



**1. Pledge of Allegiance**

**2. Roll Call**

A roll call was conducted. All members were present with the exception of Commissioner Halliday.

Commissioner Campbell-Washington was present as an alternate for Commissioner Chan.

**Subsequent to the roll call**

Commissioner Halliday arrived during item 5.1. Commissioner Harrison left during item 5.1

**3. Public Comment**

There were no public comments.

**4. Consent Calendar**

**4.1. Approval of the September 12, 2016 meeting minutes**

**4.2. Receive an update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.**

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

Yes: Atkin, Haggerty, Saltzman, Marchand, Campbell-Washington, Capitelli, Kaplan, Harrison

No: None

Abstain: None

Absent: Halliday

**5. Legislation**

**5.1. Receive an update on state, local and federal legislative activities**

Tess Lengyel provided an update on state and federal legislative activities. She updated the Commission on the outcome of bills that the Commission took positions on, specifically AB 1919, which is an Alameda CTC-sponsored bill and was signed by the Governor. Tess also noted that the Governor signed AB 2289, SB 998, SB 1051 and SB 1128, which are all bills that the Commission took support positions on. She stated that AB 2222 and AB 1572 were two pieces of legislation relating to student transit pass funding, that the Commission took support positions on, but neither of the bills made it through the legislature. Tess noted that the Governor vetoed AB 2170, which is related to the FastACT goods movement funding allocation process at the state. Tess informed the committee that the Alameda CTC Goods Movement Committee would likely meet at the beginning of 2017 to receive updates on and address many freight activities that will be occurring in the state in 2017. Tess provided information on other policy related matters surrounding cap and trade funding authorizations, specifically the Strategic Growth Councils rulings for funding allocations for the

Transformative Climate Communities program. She noted that the Bay Area was not listed as one of the top 5% in the Cal Enviro Screen 3.0 listing and she stated that the Alameda CTC would be submitting a letter to advocate for Northern California jurisdictions inclusion in the program.

Commissioner Atkin requested that staff send a template of the Cal Enviro Screen letter to each jurisdiction so that they can also provide letters to the legislature. Tess stated that staff would provide each jurisdiction with a template.

Commissioner Kaplan asked what criteria and/or calculations were used in the screening. Tess listed the criteria that was specifically called out in the screening formula.

Commissioner Saltzman requested that the committee members receive a memo outlining the complexity of the Cal Enviro Screens at a future meeting.

Commissioner Atkin asked if any of the bills the Commission took support positions on but failed in the legislature would be reintroduced. Tess stated that she anticipates that the Freight Bill would be reintroduced and potentially the bill regarding transit operating on shoulders.

*Commissioner Kaplan motioned to take a seek amendment position on the Cal Enviro Screen 3.0 item, prepare and send a draft letter for jurisdictions to send to legislators, and provide the committee with a memo outlining the complex Cal Enviro screening requirements at a future meeting. Commissioner Halliday seconded the motion. The motion passed with the following roll call vote:*

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

## 6. Planning and Policy

### 6.1. Authorize release of a Request for Proposal (RFP) for bicycle/pedestrian counting equipment purchase, and authorize the Executive Director, or a designee of the Executive Director, to negotiate and execute a purchase agreement for bicycle/pedestrian counting equipment.

Matthew Bomberg recommended that the Commission authorize a release of a Request for Proposal (RFP) for bicycle/pedestrian counting equipment purchase; and authorize the Executive Director, or a designee of the Executive Director, to negotiate and execute a purchase agreement for bicycle/pedestrian count equipment. He stated that staff proposes to expand the use of automated bicycle and pedestrian trail counters to obtain richer, more statistically reliable data on biking and walking. Matthew said that Alameda CTC would own the counting equipment and would hold any ongoing agreement with the equipment manufacturer regarding data, and the local agency would agree to install and maintain the count equipment according to manufacturer instructions. He continued saying that Alameda CTC would share access to all data collected with

the partnering local agency. Matt concluded that the counters would be installed on major interjurisdictional trails across Alameda County, including counters in each of Alameda County's four planning areas.

