation Systems technology will remove significant truck and rail bottlenecks to reduce shipping costs and strengthen the Port's global competitiveness, improve safety, and decrease emissions impacts on neighboring West Oakland. The GoPort! project provides essential circulation improvements for the Oakland Army Base redevelopment, which has received TIGER IV funds and state trade corridor funds, and will create thousands of middle wage jobs while shifting trucks from congested National Primary Freight Network freeways to more energy efficient rail. Additional funding is needed to close the funding gap for this critical GoPort! Project.

This project is a high priority project in the Alameda County Goods Movement Plan, the Bay Area Goods Movement Plan (both adopted in February 2016) and is included in the State of California's Freight Mobility Plan adopted in 2015.

**TIGER:** The Department of Transportation (DOT) issued a Notice of Funding Opportunity (NOFO) announcing the opening of the **Fiscal Year (FY) 2016 Transportation Investment Generating Economic Recovery (TIGER) Grant Program**. The purpose of the Administration's TIGER program is to make capital investments in surface transportation infrastructure and projects that will have a significant impact on the nation, a metropolitan area, or a region.

DOT will award approximately \$500 million in total program funding for grants ranging from \$5 million to \$100 million each in urban areas. The minimum award is \$1 million in rural areas. The application deadline is **Friday, April 29, 2016**.

Alameda CTC is submitting an application for the I-680 Sunol Northbound Express Lanes (I-680 Sunol NB EL) Project in the amount of \$50 million. This project is part of the regional 550-mile network of Bay Area Express Lanes being sponsored by the Metropolitan Transportation Commission (MTC). The complete project would widen approximately 15 miles of the freeway to accommodate the HOV/Express Lane together with several auxiliary lanes connecting on-ramps and off-ramps. The Project Approval and Environmental phase of the full 15-mile project was completed in summer 2015. The Alameda CTC plans to proceed with a phased project delivery approach for the design and construction phases of the project. Phase 1 of the project will add a new HOV/Express Lane between Auto Mall Parkway and State Route 84 (SR 84)/Vallecitos Road, a distance of approximately 9 miles which is the candidate segment for this TIGER Grant application.

**Federal Appropriations:** In late March, the House Military Construction-VA Subcommittee approved its FY17 spending bill by voice vote, the first FY17 appropriations measure to be approved this year. Congressional appropriators are beginning their FY17 work at the subcommittee level without a budget resolution being passed by either chamber. House Appropriations Chairman Hal Rogers may ultimately give his subcommittees a total national discretionary spending limit of \$1.07 trillion, which complies with the Bipartisan Budget Act of 2015. The House plans to continue consideration of its budget resolution (H. Con. Res. 125) after its members return on April 12.

While the House Budget Committee's resolution adheres to the \$1.07 trillion level, House conservatives are demanding that it includes an amendment that would cut mandatory spending levels by \$30 billion in FY17, which would be in line with spending levels under the Budget Control Act of 2011 (PL 112-25). Under the Budget Act of 1974, without a budget resolution in place to establish enforceable spending limits, the House must typically wait until after May 15 to bring spending bills to the floor, unless that rule

gets waived. Waiting that long could derail the “regular” annual appropriations process in this Presidential election year.

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

**Attachments**

A. Alameda CTC 2016 Legislation Program

**Staff Contact**

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

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## 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:

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

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

*"Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities. Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and 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
		<ul style="list-style-type: none"> <li>• Support parity in pre-tax fringe benefits for public transit/vanpooling and parking.</li> </ul>
<b>Climate Change</b>	Support climate change legislation to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> <li>• Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions, and support economic development.</li> <li>• Support cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy.</li> <li>• Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions.</li> <li>• Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.</li> </ul>
<b>Goods Movement</b>	Expand goods movement funding and policy development	<ul style="list-style-type: none"> <li>• Support 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>

March 24, 2016

## Capitol Update

The Legislature is on Spring Break this week, allowing a little catch-up time for capitol staffers prior to a rush to move legislation out of its house-of-origin as well as the requirement to pass a budget by midnight on June 15<sup>th</sup>. Upcoming deadlines:

- April 22: Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house.
- May 6: Last day for policy committees to hear and report to the Floor nonfiscal bills introduced in their house.
- May 13: Last day for policy committees to meet prior to June 6.
- May 14: The governor must present to the Legislature his revised estimate of revenues and changes to his January budget proposal by May 14<sup>th</sup> each year. We expect release of the May Revision to be around May 12<sup>th</sup> this year.
- May 27: Last day for fiscal committees to hear and report to the Floor bills introduced in their house. Last day for fiscal committees to meet prior to June 6.
- June 3: Last day for each house to pass bills introduced in that house.

