



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Commission Chair

Councilmember At-Large
Rebecca Kaplan, City of Oakland

Commission Vice Chair

Supervisor Richard Valle, District 2

AC Transit

Director Elsa Ortiz

Alameda County

Supervisor Scott Haggerty, District 1
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART

Director Rebecca Saltzman

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City of Albany

Mayor Peter Maass

City of Berkeley

Councilmember Kriss Worthington

City of Dublin

Mayor David Haubert

City of Emeryville

Vice Mayor John Bauters

City of Fremont

Mayor Lily Mei

City of Hayward

Mayor Barbara Halliday

City of Livermore

Mayor John Marchand

City of Newark

Councilmember Luis Freitas

City of Oakland

Councilmember Dan Kalb

City of Piedmont

Mayor Jeff Wieler

City of Pleasanton

Mayor Jerry Thorne

City of San Leandro

Mayor Pauline Cutter

City of Union City

Mayor Carol DuTra-Vernaci

Executive Director

Arthur L. Dao

Planning, Policy and Legislation Committee

Monday, May 8, 2017, 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

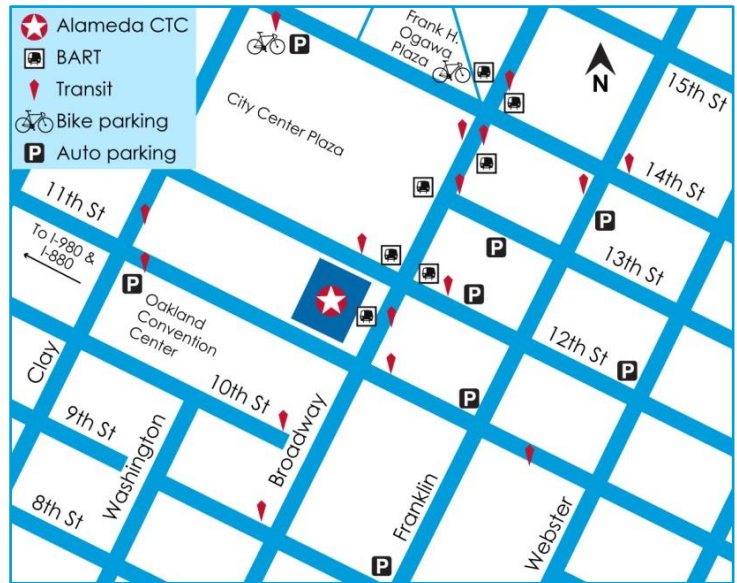
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

Alameda CTC

1111 Broadway, Suite 800
Oakland, CA 94607

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



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

Accessibility

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



Meeting Schedule

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

Paperless Policy

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

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Planning, Policy and Legislation Committee Meeting Agenda

Monday, May 8, 2017, 11:15 a.m.

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

Chair: Mayor Barbara Halliday, City of Hayward
Vice Chair: Councilmember Kriss Worthington, City of Berkeley
Commissioners: Wilma Chan, Scott Haggerty, John Marchand, Lily Mei, Rebecca Saltzman
Ex-Officio Members: Rebecca Kaplan, Richard Valle
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. [Approval of the April 10, 2017 PPLC meeting minutes.](#) 1 A
- 4.2. [Receive an update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.](#) 5 I

5. Legislation

- 5.1. [Receive an update on state, regional, local, and federal legislative activities.](#) 17 A/I

6. Planning and Policy

- 6.1. [Approve the 2017 Alameda County Priority Development Area Investment and Growth Strategy Per MTC Resolution 4202.](#) 25 A
- 6.2. [Plan Bay Area 2040 Update.](#) 27 I

7. Committee Member Reports

8. Staff Reports

9. Adjournment

Next Meeting: June 12, 2017

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

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1. Pledge of Allegiance

2. Roll Call

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

Subsequent to the roll call:

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

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approval of the March 13, 2017 PPLC meeting minutes.

4.2. Update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.

Commissioner Halliday moved to approve the Consent Calendar. Commissioner Saltzman seconded the motion. The motion passed with the following vote:

Yes: Halliday, Worthington, Haggerty, Marchand, Mei, Saltzman, Kaplan, Valle
No: None
Abstain: None
Absent: Chan

5. Legislation

5.1. Update on state, regional, local, and federal legislative activities and approve legislative positions.

Tess Lengyel provided an update on federal, state and local legislative activities. Tess provided an update on the annual legislative visit to Washington DC and shared key messages delivered during the visits. Tess then provided a brief overview of the President's proposed budget as well as the current FY federal budget. On the state side, Tess informed the committee that SB 1 was approved on April 6, 2017 and she reviewed the \$52 billion funding package, providing details on what programs and sources the package would cover. Tess provided information on policy changes and related legislation and gave an update on cap-and-trade court ruling that uphold the existing program.

Tess noted that the agency is holding off on taking a position on AB 59 (Thurmond) so that staff can speak with the author on the bill. She then concluded by recommending that the Commission take the following bill positions:

AB 333 (Quirk) - support
AB 344 (Melendez) – oppose, unless amended

Commissioner Kaplan stated that the I-580 committee requested that PPLC discuss legislation regarding High Occupancy Toll (HOT) lane hours as well as HOT lane expansion.

Commissioner Saltzman asked if there is any sense on when there will be updated funding estimates from MTC. Tess stated that MTC came out with new estimates on Friday and that they are provided in the Commission's handout folder and will be included in the full Commission packet.

Commissioner Haggerty asked if there is a set aside for Self-Help Counties. Tess stated that \$200million annually is set aside and that this is something the Commission had advocated for.

Commissioner Haggerty wanted to know how the county share will be allocated. Tess stated that it's a formula based consistent with existing formulas.

Commissioner Haggerty asked for more information on the member votes for SB 1. Art and Tess provided information on the vote for the funding package.

Commissioner Marchand wanted to know if the Commission has previously weighed in on AB 333, in particular how the amount of funding is negotiated for a state of good repair prior to relinquishment. Tess stated that the bill requires that the state coordinate with local jurisdictions to come to an agreement on relinquishment details prior implementing the relinquishment.

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

Yes: Halliday, Worthington, Campbell-Washington, Haggerty, Marchand, Mei, Saltzman, Kaplan, Valle
No: None
Abstain: None
Absent: None

6. Planning and Policy

6.1. **Approve and authorize the Executive Director, or a designee to negotiate and execute the Professional Services Agreement A17-0071 with Kimley-Horn & Associates for a not-to-exceed amount of \$3,650,000 to provide Planning and Engineering Services for the San Pablo Avenue Multimodal Corridor Project (Project) and authorize executing a funding agreement with the Contra Costa Transportation Authority and the West Contra Costa Transportation Advisory Committee to receive their contribution of \$250,000 for the Project.**

Carolyn Cleavanger recommended that the Commission approve and authorize the Executive Director, or a designee to negotiate and execute the Professional Services Agreement A17-0071 with Kimley-Horn & Associates for a not-to-exceed amount of \$3,650,000 to provide Planning and Engineering Services for the San Pablo Avenue Multimodal Corridor Project (Project) and authorize executing a funding agreement with the Contra Costa Transportation Authority and the West Contra Costa Transportation Advisory Committee to receive their contribution of \$250,000 for the

Project. Carolyn stated that in order to provide the consultant resources necessary for the successful delivery of the Project, a Request for Proposals was released in which the selection panel selected Kimley-Horn & Associates as the top-ranked firm.

Commissioner Kaplan asked does this approval include environmental clearance. Carolyn stated that this does not include full environmental clearance, but that some projects could be advanced during the development of this work, depending upon the clearances needed for the type of project element.

Commissioner Kaplan stated that a maintenance and operations plan need to be included in the contract. Tess stated that it is included in the scope of work.

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

Yes: Halliday, Worthington, Campbell-Washington, Haggerty, Marchand, Mei, Saltzman, Kaplan, Valle
No: None
Abstain: None
Absent: None

6.2. An update on Alameda CTC's Transportation Demand Management Efforts

Tess provided an introduction and overview of Alameda CTC's Transportation Demand Management (TDM) program. She reviewed the program goals and approach and also provided information on leveraging programs and corridor investments. Heather Barber covered marketing and outreach efforts and Kimberly Koempel provided information on partnerships, local engagement and next steps.

Commissioner Kaplan stated that the agency needs to attempt to link people directly to carpool and rideshare services.

Commissioner Saltzman requested that there be more data and performance measures brought back to the Commission to see if promotional efforts have been effective.

There was a public comment on this item by Jane Kramer regarding the increase in resources in carpooling and suggested that neighborhoods organize their own carpooling efforts.

This item was for information only.

7. Committee Member Reports

There were no committee member reports.

8. Staff Reports

There were no staff reports.

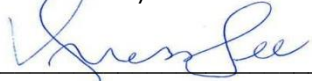
9. Adjournment/ Next Meeting

The next meeting is:

Date/Time: May 8, 2017 at 11:15 a.m.

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

Attested by:



Vanessa Lee,
Clerk of the Commission



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: May 1, 2017

SUBJECT: Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

RECOMMENDATION: 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 April 3, 2017, Alameda CTC reviewed one Draft Environmental Impact Report and two Notices of Preparation of an Environmental Impact Report. Comments were submitted on these documents and the comment letters are included as Attachments A, B and C.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Response to the Draft Environmental Impact Report for the Proposed Encinal Terminals Master Plan
- B. Response to the Notice of Preparation of an Environmental Impact Report for the Bay Fair Transit-Oriented Development Specific Plan
- C. Response to the Notice of Preparation of an Environmental Impact Report for the Alameda Shipways Residential Project

Staff Contact

[Saravana Suthanthira](#), Principal Transportation Planner

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

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March 29, 2017

Andrew Thomas
Assistant Community Development Director
Land Use Planning Division
City of Alameda
2263 Santa Clara Avenue, Room 190
Alameda, CA 94501

SUBJECT: Response to the Draft Environmental Impact Report for the Proposed Encinal Terminals Master Plan

Dear Mr. Thomas:

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Encinal Terminals Master Plan. The 32 acre project site (with 22 acres of usable space) is located at 1521 Buena Vista Avenue in the north-central portion of the City of Alameda. The site is bounded to the north by the Brooklyn Basin, to the east by the Fortman Basin, to the south by the the Del Monte Warehouse along with Entrance Road and Clement Ave., and to the west, the Encinal Basin. The proposed project consists of approximately 589 dwelling units and between 30,000 and 50,000 square feet of retail, restaurant, and office space.