Commissioner Halliday asked what staff plans to do with data collected from the equipment. Tess stated that staff monitors all forms of transportation and approval of this item expands the monitoring of bicycle and pedestrian usage along the trails. Matthew added that data collection will have an emphasis on transportation and transit connections.

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

Yes: Atkin, Halliday, Haggerty, Saltzman, Marchand, Campbell-Washington, Capitelli, Kaplan

No: None

Abstain: None

Absent: Harrison

**6.2 Approve and authorize the Executive Director to execute Amendment No. 3 to Professional Services Agreement No. A13-0001 with Alta Planning + Design, Inc. for an additional \$1,480,000 for a total not-to exceed amount of \$6,680,000 for project implementation of the Safe Routes to School Program**

Tess Lengyel recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 3 to Professional Services Agreement No. A13-0001 with Alta Planning + Design, Inc. for an additional \$1,480,000 for a total not-to exceed amount of \$6,680,000 for project implementation of the Safe Routes to School Program. She provided a program overview detailing the Alameda County Safe Routes to Schools Program growth, evolution and program elements.

Tess also provided information on the contract structure with Alta Planning and stated that at its September 12th meeting, the PPLC Committee asked staff to provide the Committee options on funding the SR2S program for FY 2016-2017. She stated that Option 1 will program an additional \$1,480,000 to the existing budget including a \$100,000 safety line item that would be used specifically for direct safety training for students. This option allows the contract to support a budget for FY2016-2017 that is higher than previous years and with a \$100,000 safety line item that allows for flexibility to target resources where needed to ensure the continued success of the SR2S program. Option 2 offers the Commission to choose to direct the \$100,000 in the safety line item described in Option 1 to a particular subconsultant contract or activity rather than spend it on increased direct safety programming or additional site assessments as outlined in Option 1. Approval of either option will encumber \$1,480,000 of project grant funds (STP/CMAQ funds, TFCA, and local Measure B matching funds) which was approved as part of the FY2016-17 budget, making the fiscal year 2016-17 budget a total of \$2,025,000 and the overall contract a total of \$6,680,000.

There were public comments on this item made by the following:

- Julie Williams, Principal of Brier Elementary in Fremont, stated that site coordinators are essential in assisting principals with implementing the program. She urged support of Option 2.
- Nora Dye from Cycles of Change stated that the program is needed most at schools that are underserved and stated that site coordinators are integral part of the program.
- Joel Gewein from the City of Berkeley expressed support for a model that includes site coordinators.
- Claire Griffing from the City of Albany stated that schools and city staff are excited about the program and she stressed the importance of Transform's role in the program. She also urged the Commission to consider barriers associated with going to a web-based model.
- Elena Lepe stated that she is the Parent Champion from Schafer Park Elementary school in Hayward and wanted to ensure that coordinators are kept in the program. She stressed the importance of keeping a human aspect in the program (*translation was provided*).
- Kristi Marleau stated that she is the Parent Champion at a school in Dublin and she encouraged coordination between principals and the site coordinators.
- Jane Kramer stated that a police element should be considered in the program.

Commissioner Kaplan stated that it is important to preserve aspects of the programs that are successful while also exploring other options to further enhance the program going forward.

Commissioner Saltzman requested that policy matters be brought to the Commission for discussion prior to asking for approvals that include budget amounts.

Commissioner Halliday asked if the recommended action will eliminate site coordinators from the program. Tess stated that site coordinators are not being eliminated and she noted that Option 1 allows Alta Planning + Design Inc. and their ten sub-contractor team to administer approximately 52 extra site visits and facilitate safety trainings and the resource center.

Commissioner Halliday asked if there was before and after data collected that summarizes behavior shift as a result of implementing the program. Tess stated that the program is evaluated annually and an annual report is produced that summarizes trends and shifts.

Commissioner Capitelli stated that the program is successful in Berkeley and stated that it is important to look at other models that have been implemented as we review our program.

Commissioner Kaplan moved to approve Option 2. Commissioner Capitelli seconded the motion. The motion passed with the following roll call vote:

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

**7. Committee Member Reports**

There were no committee member reports.

**8. Staff Reports**

There were no staff reports.