Shortly after the May Revision, budget subcommittees will meet to vote on items that have been left open and discuss any changes coming from the Administration. Once both the Senate and Assembly budget committee has voted on their version of the 2016-17 budget, they will form a conference committee to resolve the differences between the houses. The “Big 3,” consisting of Governor Jerry Brown, Senate pro Tempore Kevin de León, and Assembly Speaker Anthony Rendon will likely then meet to negotiate the final budget. Proposition 25 in 2010 essentially ended “Big Five” meetings which consisted of the governor, pro Tem, Speaker, Senate minority leader, and Assembly minority leader because the budget now requires only a majority vote instead of the previous supermajority vote requirement. This year, provided the governor and majority leaders plan to pass a transportation package including new taxes, more discussions will be required with Republicans to secure the required votes.

**Leadership & Committee Changes:** As expected, new Speaker of the Assembly, Anthony Rendon, made a few changes to the Assembly Speaker leadership team as well as committee members.

Leadership:

Position	Under Rendon	Under Atkins
Speaker pro Tempore	Kevin Mullin	Nora Campos
Assistant Speaker pro Tempore	Autumn Burke	Kevin Mullin
Majority Floor Leader	Ian Calderon	V. Manuel Pérez
Assistant Majority Floor Leader	Jim Cooper	Chris Holden
Majority Whip	Miguel Santiago	Jimmy Gomez
Democratic Whip	Nora Campos	Matthew Dababneh

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Assistant Majority Whip	Evan Low	Cristina Garcia
Democratic Caucus Chair	Mike Gipson	Phil Ting

Some of the more notable committee changes:

**Appropriations:** Assemblywoman Lorena Gonzalez replaced Assemblyman Jimmy Gomez as Chair. Assemblymembers Roger Hernández, Miguel Santiago, and Jay Obernolte were also added to the committee, increasing its size from 17 to 20 members.

**Budget:** Assemblyman Phil Ting replaces Assemblywoman Shirley Weber as Chair. Assemblyman Jay Obernolte replaces Assemblywoman Melissa Melendez as Vice Chair. Assemblywoman Melendez remains on the committee. Assemblyman Matthew Harper, Chris Holden, and Jacqui Irwin were added to the committee. Assemblymembers Brian Jones and Reggie Jones-Sawyer were removed from the committee.

**Business and Professions:** Assemblyman Rudy Salas replaces Assemblywoman Susan Bonilla as Chair. Assemblyman Bill Brough replaces Brian Jones as Vice Chair. Brian Jones remains on the committee. Added Assemblyman Jimmy Gomez and Brian Dahle, increasing the size of the committee from 14 to 16. Assemblywoman Ling Ling Chang was removed.

**Health:** Assemblyman Jim Wood replaces Assemblyman Rob Bonta as Chair. Assemblywoman Nora Campos replaces Lorena Gonzalez. Assemblywoman Kristin Olsen replaces Assemblyman Rocky Chávez. Assemblyman Matthew Dababneh has been added to the committee.

**Labor and Employment:** Assemblyman Jim Patterson replaces Assemblyman Matthew Harper as Vice Chair. Assemblyman Patrick O'Donnell replaces Assemblyman Evan Low. Assemblyman Eric Linder was added to the committee.

**Local Government:** Assemblywoman Susan Eggman replaces Assemblyman Brian Maienschein as Chair. Assemblywoman Marie Waldron replaces Assemblywoman Lorena Gonzalez as Vice Chair. Assemblywoman Susan Bonilla replaces Assemblyman Chris Holden. Assemblywoman Beth Gaines was added to the committee.

**Public Safety:** Assemblyman Reggie Jones-Sawyer replaces Bill Quirk as Chair. Quirk will remain a member of the committee.

The full list of changes is attached to the email with this update.

***Budget Discussions:*** For the most part, budget subcommittees are hearing proposals from advocates and discussing the governor's budget proposal without taking action. Typically, votes are saved for after the May Revision, allowing revenue numbers to be updated and the Administration to make changes to the January proposal prior to committee action. Below are some of the items that have been discussed so far in committee.

***Dependency Counsel:*** The Judicial Council is supporting additional funding in the budget for attorneys assisting foster children and their parents. The item was discussed in the Senate Budget Subcommittee on Public Safety before the break. Judicial Council and other stakeholders

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effectively explained to the committee the history of dependency counsel funding and the need for an immediate \$22 million augmentation to the program. Although \$22 million will not fully fund an extremely underfunded system, it will assist in keeping caseloads lower than the 500 clients per attorney that have been emerging from the system in recent years. The Department of Finance as well as the governor's staff has been open to discussions and the committee exhibited a similar openness and concern.