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

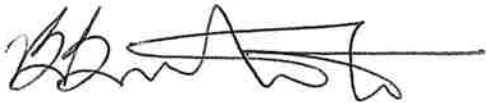
- Page 4.G-11 – Please note that Alameda’s CTC CMP oversees countywide multimodal transportation network performance monitoring. The CMP doesn’t solely focus on roadways as indicated in the DEIR, but also oversees transit, bicycle and pedestrian infrastructure of regional significance on an ongoing basis. Additionally, Alameda CTC’s Land Use Analysis Program, as part of the CMP, evaluates land use developments for impacts on regionally significant multimodal transportation system.
- 4.G-30 – The DEIR presents an extensive list of TDM measures to be implemented as part of the project mitigation measures. Please include details regarding the long-term sustainability of these TDM measures that need on-going support and administration, such as funding, operations and responsibility for overall long-term administration. Additionally, please provide clarifying details regarding the City’s Planning Board approval requirement stated in the DEIR for these TDM measures as to how it will ensure implementation of effective TDM measures.
- 4.G-35 – The DEIR states that “cumulative buildout traffic forecasts of the Northern Waterfront area were used in the Regional Transportation Plan as part of the Plan Bay Area. Therefore, the proposed project would have a less than significant impact to freeway operations”. Please clarify whether this statement means that the freeway impact analysis was already carried out in the

Northern Waterfront Area Plan as part of the Programmatic EIR, and therefore project specific analysis is not needed. Additionally, please include reference to the freeway impact analysis performed in the Northern Waterfront Plan EIR along with the summary outcome.

- Given the significance of the Webster Tube, Posey Tube and the Park Street Bridge as gateways to the City of Alameda near the project area, please include analysis of project impacts on the performance of these gateways. As reported in the DEIR, there is a CMP deficiency plan active for the surface street road connecting Posey Tube to northbound I-880 along 7th Street in Oakland.

Thank you for the opportunity to comment on this DEIR. Please contact me at (510) 208-7426 or Chris Van Alstyne, Assistant Transportation Planner at (510) 208-7479, if you have any questions.

Sincerely,



Saravana Suthanthira
Principal Transportation Planner

cc: Chris Van Alstyne, Assistant Transportation Planner

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Friday, April 07, 2017

Tom Liao
Deputy Community Development Director
Community Development Department
City of San Leandro
835 East 14th Street
San Leandro, CA 94577

SUBJECT: Response to the Notice of Preparation of an Environmental Impact Report for the Bay Fair Transit-Oriented Development Specific Plan

Dear Mr. Liao,

Thank you for the opportunity to comment on the Notice of Preparation of the Environmental Impact Report (DEIR) for the Bay Fair Transit-Oriented Development Specific Plan. The 154-acre project site contains the City of San Leandro's currently existing Bay Fair shopping center as well as the Bay Fair BAR'I station and parking facility. It is bounded by E. 14th Street to the northeast, Hesperian Boulevard to the west, and the San Leandro city border with unincorporated Alameda County to the south and southeast. The project site currently consists of 161,000 of retail space, which the plan calls to be replaced with 2,540 housing units and 300,000 square feet of office space.

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

Basis for Congestion Management Program Review

- It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the Congestion Management Program (CMP) Land Use Analysis Program requires the City to conduct a transportation impact analysis of the project. For information on the CMP, please visit: http://www.alamedactc.org/app_pages/view/5224

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 26th, 1998 so that local jurisdictions are responsible for conducting travel model runs themselves or through a consultant. The City of San Leandro and the Alameda CTC signed a Countywide Model Agreement on April 1, 2008. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request. The most current version of the Alameda CTC Countywide Travel Demand Model is the 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 580, Interstate 238, Interstate 880, E. 14th Street (SR 185); Hesperian Blvd; Washington Ave.; and E. Lewelling Blvd.
 - 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 BART and AC Transit
 - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix 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.
 - 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 plan should consider pedestrian access to the Bay Fair BART station
 - 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

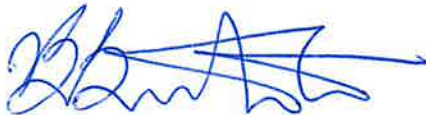
- Alameda CTC policy regarding mitigation measures is that to be considered adequate they must be:
 - Adequate to sustain CMP roadway and transit service standards;
 - Fully funded; and
 - Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide 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) 208-7426 or Chris Van Alstyne, Assistant Transportation Planner, at (510) 208-7479 if you have any questions.

Sincerely,



Saravana Suthanthira
Principal Transportation Planner

cc: Chris Van Alstyne, Assistant Transportation Planner

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Thursday, April 20, 2017

Andrew Thomas
Development Director
Community Development Department
City of Alameda
2263 Santa Clara Avenue, Room 190
Alameda, CA 94501

SUBJECT: Response to the Notice of Preparation of an Environmental Impact Report for the Alameda Shipways Residential Project

Dear Mr. Thomas,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the Environmental Impact Report (EIR) for the Bay Fair Transit-Oriented Development Specific Plan. The 8.1-acre project site is located at 1100-1250 Marina Village Parkway. The site is bounded by the Oakland Estuary to the north, Marina Village Parkway to the south, and parking lots and marinas to the east and west.

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

Basis for Congestion Management Program Review

- It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the Congestion Management Program (CMP) Land Use Analysis Program requires the City to conduct a transportation impact analysis of the project. For information on the CMP, please visit: http://www.alamedactc.org/app_pages/view/5224

Use of Countywide Travel Demand Model

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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:
 - In Alameda: Webster Street, Webster Street/Posey Tunnels, Constitution Way
 - In Oakland: Interstate 880, Webster Street, Harrison Street, 7th Street, 8th StreetFor 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. Additionally, 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).
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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.
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Sincerely,



Saravana Suthanthira
Principal Transportation Planner

cc: Chris Van Alstyne, Assistant Transportation Planner

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DATE: May 1, 2017

SUBJECT: May Legislative Update

RECOMMENDATION: Update on federal, state, and local legislative activities and approve legislative positions.

Summary

The May 2017 legislative update provides information on federal and state legislative activities, an update on the state budget, and recommendations on current legislation.

Background

The Commission approved the 2017 Legislative Program in December 2016. The final 2017 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.

Federal Update

CJ Lake, Alameda CTC's federal lobbying firm, provided the following summary of President Trump's fiscal year 2018 budget request.

Federal Budget: The federal government is currently being funded through a continuing resolution, which expires on April 28, 2017. Congress is on recess through the second half of April, returning on April 24th and will address the budget. Staff will report on outcomes of the final April budget actions at the May Commission meetings.

State Update

Platinum Advisors, Alameda CTC's state lobbying firm, provided the following updates on transportation funding, the budget, and legislation. The following also includes recommended positions on state bills.

State Budget: The Department of Finance released its monthly update covering the month of March, and the numbers appeared positive. Earlier this year revenues slipped slightly below projections, but cash receipts for March closed the gap with revenues exceeding projections for the month by \$1.39 billion, for a total of \$6.1 billion. While sales tax revenue missed the mark by \$66 million, income tax exceeded estimates by \$874 million and corporation taxes surpassed estimates by \$338 million. For the fiscal year to date, revenues are \$1.15 billion above projections. The April numbers will more clearly define revenue versus projections and the state of the State's economic strength which will be reported in May by the Department of Finance and will link into the Governor's May Revise, expected to be released the second week of May.

Cap & Trade: The long legal battle over California's cap & trade program took one step closer to the end. On April 7, the state appeals court in a 2-1 decision confirmed the superior court decision and sided with the state in finding that the cap & trade program is not an illegal tax.

This countered the CalChambers argument that the cap & trade program is a tax that was illegally imposed with only a majority vote of the legislature. However, the CalChamber has stated it intends to appeal this decision to the State Supreme Court. With the plan to appeal this decision, it is unclear if this favorable decision will increase the trading activity at the next auction in May.

As for the court of appeals decision, its conclusions were based on whether the cap & trade program equates to a tax. The decision goes much further than debating whether it is a fee or a tax, and determines that it neither because it is a voluntary purchase of a valuable commodity. According to the court's decision a tax is compulsory and the payer does not receive anything of value in return. Under the cap & trade program the appeals court opined that the purchase of an allowance is a voluntary decision because an entity can either purchase an allowance or reduce emissions. In addition, when an allowance is purchased, it becomes a commodity that can be used or sold on the secondary market.

Transportation Funding

Senate Bill 1 Next Steps: The fate of SB 1 is sealed, but the singing awaits the delivery of the "deal maker" bills, including SB 132, a budget trailer bill which includes negotiated earmarks, and SB496, which is linked to approval of SB132 as described below:

- SB 132 is the budget appropriation bill that directs the \$400 million to extend ACE to Modesto, \$100 million for UC Merced Parkway improvements and the \$427 million to projects in Riverside County. This bill also contains other minor budget revisions. In addition, SB 132 is joined to SB 496 making the enactment of the appropriations contingent upon the enactment of SB 496.
- SB 496 is the more controversial item included in the deal. This bill contains policy changes that failed passage in the legislature more than once over the past few years. SB 496 would shield design professionals (engineers & architects) from indemnification requirements of public agencies in relation to legal challenges brought against a project, thus increasing the costs for the public entity, the general contractor and subcontractors. Many public agencies across the state are in opposition of this bill.