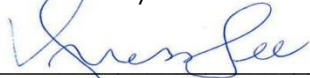
**9. Adjournment/ Next Meeting**

The next meeting is:

Date/Time: November 14, 2016 at 11:15 a.m.

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

Attested by:



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Vanessa Lee,  
Clerk of the Commission

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# Memorandum

4.2

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**DATE:** November 7, 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 October 3, 2016, the Alameda CTC has not reviewed any environmental documents.

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

## Staff Contact

[Saravana Suthanthira](#), Principal Transportation Planner

[Chris Van Alstyne](#), Assistant Transportation Planner

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# Memorandum

4.3

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**DATE:** November 7, 2016

**SUBJECT:** Approval of Administrative Amendment to Project Agreement (A14-0027)

**RECOMMENDATION:** Approve Administrative Amendment to Project Agreement (A14-0027)

### Recommendation

It is recommended the Planning, Policy and Legislation Committee approve and authorize the Executive Director to executive administrative amendment to project agreement in support of Alameda CTC's countywide transportation planning work.

### Summary

Alameda CTC enters into agreements/contracts with consultants and local, regional, state, and federal entities, as required, to provide the services, or to reimburse project expenditures incurred by project sponsors, necessary to meet the agency's Planning obligations. Agreements are entered into based upon estimated known project needs for scope, cost, and schedule.

The administrative amendment request shown in Table A has been reviewed and it has been determined that the requests will not compromise the project deliverables.

Staff recommends the Commission approve and authorize the administrative amendment request as listed in Table A attached.

### Background

Amendments are considered "administrative" if they do not result in an increase to the existing encumbrance authority approved for use by a specific entity for a specific project. Examples of administrative amendments include time extensions and project task/phase budget realignments which do not require additional commitment beyond the total amount currently encumbered in the agreement, or beyond the cumulative total amount encumbered in multiple agreements (for cases involving multiple agreements for a given project or program).

Agreements are entered into based upon estimated known project needs for scope, cost, and schedule. Throughout the life of a project, situations may arise that warrant the need for a time extension or a realignment of project phase/task budgets.

The most common justifications for a time extension include (1) project delays and (2) extended project closeout activities.

The most common justifications for project task/phase budget realignments include 1) movement of funds to comply with timely use of funds provisions; 2) addition of newly obtained project funding; and 3) shifting unused phase balances to other phases for the same project.

Requests are evaluated to ensure that the associated project deliverable(s) are not compromised. The administrative amendment requests identified in Table A have been evaluated and are recommended for approval.

**Levine Act Statement:**

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

**Attachments**

A. Table A: Administrative Amendment Summary

**Staff Contact**

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

[Carolyn Clevenger](#), Director of Planning

Table A: Administrative Amendment Summary

<b>Index No.</b>	<b>Firm/Agency</b>	<b>Project/Services</b>	<b>Agreement No.</b>	<b>Contract Amendment History and Requests</b>	<b>Reason Code</b>	<b>Fiscal Impact</b>
1	Fehr and Peers Transportation Consultants	Feasibility Study for the Iron Horse Trail Connectivity to BART Project	A14-0027	A3: 9-month time extension from 9/30/2016 to 6/30/2017	6	None

- (1) Project delays.
- (2) Extended project closeout activities.
- (3) Movement of funds to comply with timely use of funds provisions.
- (4) Addition of newly obtained project funding.
- (5) Unused phase balances to other project phase(s).
- (6) Additional round of comments and revisions using available budget.

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**DATE:** November 7, 2016

**SUBJECT:** November Legislative Update

**RECOMMENDATION:** Receive an update on state, regional, local, and federal legislative activities and approve the 2017 Legislative Program.

## Summary

This legislative update provides information on federal, state, regional and local legislative activities, including outcomes of the November 2016 state and local elections, which will be provided as a handout since the election results will be known after the time of this writing. In addition, staff seeks Commission approval of Alameda CTC's 2017 Legislative Program, which will guide legislative actions and policy direction on issues during the upcoming calendar year. The full 2017 Legislative Program is included in Attachments A and B. This is an action item.