*Coordinated Care Initiative (CCI):* The CCI was established as part of the 2012 budget, to pilot the transition of more enrollees from Medi-Cal to Medi-Cal managed care. The CCI is currently limited to the counties of Los Angeles, Orange, Riverside, San Bernardino, San Diego, San Mateo, and Santa Clara, which have implemented it with variable success. The goal of the CCI is to promote coordinated care and incentivize preventative care keeping beneficiaries healthy and out of institutions. The three components of the CCI are:

1. Cal MediConnect, which is a three-year demonstration, enrolling individuals who are eligible for both Medicare and Medi-Cal (dual eligibles) into a single health plan to receive coordinated medical, behavioral health, long-term institutional, and home and community based services.
2. Mandatory enrollment of most Medi-Cal recipients, including dual eligibles, partial dual eligibles, and seniors and persons with disabilities who are Medi-Cal only into Medi-Cal managed care.
3. Inclusion of Managed Long-Term Supports and Services in Medi-Cal managed care including nursing facilities, In-Home Supportive Services (IHSS), the Multipurpose Senior Services Program, and Community Based Adult Services.

Because enrollment has not been as successful as expected, net General Fund savings from the demonstration are in question. If the Department of Finance determines that the CCI is not cost-effective, the Department will end the program. The CCI's implementation is funded by the managed care organization tax, recently extended by the Legislature.

The Department of Health Care Services (DHCS) is currently conducting studies to determine why there has been a higher than expected opt-out rate, particularly for IHSS beneficiaries. The University of California, in partnership with the SCAN Foundation is evaluating Cal MediConnect to determine client satisfaction. For the first part of the study, on a scale of 1-10, beneficiary satisfaction is at 7.8. The most satisfaction is reported with care coordinators, while delayed care due to referrals has been a problem.

As of February 1, 2016, county enrollment is as follows:

Los Angeles 42,523  
Orange 16,973  
Riverside 13,663  
San Bernardino 13,419  
San Diego 15,796  
San Mateo 9,573  
Santa Clara 12,345  
Total 124,292

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You'll likely recall that counties have a strong interest in the CCI's continuation. When the demonstration was created, a link to the IHSS program was inserted maintaining counties' IHSS maintenance of effort at 2012 levels with a 3.5% annual inflator. Also, collective bargaining for IHSS workers will transfer to the state provided the CCI remains. DHCS and the Department of Finance have expressed their interest in continuing the program provided it makes sense financially. The item was discussed as an informational item on Monday in the Assembly Budget Subcommittee on Health and Human Services.

*California Children's Services:* In one of the few actions taken by budget subcommittees, the Assembly Budget Subcommittee on Health and Human Services voted to reject the Department of Health Care Services' (DHCS) proposed trailer bill pertaining to the redesign of California Children's Services (CCS) and instead, directed them to pursue the language through the normal policy process. The Legislative Analyst's Office was supportive of the action. The CCS program provides diagnostic and treatment services, medical case management, and physical and occupational therapy services to children under 21 with severe health conditions such as cystic fibrosis, hemophilia, cerebral palsy, heart disease, cancer, traumatic injuries, and other major infectious diseases, primarily through a fee-for-service delivery system for CCS services, and Medi-Cal managed care system for primary care.

Over at least the last ten years, some level of disagreement has existed between stakeholders and the Administration about how the CCS program should function and provide services into the future. At the hearing, DHCS presented their proposed trailer bill to redesign the CCS program, ending the managed care carve-out, thereby making CCS a managed care benefit, for kids enrolled in Medi-Cal. The trailer bill would clarify State, county, and Medi-Cal managed care health plan roles and responsibilities with CCS services carved into managed care contracts. The Whole Child Model is proposed to be implemented beginning in January 1, 2017, in some counties with County Organized Health Systems (COHS). DHCS has cited this as a needed change to help families navigate the system and provide incentives for organized, coordinated care.

The Committee rejected the trailer bill language based on numerous concerns. Key county concerns were outlined by the County Health Executives Association:

- **Financing** – Under the proposal, care coordination and service authorization responsibilities would transfer to health plans. However, how that would affect the county CCS funding allocation has either not been determined or not disclosed. Counties would retain responsibility for the Medical Therapy Program and eligibility determinations for CCS. Counties receive a federal match for CCS. Health plans that do not contract back with counties may not receive that match.
- **Staffing** – health plans could choose whether to contract back with the county for services requiring significant adjustments on the part of counties in terms of staff, contracts, and buildings among other details.
- **Transitioning Counties** – Although the Administration's Whole Child Model concept paper limits the transition to County Organized Health System counties and up to four two-plan models, the trailer bill does not. The current managed care carve-out expires January 1, 2017, leaving the discretion to DHCS about which counties would transition.
- **Services** – Medically necessary services that are not available under the managed care contract would become the responsibility of the state and counties. Details on how this



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would work operationally are not in the trailer bill.

- Appeals – Health plans would be responsible for appeals and fair hearings, but it's unclear how this would work when the county is responsible for eligibility and the health plan is responsible for service authorizations.
- Readiness and Transition – Details about what determines readiness and transition milestones have not been identified.

Other stakeholder concerns include the following:

- Quality of Care – Fee-for-service has allowed referral to the best specialists and transportation to those specialists regardless of location.
- Stakeholder Process – Stakeholders were gathered last year and this year for numerous discussions and input about the future of CCS. The trailer bill language does not reflect the process or input.