SB 1 is technically being held in enrollment, which is where bills are proof read before presenting them to the Governor. There is no time limit on how long a bill can be held in enrollment. At the time of this writing, SB 132 and SB 496 were not yet approved in the Legislature.

Regional Measure 3: With the passage of SB 1 the focus now turns toward the passage of legislation that will allow voters in the Bay Area to consider a new bridge toll proposal. Senator Beall officially started this decision earlier this week when SB 595 was amended to include the frame work for the Regional Measure 3 discussion. As amended SB 595 does not specify the amount of the toll increase and it does not list any projects or programs. The bill, as currently written, includes legislative finding on the need, and the general provisions for placing this measure on the ballot. SB 595 will be heard in the Senate Committee on Transportation & Housing on April 25th.

State Legislation

State Bill Recommendations

This month, staff recommends the following positions on state bills.

Bill Number	Bill Information	Recommendation
SB 595 (Beall)	The Bay Area Toll Authority (BATA) as a separate entity governed by the same governing board as MTC and makes the BATA responsible for the programming, administration, and allocation of toll revenues from the state-owned toll bridges in the San Francisco Bay area. Existing law authorizes	Alameda CTC's 2017 legislative program supports legislation that increases transportation funding, including new sources of funding for transportation. This bill supports creating a new revenue stream derived from a bridge toll increase. The bill

	<p>BATA to increase toll rates for certain purposes, including to meet its bond obligations, provide funding for certain costs associated with the Bay Area state-owned toll bridges, including for the seismic retrofit of those bridges, and provide funding to meet the requirements of certain voter-approved regional measures. The bill would require the nine Bay area counties to conduct a special election on a proposed increase in the toll rate charged on the state-owned toll bridges to be used for projects and programs.</p>	<p>includes intent language as currently written; it is anticipated that a list of projects to be funded with the bridge toll increase will be amended into the bill. Therefore, staff recommends a SUPPORT position on this bill and recognizes that a lot of additional work needs to be done to define toll amounts, funding levels and projects and programs.</p>
<p>AB 1113 (Bloom)</p>	<p>A portion of state funding to transit operators for operating funds is derived from the sales tax on diesel and allocated by the State Controller's Office (SCO) through the State Transit Assistance (STA) program. An SCO reinterpretation of STA-eligible transit operators in FY 15-16 led to an expansion of operators that were not historically eligible, therefore affecting the amount of funds to existing operators. Because of ambiguities in the current statute, there were unintended consequences through SCO's reinterpretation of which entities are eligible to receive STA program funds. This bill is intended to clear up ambiguities and restore the methodology governing the distribution of STA revenue-based funds on the basis of a transit operator's local funds used for transit service/operations and limit the funds to public transit operators providing fixed-route public service.</p>	<p>Alameda CTC's 2017 legislative program supports legislation that increases transportation funding and protects against transportation funding diversions.</p> <p>This bill clarifies and protects transit funding allocations to existing transit operators including BART, AC Transit, WHEELS, Union City Transit and ACE in Alameda County.</p> <p>Staff recommends a SUPPORT position on this bill.</p> <p>This bill is supported by the California Transit Association, MTC and LAVTA.</p>

Fiscal Impact: There is no fiscal impact.

Attachment

A. Alameda CTC 2017 Legislation Program

Staff Contact

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

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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 Plan:

1111 Broadway, Suite 800, Oakland, CA 94607
510.208.7400
www.AlamedaCTC.org

"Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities. Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measureable performance indicators. Our transportation system will be: Multimodal; Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies; Integrated with land use patterns and local decision-making; Connected across the county, within and across the network of streets, highways and transit, bicycle and pedestrian routes; Reliable and Efficient; Cost Effective; Well Maintained; Safe; Supportive of a Healthy and Clean Environment."

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none"> • Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures. • Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled, or other reliable means. • Support efforts that protect against transportation funding diversions and overall increase transportation funding. • Support new funding sources for transportation. • Support new funding sources for transit operations and capital for bus, BART, and rail connectivity.
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> • Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations. • Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs. • Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures. • Support efforts that streamline financing and delivery of transportation projects and programs. • Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems. • Seek, acquire, and implement grants to advance project and program delivery.
Project Delivery and Operations	Advance innovative project delivery	<ul style="list-style-type: none"> • Support environmental streamlining and expedited project delivery. • Support contracting flexibility and innovative project delivery methods, as well as project development advancements such as autonomous vehicles. • Support high-occupancy vehicle (HOV)/toll lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation and use. • Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> • Support efforts that reduce project and program implementation costs. • Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.
	Protect the efficiency of managed lanes	<ul style="list-style-type: none"> • Support utilizing excess capacity in HOV lanes through managed lanes as a way to improve corridor efficiencies and expand traveler choices. • Support ongoing HOV/managed lane policies to maintain corridor-specific lane efficiency • Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> • Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs. • Support local flexibility and decision-making on land-use for transit oriented development (TOD) and priority development areas (PDAs).

Issue	Priority	Strategy Concepts
	Expand multimodal systems and flexibility	<ul style="list-style-type: none"> • Support innovative financing opportunities to fund TOD and PDA implementation. • 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. • 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 active transportation/bicycle and pedestrian modes of travel with parking.
Climate Change	Support climate change legislation to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> • Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions, and support economic development. • Support cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy. • Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions. • Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.
Goods Movement	Expand goods movement funding and policy development	<ul style="list-style-type: none"> • Support 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 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.
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> • 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.



Memorandum

6.1

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: May 1, 2017

SUBJECT: 2017 Alameda County Priority Development Area (PDA) Investment and Growth Strategy

RECOMMENDATION: Approve the 2017 Alameda County PDA Investment and Growth Strategy, per MTC Resolution 4202.

Summary

The Metropolitan Transportation Commission (MTC) One Bay Area Grant (OBAG) Program provides federal funding to the county congestion management agencies (CMAs) for programming to projects, programs and planning activities that advance the goals and objectives of Plan Bay Area. In November 2015, MTC adopted Resolution 4202, the Project Selection Criteria and Programming Policy for the OBAG Cycle 2 (OBAG 2) Program. Resolution 4202 also requires CMAs to prepare a new PDA Investment and Growth Strategy by May 2017 and to update it every four years. The Alameda CTC's first PDA Investment and Growth strategy was adopted in 2013. It is recommended the Commission approve the 2017 PDA Investment and Growth Strategy (Attachment A).

Background

MTC and ABAG adopted the One Bay Area Grant (OBAG) program as Resolution 4035 on May 17, 2012. MTC adopted the project selection policies and project funding and policy framework for the second round of the One Bay Area Grant program (OBAG 2) as Resolution 4202, last revised in December 2016. OBAG 2 provides guidance for the allocation of federal transportation program apportionments from the federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) Program. The Bay Area's CMAs are responsible for distribution of the county program component of these funds. Similar to MTC Resolution 4305, MTC Resolution 4202 lists the policy objectives that CMAs must meet as a condition of receipt of OBAG 2 funds.

MTC Resolution 4202 states that the purpose of a PDA Investment and Growth Strategy is to ensure that CMAs have a transportation project priority-setting process for OBAG 2 funding that supports and encourages development in the region's PDAs, recognizing that the diversity of PDAs will require a range of different strategies. CMAs are expected to undertake engagement of regional and local agencies, and establish planning objectives and local funding priorities.

Highlights of 2017 PDA Investment and Growth Strategy

The 2017 PDA Investment and Growth Strategy (see Attachment A) contains the following elements:

- Background on policy that supports the integration of land use planning and transportation investment decisions; definition of PDAs and priority conservation areas (PCAs).
- Overview of Alameda County's 46 PDAs, including updated maps of PDAs in North, Central, South, and East Counties.
- Engagement of regional and local agencies, including outreach as part of the development of the Countywide Transportation Plan, three modal plans, and the Comprehensive Investment Plan.
- An update on transportation and land use, including housing policies and current and future activities to support PDA development.
- OBAG 2 funding priorities that Alameda CTC identified and the selection process for funding PDA-supportive transportation programs and projects.

Next Steps

A Commission-adopted PDA Investment and Growth Strategy is due to MTC by May 31, 2017. Moving forward, MTC requires CMAs to provide biennial status report updates and develop a new PDA Investment and Growth Strategy every four years, consistent with the update of the Regional Transportation Plan/Sustainable Communities Strategy.

Fiscal Impact: There is no fiscal impact.

Attachment

- A. [2017 Alameda County Priority Development Area Investment and Growth Strategy](#)
(hyperlinked to web)

Staff Contacts

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

[Carolyn Clevenger](#), Director of Planning

[Cathleen Sullivan](#), Principal Transportation Planner



Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

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• www.AlamedaCTC.org

DATE: May 1, 2017

SUBJECT: Plan Bay Area 2040

RECOMMENDATION: Receive an update on Plan Bay Area 2040.

Summary

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) recently released Draft Plan Bay Area 2040 (Draft Plan) and the accompanying Draft Environmental Impact Report (EIR). Attachment A includes MTC/ABAG's joint staff report to their respective committees to release the Draft Plan. Plan Bay Area 2040 (PBA 2040) is the region's state-mandated Sustainable Communities Strategy and federally-mandated Regional Transportation Plan, and is an integrated long-range transportation, land-use and housing plan that is updated every four years.