## Background

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

The 2017 Alameda CTC Legislative Program is divided into six sections and retains many of the 2016 priorities:

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

## **2017 State and Federal Look Ahead**

At the November Commission retreat, Alameda CTC's state and federal lobbyists will provide in-depth information on the outcomes of the November 2016 elections, including member changes, and the potential policy implications on Alameda CTC's legislative activities.

## **2017 Legislative Program and Policy Priorities**

Some of the highest priorities in Alameda CTC's 2017 Legislative Program will be to partner at federal, state, regional and local levels regarding transportation policies, funding, and project delivery. Several key activities are part of Alameda CTC's workplan:

- Goods Movement
  - Seek Cycle two of federal FASTLANE grant funding for goods movement projects in Alameda CTC's adopted goods movement plan
  - Partner with regional, state and federal agencies to advance and leverage funds for technology, community impact reduction and emission reduction programs in the adopted goods movement plan
  - Participate in development of State Freight Investment Plan as required by the FAST ACT for the federal formula allocation funds. Alameda CTC will work with partner agencies to support prioritization of Alameda County and Bay Area transportation goods movement projects in state and federal goods movement planning and funding efforts
  - Participate in the update of the State Trade Corridor Investment Fund guidelines by the California Transportation Commission
- Transportation Funding
  - Advocate for legislative action at the state for new state transportation funding
  - Advocate for Alameda County projects in regional funding opportunities such as a new bridge toll, gas tax and other regional efforts intended to fund transportation investments in the Bay Area
  - Review and comment on grant guidelines and rulemakings to ensure Alameda County eligibility for state and federal funding
  - Protect and leverage local funding to the maximum extent possible to support Alameda CTC's promises to voters
- Project and Program Delivery
  - Continue implementation of Alameda County's 2000 and 2014 Transportation Expenditure Plans and support policies and legislative actions that facilitate delivery
  - Collaborate with partners and support policies and legislative activities that support development, funding and delivery of countywide

transportation projects and programs, goods movement, efficient multimodal arterial roadways, and reliable, accessible transit planned for in Alameda CTC's four multimodal plans: the Countywide Transportation Plan, Countywide Goods Movement Plan, Countywide Multimodal Arterial Plan, and Countywide Transit Plan.

Legislative, policy, and funding partnerships throughout the Bay Area and California will be key to the success of the 2017 Legislative Program. Alameda CTC's state and federal lobbyists will schedule meetings in the coming year with various legislators and agency staff in Sacramento and Washington, D.C. to address Alameda CTC's legislative needs in 2017.

Attachment A provides background on each of the legislative categories. Attachment B summarizes the proposed legislative platform.

### State Update

After the November 8 general election, Alameda CTC will report on the outcome of the following transportation-related measures on the ballot sponsored by counties throughout the state (see handout that lists which measures passed and failed). The dollar amounts are based on 2016 estimates.

Expenditure Plan Info	Description	Term	Amount	Total
<a href="#">CCTA</a>	<a href="#">Measure X</a> : Contra Costa County sales tax measure to fund transportation improvements.	30 years	1/2 cent	\$2.9B
<a href="#">Metro</a>	<a href="#">Measure M</a> : Los Angeles County extension of half-cent sales tax measure to fund transportation projects and half-cent augmentation to improve light rail and subway lines.	No exp.	1 cent	\$3B/yr
<a href="#">PCTPA</a>	<a href="#">Measure M</a> : Placer County sales tax measure to fund transportation projects.	30 years	1/2 cent	\$1.6B
<a href="#">Sacramento County</a>	<a href="#">Measure B</a> : Sacramento County half-cent augmentation of half-cent sales tax measure for regional bus and light rail projects.	30 years	1/2 cent	\$3.6B
<a href="#">SANDAG</a>	<a href="#">Measure A</a> : San Diego County sales tax measure to fund transportation projects.	40 years	1/2 cent	\$18.2B
<a href="#">San Luis Obispo County</a>	<a href="#">Measure J-16</a> : San Luis Obispo County sales tax measure to fund transportation projects.	9 years	1/2 cent	\$225M
<a href="#">SCCRTC</a>	<a href="#">Measure D</a> : Santa Cruz County sales tax measure to fund transportation projects.	30 years	1/2 cent	\$500M
<a href="#">StanCOG</a>	<a href="#">Measure L</a> : Stanislaus County sales tax measure to fund transportation projects.	25 years	1/2 cent	\$960M