*Supplemental Security Income/State Supplementary Payment (SSI/SSP):* The Assembly Budget Subcommittee on Health and Human Services heard the governor's proposal to give a one-time cost of living increase (COLA) to the SSP portion of the SSI/SSP grant. Although they did not vote on the COLA itself, they did direct the Legislative Analyst's Office to work with the Department of Social Services and advocates on developing viable options for phased in grant increases to keep up with the pace of inflation.

*IHSS 7% Service Hours Reduction:* The governor's budget proposal included the 7% IHSS restoration in 2016-17 to be funded through the managed care organization (MCO) tax at a cost of \$236 million. Although the funding wasn't included in the MCO bill package, the Assembly Budget Subcommittee on Health and Human Services approved the ongoing repeal of the 7% reduction.

Some of the other proposals discussed in the health and human services arena of importance to counties have been a \$5 million augmentation to the adult protective services program for training, a \$19.7 million augmentation for social services agencies to address the unique problems of commercially sexually exploited children, a \$15 million augmentation for the CalWORKs Housing Support program, and support for the governor's funding proposal for Medi-Cal administration funding. All of these items will be acted upon in the future, most likely after the May Revision.

***Initiative Update:*** There will be one measure on the June 7 presidential primary ballot, Proposition 50. Prop 50 was placed on the ballot by the Legislature in 2014 when they approved SCA 17 in response to some of the controversy over some legislators forced to leave office before their terms had expired for legal reasons.

Prop 50 would amend the Constitution to allow each house of the Legislature by a 2/3 vote to suspend a member and deem the salary and benefits of that member to be forfeited for all or part of the suspension. It would also prohibit a suspended Member from exercising any of the rights, privileges, duties, or powers of his or her office, or from utilizing any resources of the Legislature while the suspension is in effect. If the motion or resolution imposing the suspension does not specify the date upon which the suspension ends, a 2/3 vote of the membership of the appropriate house would be required to remove the suspension.

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## November Ballot

It's difficult to tell how many statewide initiatives will find their way to the November 2016 ballot, but it looks like quite a few, with 79 currently cleared for circulation. Those that are currently scheduled to be placed on the ballot are the following:

**Minimum Wage** – this initiative is the latest to be eligible for the November ballot. It would increase the minimum wage to \$11.00 per hour beginning January 1, 2017, and by \$1.00 each of the next four years, to \$15.00 per hour on January 1, 2021. Thereafter, the minimum wage would be adjusted annually based on the rate of inflation for the previous year, using the California Consumer Price Index for Urban Wage Earners and Clerical Workers. This measure has the potential to significantly impact state and local tax revenues, but the true impacts are highly uncertain. The Legislative Analyst's Office and Department of Finance produced an analysis in July 2015 which may be found here: <http://lao.ca.gov/ballot/2015/150343.pdf>. Impacts of the initiative will be dependent upon how low-wage workers respond and how businesses respond to the change. Because of that uncertainty, the net change in combined state and local revenues ranges from a loss of several hundred million dollars to a gain of more than \$1 billion. <http://www.oag.ca.gov/system/files/initiatives/pdfs/15-0032%20%28Minimum%20Wage%29.pdf>

**State Prescription Drug Purchases** – This measure would prohibit the state, or any state administrative agency or other state entity, from entering into any agreement with a drug manufacturer for the purchase of a prescribed drug unless the net cost of the drug is the same as or less than the lowest price paid for the same drug by the United States Department of Veterans Affairs (USDVA). This price ceiling would also apply to all programs where the state or any state administrative agency or other state entity is the ultimate payer for the drug, even if it did not purchase the drug directly. Although the Legislative Analyst's Office and Department of Finance believe that the initiative could have substantial net change to state or local finances, they did not have enough information to estimate what those changes might be. <http://oag.ca.gov/system/files/initiatives/pdfs/15-0009%20%28Prescription%20Drug%20Costs%29.pdf>

**Adult Films** – This initiative would require that condoms be used in adult films, producers must pay for performer vaccinations, testing, and medical exams and producers must obtain a state health license. The financial summary states the possibility of lost local government revenues if producers move out of California and possible costs and savings to health and human services departments. <http://oag.ca.gov/system/files/initiatives/pdfs/15-0003%20%28Bond-funded%20Projects%20V2%29.pdf>

**Revenue Bonds** – Voter approval would be required before revenue bonds exceeding \$2 billion could be issued or sold by the state. <http://oag.ca.gov/system/files/initiatives/pdfs/15-0003%20%28Bond-funded%20Projects%20V2%29.pdf>

**School Bonds** – Authorizes \$9 billion in general obligation bonds. \$3 billion would go to construction, \$3 billion for modernization of K-12 facilities, \$1 billion for charter schools and vocational facilities, and \$2 billion for community college facilities. Cost projections are \$17.6



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billion for the State to pay off the bond over 35 years.