This is a key milestone of the multi-year effort MTC and ABAG have undertaken to develop PBA 2040, and triggers the final round of public engagement and official public comment period. As part of the public outreach, MTC conducts a series of briefings for elected officials in each county; the Commission's May meeting will include a presentation from MTC staff on the Draft Plan.

Throughout development of PBA 2040, MTC and ABAG have engaged Alameda CTC and other stakeholders via multiple advisory committees, meetings and public outreach. As a result of the collaboration that has occurred throughout development of PBA 2040, Alameda CTC does not anticipate submitting significant comments on the Draft Plan and EIR. In addition to the presentation to the Commission in May, MTC and ABAG are holding a public meeting on May 4th in Fremont: [Alameda CTC PBA Open House](#).

Fiscal Impact: There is no fiscal impact.

Attachment

A. MTC and ABAG Memo to the Joint MTC Planning and ABAG Administrative Committees

Staff Contacts

[Carolyn Clevenger](#), Director of Planning

[Saravana Suthanthira](#), Principal Planner

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TO: Joint MTC Planning Committee with the
ABAG Administrative Committee

DATE: April 7, 2017

FR: Brad Paul, ABAG Acting Executive Director
Steve Heminger, MTC Executive Director

RE: Plan Bay Area 2040 – Document, Action Plan and Public Outreach

MTC and ABAG released Draft Plan Bay Area 2040 on March 31st. The Plan document and associated supplemental reports incorporate the last two years of planning and outreach, including the forecasted development pattern, the transportation investment strategy, and the regional context of economic and demographic change. The Draft Plan also includes a Draft Action Plan, which delves more deeply into short- and medium-term actions to address issue areas where the Plan itself falls short. Later this month, MTC and ABAG will release the associated Draft Environmental Impact Report (EIR) for the Plan, identifying impacts and mitigation measures as required by the California Environmental Quality Act.

Over the next two months, staff will be seeking feedback on the Draft Plan, Draft Action Plan, Draft EIR, and other associated reports from policymakers and the public across the nine-county region. Comments on the various documents will be reviewed during the revision process this summer, and staff will provide a summary to joint MTC Planning Committee / ABAG Administrative Committee in June.

Plan Document Release

The Draft Plan can be accessed at <http://2040.planbayarea.org>. Although it is best accessed using the website – which works on desktop computers, tablets, and smartphones – users can also download a PDF copy if they would like to print the Plan at home. Limited paper copies will be made available to elected officials and other members of the public on an as-needed basis. Numerous supplemental reports are also available on the website, as will the Draft EIR when it is released.

The Draft Plan incorporates the Final Preferred Scenario¹ adopted by MTC and ABAG in November, with two important improvements. First, the Draft Plan provides a narrative to orient the regional planning process in the context of the current housing crisis and data from our Vital Signs performance monitoring work. Second, the Draft Plan incorporates a Draft Action Plan as its final chapter in accordance with policy direction approved by MTC and ABAG in November. Staff looks forward to receiving feedback on these elements.

¹ The MTC Commission and ABAG Executive Board approved the Final Preferred Scenario of Plan Bay Area 2040 on November 17, 2016. The Preferred Scenario included a growth pattern for housing, population and jobs as well as a list of transportation investments through 2040. After adoption, the Preferred Scenario became the *Proposed Plan*, which is fully described in the Draft Plan Document and forthcoming Draft EIR.

Draft Action Plan

At the same time MTC and ABAG adopted the Final Preferred Scenario, they also approved the creation of an Action Plan to “identify concrete near- and medium-term action items for MTC, ABAG, and other stakeholders to make meaningful progress on the Plan’s performance targets.” Since then, staff have solicited policy and implementation ideas from the Regional Advisory Working Group, the Policy Advisory Council and County Congestion Management Agencies. The Draft Action Plan is the culmination of that input and provides strategic direction on three issue areas: housing, economic development and resilience. **Attachment A** includes the Draft Action Plan, which can also be found online as part of the Draft Plan document.


Road to Adoption

In January, MTC staff presented the proposed public engagement strategy for the release of the draft Plan to MTC’s Planning Committee. Staff is moving forward with a range of outreach methods, including open houses, public hearings, presentations to local elected officials and the Native American Tribal Summit, community outreach, online survey and media briefing webinar. A general timeline is included below and a more detailed outreach schedule is in **Attachment B**.

- **March 31:** Draft Plan and associated supplemental reports released to the public
- **April – May:** Local elected official presentations at CMA meetings in each county
- **April 17:** Draft EIR released to the public
- **May:** Open houses in each county, public hearings across the region, and outreach events with community-based organizations
- **May 31:** end of Draft Plan and Draft EIR comment periods
- **June 9:** presentation to joint MTC Planning/ABAG Administrative Committee on outreach meetings and other public feedback
- **July:** final adoption of Plan Bay Area 2040 (Plan, Action Plan, and EIR) by MTC and ABAG



Brad Paul



Steve Heminger

Attachments:

- Attachment A: Plan Bay Area 2040 Draft Action Plan
- Attachment B: Detailed Outreach Schedule
- Presentation

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FIVE

Action Plan*

The Bay Area’s housing and transportation crisis reflects the cumulative impacts of the region’s robust job market and acute failure to keep pace with housing need, especially near growing job centers. Plan Bay Area 2040 projects these problems will intensify if the region does not take significant corrective steps. As a path forward, MTC and ABAG developed an “Action Plan” to focus on performance targets where the plan is moving in the wrong direction, as well as emerging issues that require proactive regional policy solutions.

MTC and ABAG propose a multi-pronged strategy to address housing affordability, the region’s widening income disparities and economic hardships faced by low and middle-income workers, and finally the Bay Area’s vulnerabilities to natural disasters such as earthquakes and floods. These three issue areas — Housing, Economic Development, and Resilience — form the core of the Action Plan.

* Note: This section is preliminary and may be refined based upon further development.



Similar to past regional achievements in the environment, transportation, and economy, successfully addressing these needs during the implementation of Plan Bay Area 2040 will require a shared commitment among regional policymakers, local governments and civic organizations.

Housing Production, Preservation and Protection

Regional agencies currently lack the tools, resources, and authority to directly address the issues of production, affordability and displacement identified earlier in “The Bay Area Today.” In response, the Action Plan recommends strengthening and expanding existing regional housing initiatives and pursuing more ambitious policy solutions at the state, regional, and local levels. Regional agencies are committed to partnering with local governments, business leaders, and non-governmental organizations to identify and implement game-changing housing solutions.

Connection to Targets

The recommendations in this Action Plan address multiple performance target areas.

- **Housing:** Share of income spent on housing and transportation costs, displacement risk, and affordable housing
- **Economic development:** Access to jobs, middle wage job creation, and pavement maintenance
- **Resilience:** Climate protection, open space protection, and healthy and safe communities

What Actions Have the Regional Agencies Already Implemented for Housing?

To date, regional agencies have largely focused housing actions on funding planning grants, conducting the Regional Housing Needs Allocation (RHNA), conditioning transportation funds on local planning and the production of housing, using existing fund sources for incentives and direct investments in affordable housing, providing best practices and technical assistance, advocating the state legislature for statewide legislative proposals to reduce barriers to housing production, and hosting forums to further information sharing and policy solutions.

More specifically, MTC and ABAG have:

- Produced Regional Housing Needs Allocations (RHNA) and monitored RHNA performance by income-level
- Invested in the Transit Oriented Affordable Housing (TOAH) revolving loan fund
- Conditioned approximately \$600 million in One Bay Area Grant (OBAG) funds on the adoption of an approved housing element and conditioned nearly \$20 billion in transit expansion priorities on minimum zoning via TOD policy
- Awarded 51 PDA Planning grants to-date, which have led to increased zoning capacity for 70,000 housing units, 110,000 jobs and 26 million sq. ft. of commercial development. PDA Plans remove barriers to infill development by creating a predictable permitting process aligned with community objectives.
- Adopted a new OBAG framework in 2016 to increase incentives and direct investments for affordable housing
- Convened regional committees for housing including the Housing Forum, Housing Subcommittee of the Regional Planning Committee, and the upcoming Committee for Affordable and Sustainable Accommodations (CASA)
- Supported CEQA modernization and created an online guide to CEQA streamlining provisions

Two upcoming endeavors will improve the region’s ability to address its chronic housing affordability challenges. The integration of MTC and ABAG staff will lead to more effective long-range planning and increase the region’s housing policy capacities. The newly created CASA initiative will bring together

diverse interests to develop a Regional Housing Implementation Strategy. This work will likely evaluate and recommend a range of legislative, regulatory, financial, and market-related measures needed to provide for the region’s housing needs at all income levels.



Housing in Santa Clara County.
Credit: Karl Nielsen

CASA

MTC and ABAG are coordinating the CASA initiative, a multi-sector blue-ribbon committee that will bring together diverse interests to identify game-changing solutions to the region’s chronic housing affordability challenges. Core to this strategy will include an effort to replicate the region’s success in generating local revenues for transportation by pursuing a regional “self-help” strategy for funding housing investments. A multi-county fee or bond measure, for example, could be among the suite of recommendations put forward by CASA.