<a href="#">Ventura County</a>	<a href="#">Measure AA</a> : Ventura County sales tax measure to fund transportation projects.	30 years	1/2 cent	\$3.3B
<a href="#">VTA</a>	<a href="#">Measure B</a> : Santa Clara County sales tax measure to fund transportation projects.	30 years	1/2 cent	\$6.5B
<a href="#">TAMC</a>	<a href="#">Measure X</a> : Monterey County sales tax measure to fund transportation projects.	30 years	3/8 percent	\$600M
<b>Total:</b>				<b>\$41.4B</b>

## Local Update

After the November 8 general election, Alameda CTC will report on the outcome of the following local and regional measures related to transportation and infrastructure. If approved by voters, these measures will fund transportation operations and maintenance, capital improvements, streets and sidewalks, and pedestrian, bicycle, and traffic safety (see handout that lists which measures passed and failed).

Sponsor	Description	Term	Total
AC Transit	<a href="#">Measure C1</a> : Extension of the parcel tax for AC Transit operations and maintenance.	20 years	\$600M
BART	<a href="#">Bond Measure RR</a> : An increase in homeowners' property taxes to fund capital improvements in Alameda, Contra Costa, and San Francisco counties.	40 years	\$3.5B
City of Alameda	<a href="#">Measure K1</a> : Reaffirms the existing annual transfer of funds from Alameda Municipal Power to the City's General Fund budget dedicated to essential services including public safety, fire and emergency response, recreation and parks, street and sidewalk maintenance, libraries, and streetlights.	No exp.	\$3.7M/yr
City of Albany	<a href="#">Measure P1</a> : Parcel tax to repair and upgrade aging and deteriorating public sidewalks and remove obstructions so that Albany sidewalks are safe and accessible.	10 years	\$2M
City of Berkeley	<a href="#">Measure T1</a> : Infrastructure and facilities bond measure that would support streets and sidewalks, storm drains, senior centers, parks and rec facilities, public buildings and facilities.	40 years	\$100M
City of Oakland	<a href="#">Measure KK</a> : Bond measure that would support streets, sidewalks, and pedestrian, bicycle, and traffic safety; public safety and quality of life; and housing and anti-displacement.	10 years	\$600M
			<b>+\$4.8B</b>



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

**Attachments**

- A. Alameda CTC 2017 Legislation Program
- B. Alameda CTC 2017 Legislation Platform

**Staff Contact**

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

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## 2017 Alameda CTC Legislative Program

### Introduction

Each year, the Alameda County Transportation Commission (Alameda CTC) adopts a legislative program to provide direction for its legislative and policy activities for the year. The purpose of the 2017 Alameda CTC Legislative Program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy in the coming year. The program is developed to be broad and flexible, allowing Alameda CTC to pursue legislative and administrative opportunities that may arise during the year, and to respond to the changing political processes in the region, as well as in Sacramento and Washington, D.C.

The legislative program supports Alameda CTC in its required role as manager of the county's voter-mandated transportation expenditure plans and as the county's congestion management agency. Alameda CTC relies on its legislative program to advance transportation programs and projects that will maintain and improve Alameda County's multimodal transportation system. Some of the main factors that will influence the 2017 Alameda CTC Legislative Program include:

- The need for new, secure transportation funding sources;
- Advocacy for funding of Alameda CTC projects and programs to leverage local funds;
- Monitoring of statewide efforts to increase funding for infrastructure and improve efficiencies in transportation delivery;
- Implementation of state legislation including Senate Bill 743 that will affect Alameda County's transportation and land use activities to support the region's Sustainable Communities Strategy;
- Monitoring implementation of California's Cap-and-Trade Program for transportation funding that will help address climate change to ensure on-going eligibility for these programs for Alameda County jurisdictions and transit operators;
- Implementation of the Alameda County's 2000 and 2014 Transportation Expenditure Plans and actively seeking opportunities to leverage other funds for project and program delivery;
- Goods movement planning and advocacy, as well as policy development as a result of multimodal arterial planning and countywide transit planning efforts; and
- Expansion of legislative and policy partnerships throughout the Bay Area, in California, and in Washington, D.C.