<http://oag.ca.gov/system/files/initiatives/pdfs/15-0005%20%28Education%20Bond%20Act%29.pdf>

Plastic Bag Ban – This initiative would determine whether the law (SB 270 of 2014) prohibiting stores from providing single-use plastic bags would take effect.

<https://oag.ca.gov/system/files/initiatives/pdfs/14-0011%20%28Referendum%20of%20SB%20270%29.pdf>

Hospital Quality Assurance Fee – Would require a 2/3 vote of the Legislature to amend or repeal the fee and directs funds from the fee to uncompensated care for the uninsured and children's health coverage. The Legislative Analyst estimates that funding will amount to \$500 million in 2016-17 for children's health, increasing to \$1 billion in 2019-20. The LAO also estimates that hospital funding will be \$90 million in 2016-17, increasing to \$250 million in 2019-20. The California State Association of Counties voted to support this measure.

<https://oag.ca.gov/system/files/initiatives/pdfs/13-0022%20%2813-0022%20%28Hospital%20Fees%29%29.pdf>

English Language Education – This measure was placed on the ballot by the Legislature in 2014 (SB 1174, chapter 753). It amends and repeals various provisions of Prop 227 (1998), by repealing the requirement that all children be taught English by being taught in English and instead allows school districts and county offices of education, in consultation with language experts in the field and parents, to determine the best language instruction methods and language acquisition programs to implement. <http://elections.cdn.sos.ca.gov/ballot-measures/pdf/sb-1174-chapter-753.pdf>

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# Memorandum

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• 510.208.7400

• www.AlamedaCTC.org

**DATE:** April 4, 2016

**SUBJECT:** 2016 Alameda Countywide Transportation Plan Update

**RECOMMENDATION:** Receive an update on the financially constrained plan and performance measurement results for 2016 Countywide Transportation Plan (CTP)

## Summary

Alameda CTC is currently developing the 2016 Countywide Transportation Plan (CTP), the long-range document that sets the vision and goals and guides the County's future transportation investments for the next 24 years through 2040. Significant work has been done to date to develop the plan, including Commission adoption of the goals and vision (July 2015), performing call for projects and programs, and identifying performance measures (January 2016). This memo reaffirms the financially constrained projects and programs for the CTP that were approved by the Commission in October 2015, and presents the results from the CTP performance evaluation including the transformational integrated multimodal strategies developed as part of the three modal plans that provide a framework for directing future investments for the county's multimodal transportation system. The results overall show that the county is moving in the right direction, and that the visionary planning work that has been done for the modal plans that will inform future project development will be the cornerstone for advancing the county's vision and goals. These projects were not submitted as part of the call for projects and will be under development in the coming year; therefore, their performance is cannot be quantified as part of this evaluation. As the modal plans and other strategic, integrated planning work is further advanced, performance results are expected to show marked improvement.

## Background

The Alameda Countywide Transportation Plan is 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 the 2016 update is currently underway. The 2016 CTP update process began in January 2015 and the following key milestones have been accomplished to date:

2015:

- February – March: Public workshops around the county seeking ideas for future multimodal transportation in Alameda County.
- June-July: Call for projects held to inform the 2016 CTP and Plan Bay Area 2040 (PBA 2040)
- July: Commission reaffirmed the Vision and Goals from the 2012 CTP
- August: Project team screened the 332 applications that were received as part of the call for projects
- October: Commission approved final list of projects, programs, and plans for Plan Bay Area 2040 (forwarded to the Metropolitan Transportation Commission on October 30)

2016:

- January: Commission adopted the performance measures for the 2016 CTP
- January-February: Public workshops were held to get community input on transportation priorities
- February-March: Project team conducted intercept surveys to get input from underrepresented communities
- February-March: Team conducted performance evaluation

This memorandum explains and reaffirms the financially constrained projects and programs for the 2016 CTP, presents the results of the 2016 CTP performance evaluation and outlines the multimodal improvements envisioned in the three modal plans that are either completed or nearing completion. The Draft CTP will be presented to the Commission in May 2016 and the Final CTP is slated for adoption in June 2016.

## **Discussion**

### ***CTP Performance Evaluation Introduction***

Alameda County and the broader Bay Area region have been moving toward a performance-based planning approach for the past decade. Alameda CTC adopted its first performance-based CTP in 2012, which was the basis for the Transportation Expenditure Plan supported by Measure BB, approved by voters in 2014. Performance-based planning allows policies and goals to be expressed in quantifiable terms and creates an analytical framework to determine the degree to which investment choices help meet goals. Ongoing monitoring of multimodal system performance helps inform future decision-making and highlights necessary adjustments to be made for future updates.