This Action Plan makes the following recommendations for Housing:

Housing Actions	Partners and Timeframe
<p>Advance funding and legislative solutions for housing: Implement the recommendations of CASA, in coordination with ABAG’s Regional Planning Committee.</p>	<p>MTC/ABAG, CASA committee, local jurisdictions</p> <p>2 YEARS</p>
<p>Continue recent housing successes: Implement the housing initiatives adopted in the One Bay Area Grant (OBAG) program, including the Naturally Occurring Affordable Housing (NOAH) preservation fund, JumpStart program, and funding for transportation conditioned on RHNA performance (80k by 2020 initiative).</p>	<p>MTC/ABAG, CMAs</p> <p>4 YEARS</p>
<p>Spur housing production at all income levels and invest directly in affordable housing: Seek to include housing provisions or conditions in upcoming new funding sources (including planning grants), analyze applicability for additional regional funding sources to incentivize housing production and affordability. Continue to monitor and evaluate PDA performance.</p>	<p>MTC/ABAG, the Partnership, regional leaders</p> <p>2 - 4 YEARS</p>
<p>Use housing performance to prioritize funding for long-range transportation projects: Continue to evolve RTP/SCS Project Performance methods to seek stronger alignment between prioritizing transportation projects and housing performance.</p>	<p>MTC/ABAG, CMAs</p> <p>4 YEARS</p>
<p>Strengthen policy leadership on housing: Expand and transform regional agency technical assistance for local jurisdictions tailored to both Bay Area-wide challenges and challenges unique to specific parts of the region. Focus areas for technical assistance could include guidance on implementing state legislation for housing production, guidance on housing preservation and community stabilization policies and coordination of neighboring jurisdictions along transit corridors and in sub-regions to identify shared solutions to housing challenges.</p>	<p>MTC/ABAG, local jurisdictions</p> <p>2 YEARS</p>
<p>Close data gaps for housing: Continue to collect, analyze, and disseminate information about housing opportunity sites, zoning, development trends and policy implementation by local governments to inform local, regional, and state policy development and evaluation; create accessible database of major development and publicly owned sites.</p>	<p>MTC/ABAG</p> <p>1 - 4 YEARS</p>

TABLE 5.1 Housing action plan.

Source: Metropolitan Transportation Commission, 2016

Economic Development

Creating a more affordable region also requires a Bay Area economy with greater economic opportunity and mobility. The Action Plan recommends expanding regional economic development capacity through establishing an Economic Development District while also focusing on increasing pathways to middle-wage jobs, preserving infrastructure, and increasing affordable transportation access to job centers.

Regional agencies — in partnership with business, workforce agencies and local jurisdictions — are working to establish a regional Economic Development District and accompanying Economic Development Strategy. This work will advance regional solutions related to business expansion and retention, workforce training, housing and workspace, and infrastructure improvements. This work will also enable the region to compete for public and private funding that can help leverage local assets in places poised for growth, particularly in communities of concern and other economically distressed areas.

Long-term economic growth also requires infrastructure investment. While the region has made substantial transportation investments, it still has unmet capital maintenance needs exceeding \$30 billion and some of the worst transit crowding and traffic congestion in the nation. Relieving transit crowding and increasing transit access will require broad regional coordination and planning. The region should also continue advocating for increases in funding for critical expansion projects, as well as maintenance of existing infrastructure.



Construction in San Francisco.
Credit: Karl Nielsen

This Action Plan makes the following recommendations for Economic Development:

Economic Development Actions	Partners and Timeframe
<p>Coordinate regional economic solutions and increase funding for economic development: Continue work on developing the region’s Economic Development District and implement the action plan of the Comprehensive Economic Development Strategy.</p>	<p>MTC/ABAG, economic organizations, EDA, megaregional partners</p> <p>1-2 YEARS</p>
<p>Strengthen middle-wage job career paths for goods movement: Implement the recommendations of the Megaregional Goods Movement Cluster Study, which will focus on emerging industries and middle-wage jobs.</p>	<p>MTC/ABAG, freight businesses, megaregional partners</p> <p>1 - 4 YEARS</p>
<p>Increase transportation access to growing job centers: Broaden core capacity transit study partnership to cover a larger geography to plan for major transportation capital investments; move forward on planning efforts for a second Transbay Tube; continue to evaluate a means-based fare or other methods for reducing transportation costs for lower-wage workers.</p>	<p>MTC/ABAG, transit agencies, the Partnership, megaregional partners</p> <p>2 - 4 YEARS</p>
<p>Preserve existing infrastructure: Advocate for new revenues for transportation and continue focusing on “Fix It First” investments in keeping with long-standing MTC policy.</p>	<p>MTC/ABAG, state legislature</p> <p>1 YEAR</p>
<p>Preserve and enhance existing industrial lands: Establish criteria for Priority Production Areas to encourage local jurisdictions to plan for space needed for manufacturing, distribution and repair while assessing ways of meeting other critical needs such as housing.</p>	<p>MTC/ABAG, local jurisdictions</p> <p>2 - 4 YEARS</p>

TABLE 5.2 Economic Development Actions.

Source: Metropolitan Transportation Commission, 2016

Resilience

In response to emerging and increasingly pressing threats to the Bay Area's communities, ecosystem and economy, the Action Plan recommends continuing and expanding existing resilience efforts and developing creative funding solutions to implementing resilience projects.

Regional agencies have initiated several programs advancing resilience against sea level rise, flooding, and extreme events including earthquakes. In 2010, the Bay Conservation and Development District (BCDC) kicked off the Adapting to Rising Tides program, which evaluated vulnerability and risk along the shoreline of several communities and continues to be a platform for sharing best practices. More recently, the Bay Area Regional Collaborative (BARC), along with BCDC, have been awarded planning and design grants for assessing transportation vulnerability and developing design solutions for climate-related challenges.

Regional agencies have also collaborated with the Environmental Protection Agency, FEMA, and the California Earthquake Authority on recommendations for resilient housing, both for earthquakes and flooding. This collaboration established the Resilient Housing Policy Initiative that helps jurisdictions access analysis and policy tools for the seismic retrofit of existing housing. The region should expand these efforts through outreach and technical assistance, as well as develop financial solutions to resilient housing and green infrastructure, especially for communities with high social vulnerability and exposure to natural hazards.

Recent Funding Successes for Resilience

Two recent grant awards will significantly advance the regional dialogue on climate vulnerability and develop workable solutions:

- **Caltrans and the Bay Area Toll Authority allocated \$1.2 million to continue to conduct a regional vulnerability assessment for transportation infrastructure, Priority Development Areas (PDA), Priority Conservation Areas (PCA) and disadvantaged and vulnerable communities. In addition to a regional vulnerability assessment, the project goals include developing a regional framework for identifying solutions and strategies to address vulnerability on an ongoing basis.**
- **The Rockefeller Foundation awarded a \$4.6 million grant to create the Bay Area: Resilient by Design Challenge. Bay Area leaders will work with international design teams to develop innovative and implementable design solutions for climate-related challenges in 10 sites across the Bay Area region. This project will last through 2018.**

This Action Plan makes the following recommendations for Resilience:

Resilience Actions	Partners and Timeframe
<p>Develop a regional governance strategy for climate adaptation projects: Develop an institutional strategy for managing, coordinating, and implementing regional and local projects related to sea level rise.</p>	<p>BARC, MTC/ABAG, BCDC, Caltrans, local jurisdictions</p> <p>2 - 4 YEARS</p>
<p>Provide stronger policy leadership on resilient housing and infrastructure: Expand guidance on resilient housing policies for earthquake, flooding, and fire, working in coordination with state and federal agencies and focusing on communities with high social vulnerability and exposure to natural hazards. Strengthen infrastructure lifelines to ensure that utilities can provide services under a variety of conditions and future scenarios.</p>	<p>MTC/ABAG, local jurisdictions</p> <p>1 - 4 YEARS</p>
<p>Create new funding sources for adaptation and resilience: Pursue new funding opportunities, including innovative financing, for retrofits of buildings, retrofits of existing infrastructure, and infrastructure solutions to protect against flooding, earthquakes, and exposure to environmental health risks.</p>	<p>MTC/ABAG, BARC, BCDC</p> <p>1 - 4 YEARS</p>
<p>Establish and provide a resilience technical services team: Broadly share best practices and grant opportunities for climate adaptation and natural hazard mitigation. Continue to assess vulnerabilities and identify workable solutions through public and private avenues. Integrate resilience into Priority Development Area (PDA) planning.</p>	<p>BARC, MTC/ABAG, BCDC</p> <p>1-2 YEARS</p>
<p>Expand the region’s network of natural infrastructure: Coordinate regional programs to preserve and expand natural features that reduce flood risk, strengthen biodiversity, enhance air quality, and improve access to urban and rural public space. Leverage existing initiatives—including Priority Conservation Areas (PCAs), the Resilient by Design Challenge, San Francisco Estuary Partnership, and Bay Restoration Authority—and partner with special districts and cities.</p>	<p>MTC/ABAG, BCDC, jurisdictions, utilities</p> <p>1 - 4 YEARS</p>
<p>Establish the Regional Advance Mitigation Program (RAMP): Advance mitigation for infrastructure projects to strengthen regional biological conservation priorities. Work to secure off-site compensatory mitigation lands for multiple infrastructure projects in-advance of environmental reviews to improve both project delivery and conservation outcomes.</p>	<p>MTC/ABAG, Caltrans, RAMP coalition</p> <p>1 - 4 YEARS</p>

TABLE 5.3 Plan Bay Area 2040 “Action Plan” recommendations for resilience.

Source: Metropolitan Transportation Commission, 2016

Plan Bay Area 2040 Outreach Schedule

After a multi-year planning effort, the Draft Plan Bay Area 2040 will be released for public review and comment on March 31, 2017. With this major milestone comes a round of public engagement, including nine open houses and three public hearings.