Funding and policy decisions supported through a legislative program will advance Alameda CTC projects and programs. The 2017 Legislative Program is divided into six sections and retains many of the 2016 priorities:

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

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

### **1. Transportation Funding**

California represents one of the largest economies in the U.S. Its diverse industries range from agriculture to mining to biotechnology to new transportation technologies—all of which serve as a source of the state's economic strength. Each of these industries relies on a backbone of transportation to move people, goods, and services.

Fuel prices fluctuate significantly in California, but the gas tax remains flat with no index to inflation. Since 1993, the state and federal gas taxes have not been raised, and the costs to deliver transportation projects and programs, operate transit, and perform system maintenance continue to rise.

#### ***FAST Act***

In December 2015, President Obama signed Fixing America's Surface Transportation (FAST) Act, into law. The new law authorizes \$305 billion in surface transportation funding through FY 2020. This came after a number of short-term extensions of the nation's surface transportation program. The FAST Act funds federal highway, highway safety, transit, and rail programs for five years. However, more funding is needed to meet state, regional, and local demands for transportation improvements.

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

The approval of Senate Bill 1077 (DeSaulnier) in 2014 was a step forward in California's effort to address the declining value of the state's fuel excise tax. CalSTA will implement a road user charge pilot program by January 1, 2017 and report its findings on the pilot program by June 30, 2018.

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

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

Safety and Operational Improvements at 23rd and 29th Avenues, I-880 Southbound HOV Lane, and Route 84 Expressway North Segment.

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

In 2014, Alameda County voters supported Measure BB which will fund \$8 billion in transportation investments over 30 years.

In 2016, cities, counties and transit operators have gone to the ballot seeking voter approval for transportation infrastructure that is not being funded at the state or federal level.

**Transportation Extraordinary Session:** The last day of the Transportation Extraordinary Session is November 30, 2016. There is talk/hope that the legislature will reconvene after the November elections in an effort to push through a state funding package. If a package is not approved in November, it is likely that the next legislative session will continue to include bills to provide more transportation infrastructure funding.

Alameda CTC's legislative priorities for transportation funding include the following:

#### **Increase transportation funding**

- Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures.
- Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled, or other reliable means.
- Support efforts that protect against transportation funding diversions.
- Support new funding sources for transportation.

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

- Support legislation that protects and provides increased, flexible funding from different fund sources to Alameda County for operating, maintaining, rehabilitating, and improving transportation infrastructure and operations.
- Support increases in federal, state, and regional funding, including through new funding sources, to expedite delivery of Alameda CTC projects and programs.
- Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures that are locally funded and locally managed.
- Support efforts that streamline financing and delivery of transportation projects and programs.

- Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.
- Seek, acquire, and implement grants to advance to leverage local funding to for project and program delivery.

## **2. Project Delivery and Operations**

Delivery of transportation infrastructure expeditiously is critical for ensuring cost-effective mobility of people and goods, while protecting local communities and the environment, and creating jobs. However, delivery of projects is often bogged down by long time frames for current project delivery processes, including environmental clearance and mitigation, design, right of way, and project financing. Alameda CTC will continue to expedite project delivery and operations through partnerships and best management practices.

### **Advance innovative project delivery**

- Support environmental streamlining and expedited project delivery.
- Support contracting flexibility and innovative project delivery methods.
- Support high-occupancy vehicle (HOV)/toll lane expansion in Alameda County and the Bay Area, and efforts that promote effective and streamlined implementation.
- Oppose efforts that reduce the efficiencies, degrade operations or create congestion on HOV/express lanes in Alameda County
- Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.

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

- Support efforts that reduce project and program implementation costs by reducing or eliminating the requirements for state or other agency reimbursements to implement projects on state/regional systems.
- Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.