For the purposes of the CTP, performance evaluation is done for the system as a whole and is not done on a project-specific basis. This process allows the Alameda CTC to understand the degree to which the CTP's projects and programs together advance the county towards meeting the adopted vision and goals, and identify where additional efforts are needed. The specific metrics represent issues that are important to measure at a system level, such as,

mode share, travel time reliability for all modes, and job accessibility. Performance measures for the 2016 CTP were drawn from industry best practices, the 2012 CTP, and the performance measures that were adopted for the countywide modal plans. The measures were adopted by the Commission in January 2016.

#### Financially Constrained CTP Projects and Programs

In response to the Call for Projects and Programs held in June and July 2016, Alameda CTC received 332 applications for a project cost of \$26.2 billion and a funding request of \$21.3 billion. Following the PBA2040 guidelines released by MTC on April 29, 2015 and based upon the Commission approval in October 2015, Alameda CTC submitted a list of projects and programs, shown in Attachment A to inform development of Plan Bay Area 2040 for the Alameda County portion of transportation investments. This list identified a total of \$9.47 billion as the funding need for Alameda County. The funding need identified is towards local discretionary funds for \$6.82 billion, which will include local sales tax measures (Measures B and BB and Vehicle Registration Fee) and \$2.65 billion of Alameda County share allocated by MTC for the PBA 2040. Based upon the funding estimates developed for the local sales tax funding, it became clear that the identified funding need of \$9.47 billion for the Alameda County projects and programs listed in Attachment A will be met with the estimated local funding plus the \$2.65 billion county share of federal and state funding identified for the Plan period. Therefore, the list of projects and programs that was adopted by the Commission last fall and submitted to MTC can be reaffirmed as the list for the financially constrained 2016 CTP. Hence, the full list was carried forward into the evaluation process with no changes.

#### Performance Results for the 2016 CTP

The results of the CTP evaluation process will be presented at the Committee meeting. The results presented will be generated through the Alameda County travel demand model and other off-model processes, and will be for two model scenarios:

1. Current Baseline (2015)
2. Financially Constrained/CTP Projects (2040) – Committed projects and CTP projects

Committed Projects were identified based on MTC's Resolution 4182 for the Plan Bay Area 2040 that defines committed projects as projects that have a certified Environmental Impact Report or Record of Decision for Environmental Impact Statement before September 30, 2015, and a full funding plan.

With the 2012 CTP update, Alameda CTC launched a new paradigm of transformative transportation planning initiatives that are performance-driven and take an integrated, system-wide multimodal approach. This new paradigm affects all areas of how transportation planning is done in the county, and sets a framework for future investments as described in the next section below. A change of this magnitude takes time to fully integrate into policies and daily practices of how transportation funding is allocated and how projects are planned and implemented.

Since 2012, an enormous amount of strategic smart growth and multimodal planning integrating complete streets concepts has been done at the countywide level, by cities, and by other agencies. Initial analysis indicates that these changes should have big impacts on the efficiency, sustainability, equity, and effectiveness of the transportation system. However, this planning work is largely not yet reflected in the projects that were submitted to the CTP and therefore cannot be modeled in the performance evaluation. The CTP project submissions were much the same as in 2012; many of the new projects submitted that are different from 2012 submissions are programmatic and therefore are either more difficult or not able to be analyzed in the travel demand model, as discussed further below. The 2016 CTP illustrates that some progress occurred in the last four years, and represents a large step towards the vision taken by Alameda CTC, local jurisdictions and transit agencies.

Some key context that is critical to understand for interpreting the evaluation results:

- **Major growth is projected:** The 2040 results include the growth projections from Plan Bay Area which anticipates nearly half a million new residents (470,000) in Alameda County and over a quarter of a million (286,000) new jobs. This growth means a significant increase in demand and a lot more people using the transportation infrastructure – so a result of no change or minor changes from 2015 to 2040 on indicators like travel time and reliability for auto and transit trips mean that efficiency in investments that are planned can have a big effect.
- **Transportation system is mature:** Alameda County's transportation system is largely built out; the projects that are being proposed represent a fraction of the built value of the existing system and this poses limitations in the magnitude of impact that any capital project can have.
- **Travel demand model does not measure programmatic investments:** The countywide travel demand model, which is used for the performance measurement, focuses on modeling capital projects, and is limited in how it can account for programmatic investments (i.e. countywide bicycle plan and pedestrian plan implementation) Programmatic investments by their nature are not defined as specific capital projects, and therefore, cannot be modeled. Once specific projects are defined from programmatic investments then they can be modeled. However 60% of Measure BB is programs, and these programs are anticipated to make large changes in how the transportation system functions. So, the model is limited in how it can capture the impacts of a large portion of the investments. Further, the model does not capture regular fluctuations in the economy or fuel prices, both of which are known to have major impacts on travel behavior.
- **Modal plans and other innovative work will be captured in future updates:** Development of countywide modal plans (Goods Movement Plan, Multimodal Arterials Plan, and Transit Plan) were a major outcome of the 2012 CTP. Alameda CTC and its partners have done significant and innovative work in the past three years to develop these plans, however project development work still needs to be completed to submit projects for funding. Therefore these projects are not reflected in these results. Other partner agencies have also been doing innovative planning work, such

as the AC Transit Major Corridors Study, interagency corridor-planning work, and complete streets planning and implementation at cities throughout Alameda County. Most of this work is also not reflected in these results, but will be captured in future CTP updates.