Open Houses and Public Hearings	Venue/ Address	Date/ Time
Alameda County Open House	Fremont City Hall (City Council Chambers) 3300 Capitol Avenue Fremont	Thursday, May 4 6:30 p.m. to 8:30 p.m.
Contra Costa County Open House	Embassy Suites (Contra Costa Ballroom) 1345 Treat Blvd. Walnut Creek	Wednesday, May 10 6:30 p.m. to 8:30 p.m.
Marin County Public Workshop and Open House	Mill Valley Community Center 180 Camino Alto Mill Valley	Saturday, May 20 8:30 a.m. Registration/Open House 9 a.m. Presentation
Napa County Open House	Elks Lodge 2840 Soscol Avenue Napa	Monday, May 15 6 p.m. to 8 p.m.
San Francisco Open House	Bay Area Metro Center 375 Beale Street San Francisco	Wednesday, May 17 6:30 p.m. to 8:30 p.m.
San Mateo County Open House	Sequoia High School (Multi-Purpose Room) 1201 Brewster Avenue Redwood City	Thursday, May 4 6:30 p.m. to 8:30 p.m.
Santa Clara County Open House	Marriott Hotel (San Jose Ballroom IV-VI) 301 S. Market Street San Jose	Monday, May 22 6:30 p.m. to 8:30 p.m.
Solano County Open House	Solano County Events Center 601 Texas Street Fairfield	Monday, May 15 6 p.m. to 8 p.m.
Sonoma County Open House	Finley Community Center 2060 W. College Ave. Santa Rosa	Monday, May 22 6 p.m. to 8 p.m.
Public Hearing in San Francisco	Joint MTC Planning/ ABAG Administrative Committees Bay Area Metro Center, 375 Beale Street San Francisco	Friday, May 12 9:40 a.m. or immediately following Legislation Committee, whichever occurs later
Public Hearing in San Jose	MLK Library (Room 225) 150 E. San Fernando Street San Jose	Tuesday, May 16 6 p.m. to 8 p.m.
Public Hearing in Vallejo	Vallejo Naval and Historical Museum 734 Marin Street Vallejo	Thursday May 18 6 p.m. to 8 p.m.

In addition to the open houses and public hearings, we will hold four meetings with community-based organizations and nine briefings with elected officials (one in each county) during the months of April and May.

The deadline for public comment is 4 p.m., June 1, 2017. Submit comments to info@PlanBayArea.org.

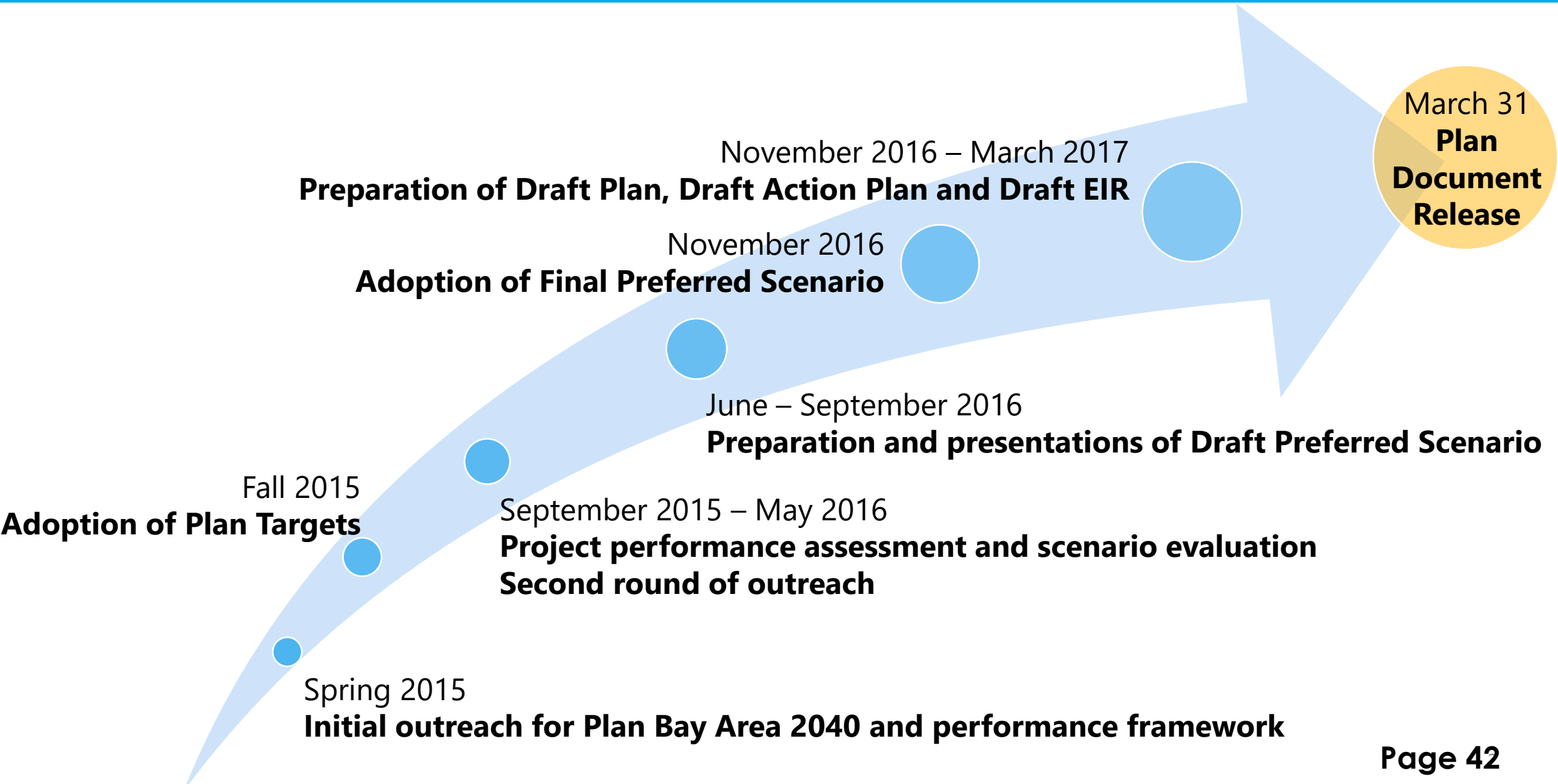
Plan BayArea 2040



RELEASE OF DRAFT PLAN

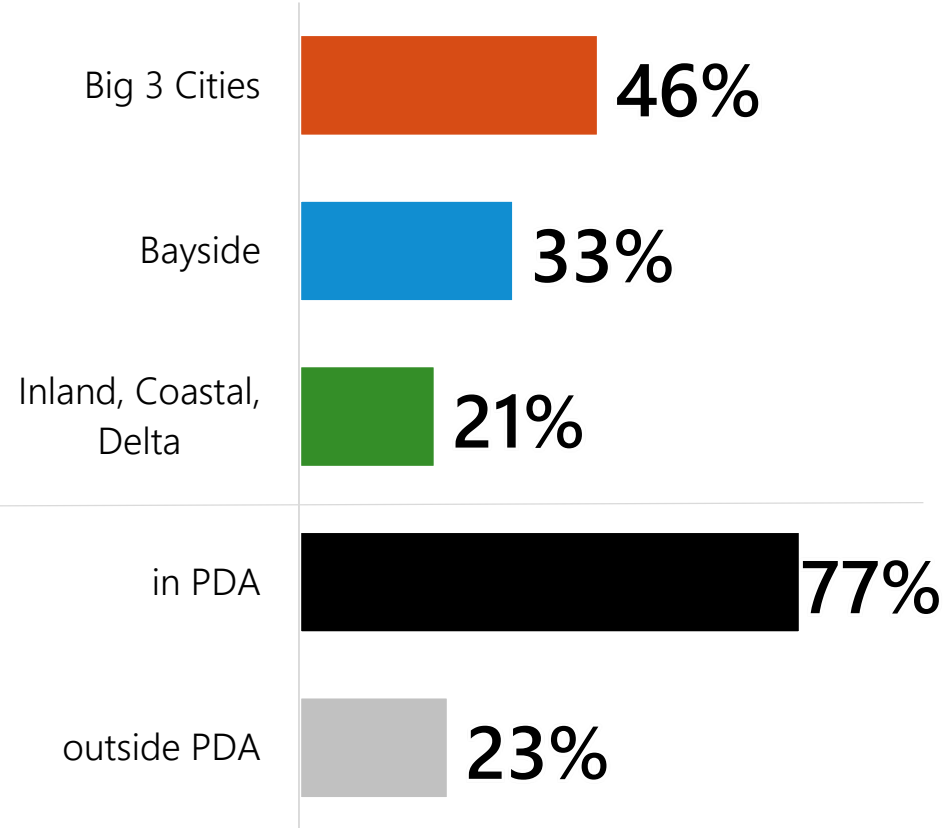
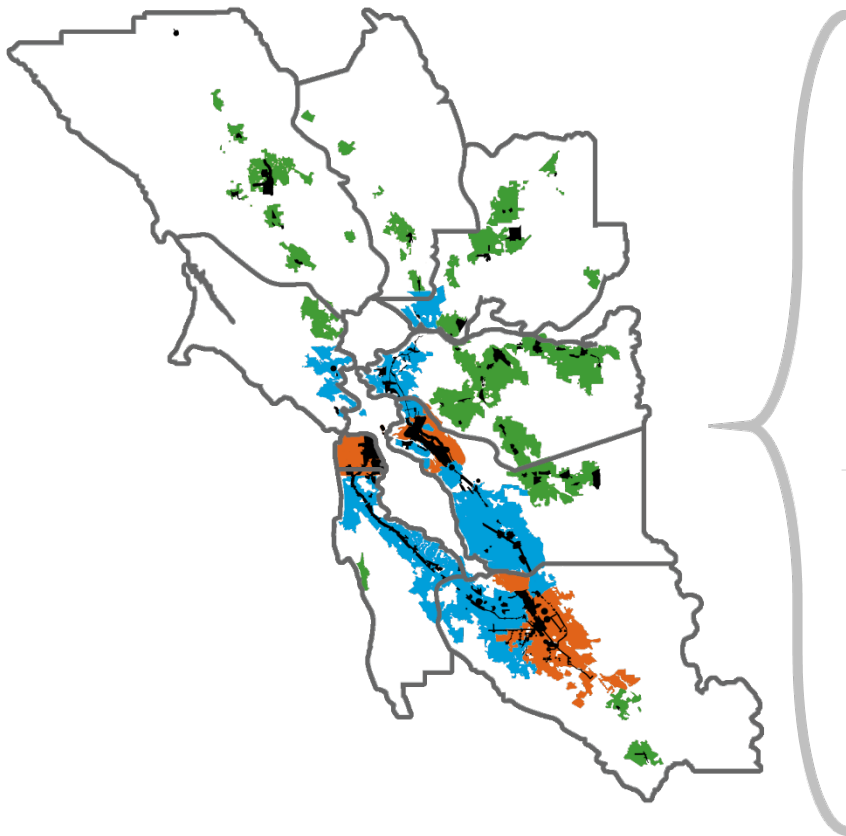