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

Transportation in the Bay Area must serve multiple needs. It must efficiently deliver food and goods, and move people from one place to another. Multimodal options offer the traveling public choices, manage traffic demand, reduce greenhouse gas emissions, and improve the transportation system efficiency. To that end, Alameda CTC updated its Countywide Transportation Plan in 2016 and developed three new multimodal plans in 2016—Countywide Goods Movement Plan, Countywide Multimodal Arterial Plan, and Countywide Transit Plan. Effective implementation of multimodal transportation systems relies on how local coordination and development supports these types of investments.

Linking land use and transportation decisions can result in economic growth and expanded mobility and reduced emissions for residents and businesses.

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

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

- Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs.
- Support local flexibility and decision-making on land-use for transit oriented development (TOD) and priority development areas (PDAs).
- Support innovative financing opportunities to fund TOD and PDA implementation, including affordable housing.

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

- Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities, and low-income people; and policies that do not create unfunded mandates.
- Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education.
- Support parity in pre-tax fringe benefits for public transit, carpooling, vanpooling and other non-motorized modes (as applicable) with parking.

## **4. Climate Change**

The enactment of Assembly Bill 32 and SB 375 to reduce the state's greenhouse gas (GHG) emissions link transportation and housing and create a funding stream to pay for projects and programs that reduce GHG emissions (the state's Cap-and-Trade Program) and affect transportation planning, funding, and delivery in Alameda County and throughout the state.

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

The Cap-and-Trade Program sets a statewide limit on greenhouse gas (GHG) emissions from sources responsible for 85 percent of California GHG and quarterly hosts auctions for carbon credits and revenue is directed to projects and programs that are intended to reduce GHG emissions. Unfortunately, auction returns have been significantly lower than expected in 2016 resulting in lower appropriation amounts than expected. During the , final days of the 2016 session, an agreement was announced by the Governor, Senate Pro Tem de Leon, and Speaker Rendon to appropriate \$900 million in cap-and-trade funds. This

is much less than the \$1.2 billion originally proposed by the Senate in its effort to push negotiations forward. The compromise agreement settled on a lower appropriation to provide a reserve to cushion against continued poor auction returns. The lack of an agreement last year and failure to agree on an expenditure plan as part of the budget in June increased the pressure to get these funds on the streets before the end of session.

AB 1613, which became law in September 2016, appropriates \$900 million of the \$1.4 billion in available auction revenue. This amount represents the 40 percent of auction revenue that is annually appropriated, with the 60 percent being continuously appropriated to the various transportation programs.

Alameda CTC has participated in commenting on the development of cap-and-trade guidelines and will continue to work with the state and region on the implementation of the Cap-and-Trade Program, continuing to advocate for significant funding in the Bay Area.

Alameda CTC also supports investments from new revenue streams for transportation, while supporting legislative options to create and increase separate funding streams for housing. Alameda CTC supports climate change legislation as follows:

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

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

## **5. Goods Movement**

Alameda County serves as a gateway to the world for goods movement to and from the county, San Francisco Bay Area, Northern California, and even the Western U.S. Efficient goods movement expands job opportunities, supports local communities, and bolsters the economy of Alameda County, the Bay Area, and the nation.

Since 2013, Alameda CTC has led a Bay Area Goods Movement Collaborative that brings together partners, community members, and stakeholders from across the county and region in an organized structure to understand goods movement needs and identify, prioritize, and advocate for short- and long-term strategies to address these needs in Alameda County and the Bay Area. In February 2016, Alameda CTC completed development of a Countywide Goods Movement Plan that outlines a long-range strategy for how to move goods effectively within, to, from, and through Alameda County by roads, rail, air, and water.



Alameda CTC also supports implementation of the California Freight Mobility Plan, policy development on goods movement for allocation of FAST Act funds for freight projects through the Trade Corridors Improvement Fund, and prioritization of Bay Area transportation projects in state and federal goods movement planning and funding processes.

Alameda CTC also continues to support a strong freight program and the National Multimodal Freight Network as part of the federal surface transportation bill, the FAST Act, which supports the multimodal goods movement system in Alameda County.