### ***Vision for the Future***

The three countywide modal plans – Goods Movement Plan, Transit Plan and Multimodal Arterial Plan - envision a new way of conceptualizing and addressing the multimodal transportation system problems which is more integrated and holistic and go far beyond transportation capital projects included in the 2016 CTP update. The Commission adopted the Goods Movement Plan in February 2016 and the other two plans are scheduled to be adopted in Summer of 2016. Much of the change that is envisioned is going to come about through programmatic investments that are focused on maximizing the efficiency and effectiveness of our existing multimodal infrastructure and shifting travel behavior to different modes and times of day while supporting economic development. Examples include advanced and integrated corridor management, allocating capacity to high capacity transit services, implementation of complete streets, new rail strategies for passenger and freight rail, and ultimately ensuring countywide complete and connected network for all modes.

The Goods Movement Plan, which the Commission recently adopted, is a good illustration of this new approach. The recommendations are presented in the form of opportunity themes which contain projects, programs, and policies that are implemented in concert to maximize synergies and co-benefits. The plan contains targeted capital investments that are complemented by programs and policies aimed at changing behavior and incentivizing efficient use of the system. Plans like this represent the progressive future that is envisioned for Alameda County's transportation system. Highlights of the adopted or potential strategies or outcome of these plans include:

#### Goods Movement Plan:

The Alameda County Goods Movement Plan outlines a long-range strategy for how to move goods effectively within, to, from and through Alameda County by roads, rail, air and water. It developed short- and long-term strategies and project lists to support goods movement in Alameda County. The adopted plan, if implemented as described in the opportunity packages will support these outcomes:

- Elimination of 21 million truck vehicle miles traveled (VMT) per year.
- Annual savings to shippers in reduced trucking costs of approximately \$59.2 million.
- Elimination of more than 1,280 truck trips per day on I-580 and I-880. Assuming that each truck is the equivalent to 2.5 passenger cars (PCE), the reduction in PCE from this strategy would be approximately 3,200 per day.
- Creation of middle-wage jobs from transloading and associated value-added activities.

## Countywide Transit Plan

The Countywide Transit Plan's vision is to create an efficient and effective transit network that enhances the economy and the environment and improves quality of life. The Transit Plan identified 13 corridors as potential transit focus corridors across the county to provide or invest for a comprehensive transit improvement. While the Transit Plan draft network recommendations focus on where investments are needed to create fast, frequent transit service in the future, the Plan also considers how different types of transit service or transit tiers work together to create a complete transit network that serves different travel needs. Initial assessment of the draft improvement recommendations for the Plan period of 2040 support these outcomes:

- Doubling of daily passenger trips
- Over 40% increase of households within half mile of transit stops
- Over 50% increase in number of jobs located within half mile of transit jobs

## Countywide Multimodal Arterial Plan:

The Countywide Multimodal Arterial Plan's vision is to develop a network of efficient, safe and accessible arterials that facilitate the multimodal movement of people and goods, and help create a strong economy, healthy environment and vibrant communities, considering local context. This Plan coordinates with and supports the outcome of the Countywide Goods Movement and Transit Plans. In this context, this Plan ensures a connected and continuous network for all modes across the county. It identified over 500 miles of major arterials as a core Arterial Network for the county and proposed initial multimodal improvements.

- Transit Network improvements primarily focused on the AC Transit and LAVTA major corridors. About 38 miles of dedicated transit lane and 52 miles of Rapid Bus improvements are proposed that will support the Transit outcomes as described above in Transit Plan.
- About half of the Arterial Network (250 miles) was identified as having high bicycle priority. About 121 miles of Class 4 protected bicycle lanes are proposed advancing connections to transit, improving safety and increasing non-motorized share of transportation.
- For pedestrian improvements, about 50 miles of either new sidewalk or widening of existing sidewalks are proposed along with nearly 150 miles of crosswalk enhancements. These improvements focus on high-pedestrian emphasis areas (downtowns and large commercial districts) and around BART station areas to increase safety and improve access to transit and activity centers.
- Advanced Intelligent Transportation System including connected vehicles option has been identified for nearly 150 miles, which will support goods movement and transit improvements described above, and improving travel efficiency and reliability.
- Accommodation of truck traffic proposed on top tier arterial goods movement routes, supporting innovative goods movement delivery identified in the Goods Movement Plans.



Additionally, we are in a significant transition or disruptive period for transportation with new technologies and approaches changing the nature of mobility in vast, and often unexpected, ways. Change will continue to happen not only in terms of the availability of a broader array of modal choices, but the availability of new tools to understand more accurately and at a finer-grained level how changes will impact the system (i.e. utilizing “big data” and innovative partnerships with the tech sector).