April 14, 2017
Joint MTC Planning Committee with the ABAG Administrative Committee

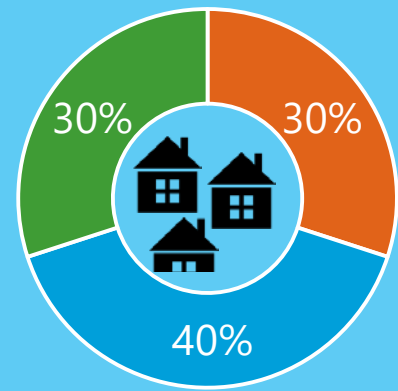


Similar to *Plan Bay Area*, the Draft Plan focuses growth in the core of the region.

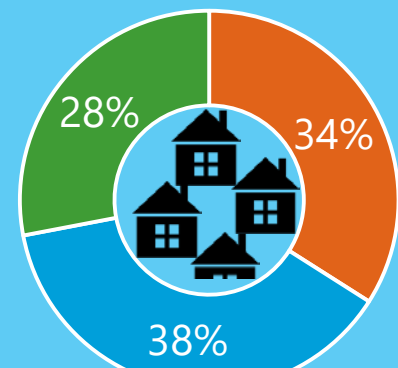
Where will the region plan for the 820,000 new households?



2010: **2.6 million** households

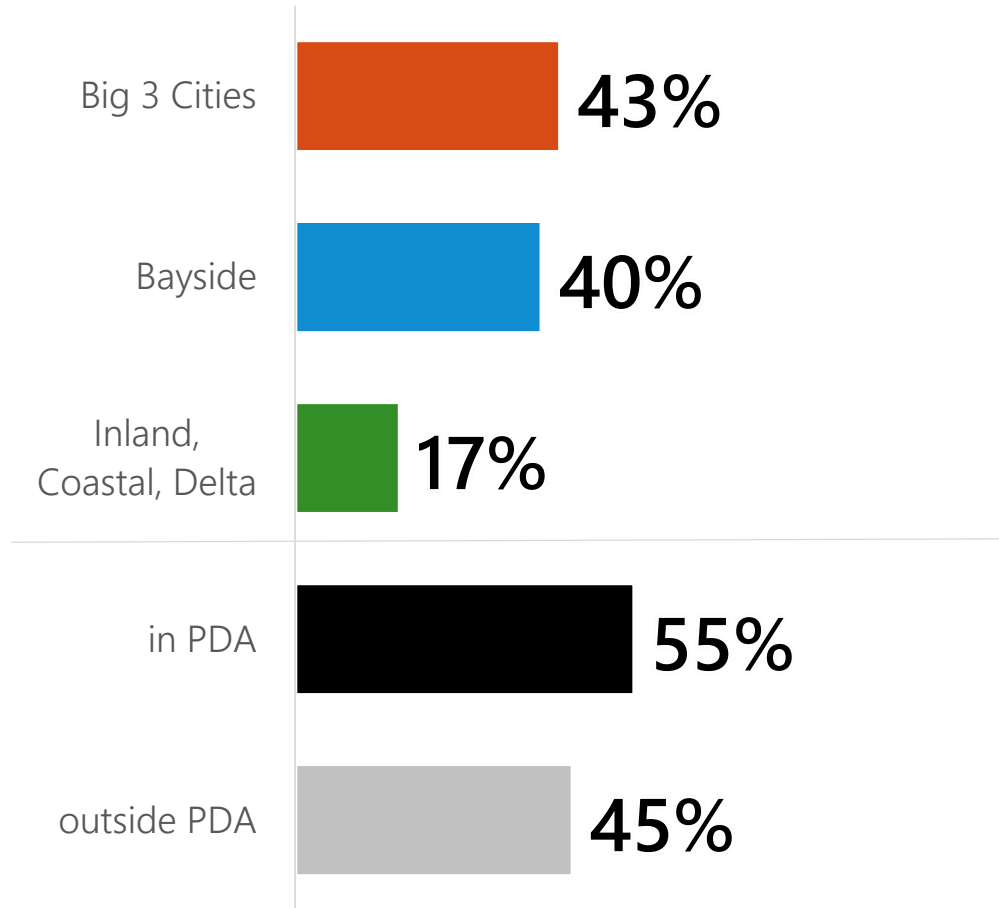
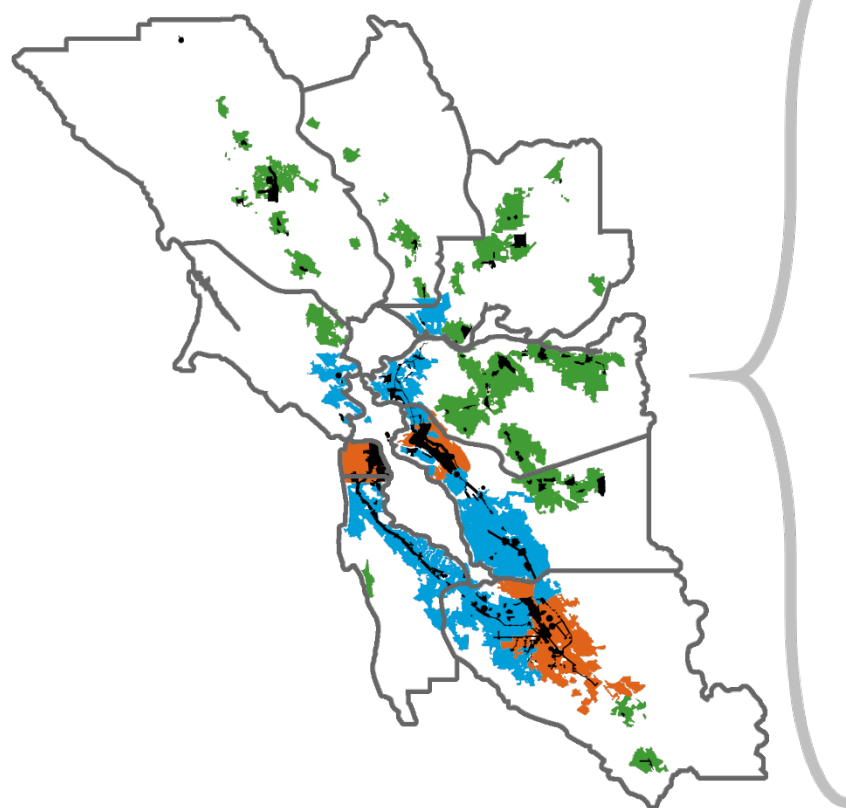


2040: **3.4 million** households

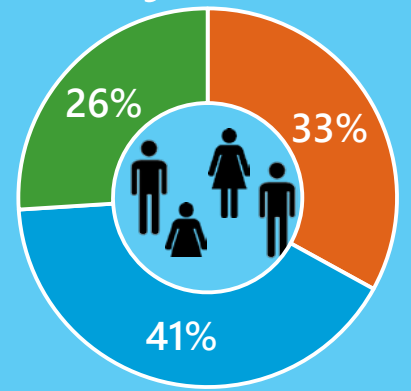


Fewer strategies exist to encourage shifts in job locations – meaning that the West Bay and South Bay remain primary centers.

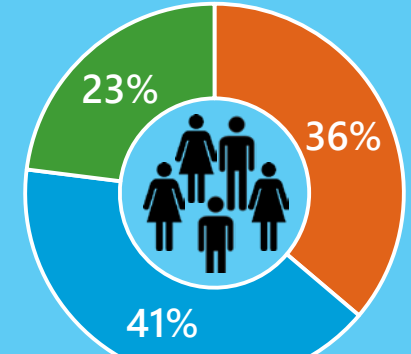
Where will the region plan for the 1.3 million new jobs?