Alameda CTC supports the following legislative priorities related to goods movement.

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

- Support a multimodal goods movement system and efforts that enhance the economy, local communities, and the environment.
- Support a designated funding stream for goods movement.
- Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy.
- Support legislation that improves the efficiency and connectivity of the goods movement system.
- Ensure that Bay Area transportation projects and systems are included in and prioritized in state and federal goods movement planning and funding processes.
- Support rewarding Self-Help Counties that directly fund goods movement infrastructure and programs.
- Leverage local funds to the maximum extent possible to implement goods movement investments in Alameda County through grants and partnerships.

## **6. Partnerships**

In the coming year, Alameda CTC seeks to expand and strengthen its partnerships at the local, regional, state, and federal levels to collaborate on policies, funding, legislation, and project and program delivery opportunities.

### ***Regional Partnerships***

On a regional level, Alameda CTC is facilitating coordination with a number of agencies to leverage funding and efficiently partner on transportation projects and programs. Alameda CTC is also participating in partnerships with the Bay Area CMAs and regional agencies: Metropolitan Transportation Commission, Association of Bay Area Governments, Bay Area Air Quality Management District, and Bay Conservation and Development Commission, as applicable.

### ***State Partnerships***

Alameda CTC is coordinating at the state level with the Self-Help Counties Coalition and the California Association of Councils of Government, and is participating in providing input on California Environmental Quality Act (CEQA) reform and on the Cap-

and-Trade Program. Alameda CTC views these efforts as essential to having more impact at the policy and planning levels, and unifying efforts to help ensure common policies and practices that can translate into more effective transportation project and program advocacy and implementation.

### **State and Local Partnership Program:**

Alameda CTC supports investment in a State and Local Partnership Program (SLPP) because it leverages local dollars, and provides an incentive for counties without a local tax program to establish one. Proposition 1B included \$1 billion for a SLPP. Alameda CTC will continue to urge the state to include a similar program that is open to all counties in state funding proposals for new revenue.

### **Federal Partnerships**

On a federal level, Alameda CTC advocates for a long-term transportation funding program that is sustainable, reliable, and supports both capital investments and operations.

### **Other Partnering Opportunities**

Alameda CTC will continue to partner on the implementation of its Countywide Transportation Plan and three multimodal plans—Countywide Goods Movement Plan, Countywide Multimodal Arterial Plan, and Countywide Transit Plan—and the policies that will arise from the plans that will provide more transportation choices and improve efficiencies throughout the county and beyond. Alameda CTC will continue its many multi-county transportation efforts, such as transit planning, express lane implementation, implementation of the first-ever affordable student transit pass program, and other types of transportation projects or programs implemented in more than one county to provide a system of transportation infrastructure or services for the traveling public that can be developed so that the region is ready to receive federal, state, or other grants as they become available. This includes work on a mega-regional effort to address infrastructure that supports inter-regional goods movement and transit.

Alameda CTC supports efforts that expand job opportunities for contracting with local and small businesses in the delivery of transportation projects and programs.

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

- Support efforts that encourage regional 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.
- Support policy development to advance transportation planning, policy, and funding at the county, regional, state, and federal levels.

- Partner with community agencies and other partners to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs.
- Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.

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**2017 Alameda County Transportation Commission Legislative Program**

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

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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
<b>Transportation Funding</b>	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>
<b>Project Delivery and Operations</b>	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 (HOV)/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>
	Protect the efficiency of managed lanes	<ul style="list-style-type: none"> <li>• Support utilizing excess capacity in HOV lanes through managed lanes as a way to improve corridor efficiencies and expand traveler choices.</li> <li>• Support ongoing HOV/managed lane policies to maintain corridor-specific lane efficiency</li> <li>• Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.</li> </ul>
<b>Multimodal Transportation and Land Use</b>	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>

Issue	Priority	Strategy Concepts
	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> <li>• Support parity in pre-tax fringe benefits for public transit, carpooling, and vanpooling and other modes with 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>• Support legislation that improves the efficiency and connectivity of the goods movement system.</li> <li>• Ensure that Bay Area transportation systems are included in and prioritized in state and federal goods movement 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>