This future vision will require embracing new perspectives, models, and tools, and embarking on new ways of working together with different and new stakeholders, particularly the new technology based private transportation sector stakeholders. Key steps for advancing partnerships and moving modal plan initiatives forward include:

- Project development to advance projects recommended by the modal plans
- Strengthened partnerships with existing agencies and non-traditional partnerships, (i.e. with the private sector)
- Implementation of complete streets policies through the Alameda CTC's grant programs and the DLD Local Streets and Roads program (i.e. the Central County Complete Streets implementation project, currently underway, is intended to serve as a model for the rest of the county when completed)
- New ways of integrating projects with programs and policies
- Piloting and embracing technological innovations

### **Next Steps**

Following Commission review of the performance results, the project team will complete the draft CTP for consideration and comment in May 2016.

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

### **Attachments**

- A. Table 1 – Final Alameda County Submittal to PBA 2040 – Applications Summary (October 2015)

### **Staff Contact**

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**Table 1 - Final Alameda County Submittal to PBA 2040  
Applications Summary (October 2015)**

	Total Cost (\$ 000s)	Total Programmed Funding (\$ 000s)	Total Funding Requests (\$ 000s)	Requested Local Discretionary Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)
<b>MTC Programmatic Categories</b>					
Intersection Improvements	\$63,948	\$12,259	\$51,689		\$452
Intersection Improvements (Grade Separations)	\$631,067	\$7,715	\$623,352		\$26,775
Management Systems	\$132,647	\$45,649	\$86,998		\$774
Minor Freight Improvements	\$183,281	\$1,812	\$181,469		\$50,257
Minor Transit Improvements	\$362,177	\$120,716	\$241,461	Specific Local	\$76,409
Multimodal Streetscape Improvements	\$1,127,942	\$70,699	\$1,057,242	Fund allocations	\$137,519
New Bicycle and Pedestrian Facilities	\$1,733,258	\$72,931	\$1,660,327	to be made based	\$443,627
Other	\$510,000	\$0	\$510,000	upon local	\$145,196
Planning	\$219,158	\$6,225	\$212,933	discretionary	\$77,465
Preservation Rehabilitation	\$1,109,760	\$340,443	\$769,317	actions	\$6,901
Routine Operation and Maintenance	\$1,452,560	\$96,900	\$1,355,660		\$133,367
Safety and Security	\$159,371	\$13,777	\$145,594		\$22,457
Travel Demand Management	\$327,202	\$55,086	\$272,116		\$17,374
<b>TOTAL Programmatic</b>	<b>\$8,012,371</b>	<b>\$844,212</b>	<b>\$7,168,158</b>	<b>\$3,277,087</b>	<b>\$1,138,574</b>
<b>Transportation Project Categories</b>					
Arterial Projects (Improvements)	\$409,854	\$27,202	\$382,652	\$191,326	\$191,326
Arterial Projects (Gap Closures)	\$310,103	\$26,954	\$283,149	\$141,575	\$141,575
Highway Projects (Interchanges & Crossings)	\$601,218	\$301,992	\$299,226	\$87,065	\$212,162
Transit Oriented Development Projects	\$570,712	\$12,850	\$557,862	\$60,000	\$497,862
Transit Projects	\$252,878	\$10,020	\$242,858	\$4,781	\$238,078
Three Major Trail Development Program	\$206,551	\$12,780	\$193,771	\$96,886	\$96,886
Local Arterial Network Gap Closure	\$38,562	\$1,100	\$37,462	\$18,731	\$18,731
I-580 Corridor TEP Freeway Improvements	\$267,377	\$157,345	\$110,032	\$55,016	\$55,016
I-880 Corridor TEP Freeway Improvements	\$57,002	\$12,418	\$44,584	\$22,292	\$22,292
Union City Rail Program	\$75,000	\$0	\$75,000	\$37,500	\$37,500
<b>TOTAL Alameda County Projects</b>	<b>\$2,789,257</b>	<b>\$562,661</b>	<b>\$2,226,596</b>	<b>\$715,170</b>	<b>\$1,511,426</b>
<b>TOTAL Regional</b>	<b>\$14,871,817</b>	<b>\$3,013,859</b>	<b>\$11,857,959</b>	<b>\$2,824,617</b>	<b>\$9,033,342</b>
<b>TOTAL Committed</b>	<b>\$547,844</b>	<b>\$505,971</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>GRAND TOTAL</b>	<b>\$26,221,289</b>	<b>\$4,926,703</b>	<b>\$21,252,713</b>	<b>\$6,816,874</b>	<b>\$11,683,342</b>
Current Request for Regional Allocation					<b>\$2,650,000</b>
Percent Programmatic					43%
Percent Projects					57%
<b>Regional Allocation for Alameda CTC</b>					<b>\$2,650,000</b>

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