2010: **3.4 million** jobs



2040: **4.7 million** jobs

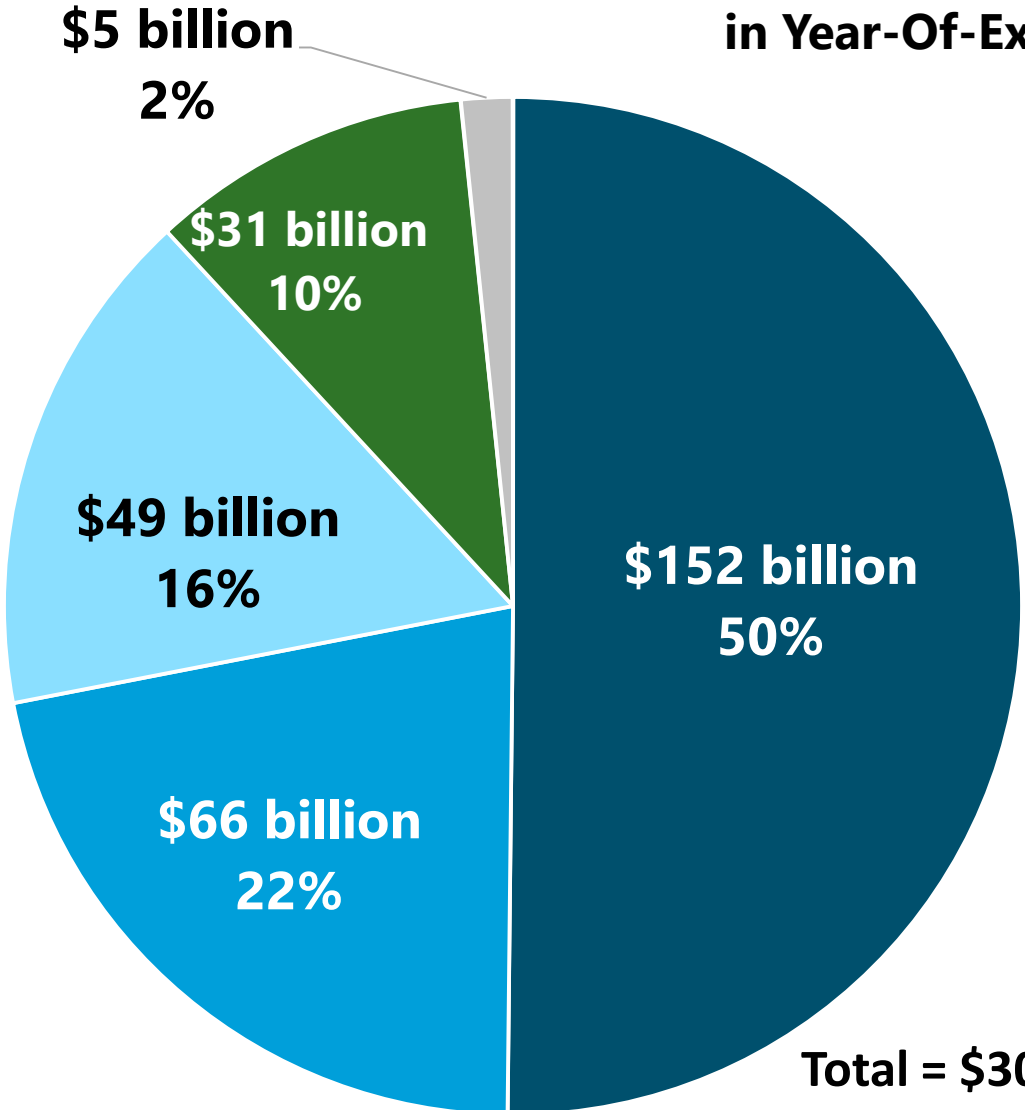


Transportation investments support land use through emphasis in operations, maintenance, and modernization

Plan Bay Area 2040 Funding Distribution in Year-Of-Expenditure \$

90%
Operate, Maintain, and Modernize

10%
Expand Existing System



- Operate and Maintain - Transit
- Operate and Maintain - Roads/Freeways/Bridges
- Modernize
- Expand
- Debt Service and Cost Contingency

Total = \$303 Billion

The Draft Plan meets our environmental goals, but it does not solve the region's affordability issues.

PERFORMANCE TARGET SUMMARY FOR THE DRAFT PLAN

TARGET ACHIEVED (5)

-  Climate Protection
-  Adequate Housing
-  Open Space and Agricultural Preservation
-  Middle-Wage Job Creation
-  Goods Movement/ Congestion Reduction

RIGHT DIRECTION (4)

-  Healthy and Safe Communities
-  Affordable Housing
-  Non-Auto Mode Shift
-  Transit Maintenance

WRONG DIRECTION (4)

-  Housing + Transportation Affordability
-  Displacement Risk
-  Access to Jobs
-  Road Maintenance

Plan Bay Area 2040

Plan Bay Area 2040

Section 1 – *The Bay Area Today*

Section 2 – *What is Plan Bay Area 2040?*

Section 3 – *Forecasting the Future*

Section 4 – *Strategies and Performance*

Section 5 – *Action Plan*

16 Supplemental Reports

Environmental Impact Report

Per SB 375:

55

day comment
period for
Draft Plan

45

day comment
period for
Draft EIR

- The **Draft Plan**, including the **Draft Action Plan**, was released for public comment on **March 31**.
- The **Draft EIR** is slated for release **later this month**.
- Comments on all of these draft documents will be accepted **through June 1, 2017**.

Read the Draft Plan online at: <http://2040.planbayarea.org>

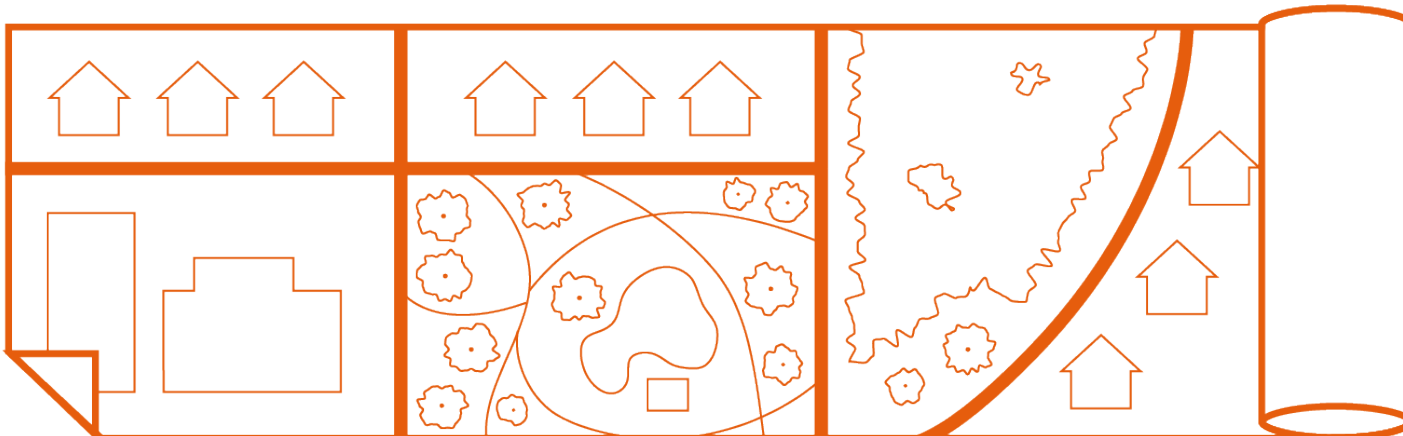


Section 1: The Bay Area Today



- Provides context for the overall Plan
- Highlights existing regional challenges – with a central focus on the housing crisis
- Links the Plan to Vital Signs performance monitoring work

Section 2: What is Plan Bay Area 2040?



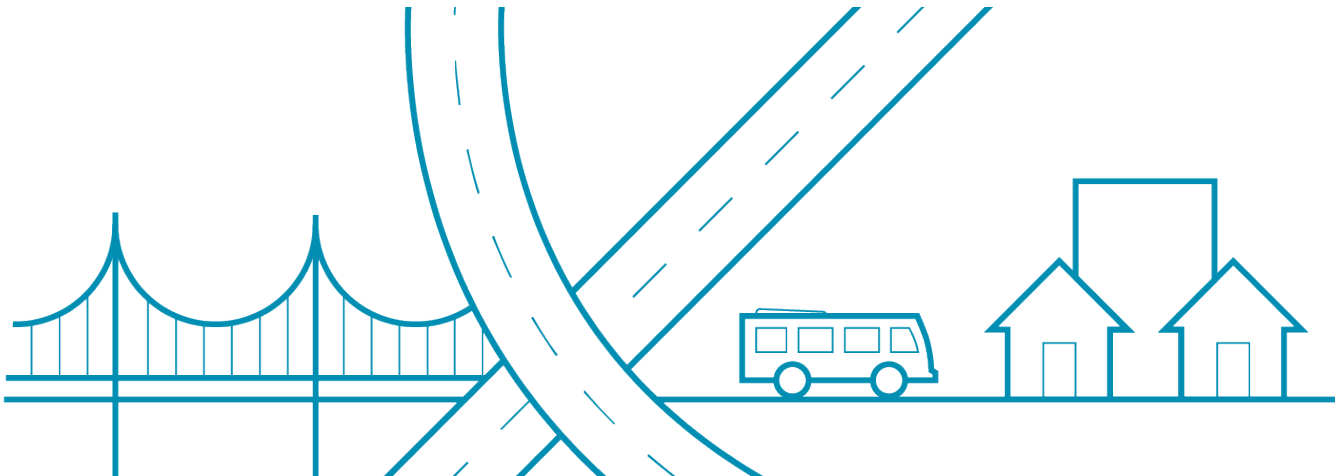
- Explains what the Plan is – a regional blueprint for growth and investment
- Highlights the goals and targets of the Plan

Section 3: Forecasting the Future



- Discusses overall forecasts for regional population, jobs, and housing through 2040
- Catalogues expected transportation revenue availability and flexibility over the next two decades

Section 4: Strategies and Performance



- Delves into the specifics of the Final Preferred Scenario – land use policy assumptions, growth distributions, and transport funding priorities
- Indicates successes and shortcomings based on targets

Section 5: Action Plan



- Summarizes progress on Plan Bay Area implementation to date
- Proposes specific shorter-term actions focused on areas where Plan falls short: *affordability, displacement risk, access to jobs, road maintenance*

Housing

**Economic
Development**

Resilience

	Proposed Housing Actions
1	Advance funding and legislative solutions for housing
2	Continue recent housing successes
3	Spur housing production at all income levels and invest directly in affordable housing
4	Use housing performance to prioritize funding for long-range transportation projects
5	Strengthen policy leadership on housing
6	Close data gaps for housing

	Proposed Economic Development Actions
1	Coordinate regional economic solutions & increase funding for economic development
2	Strengthen middle-wage job career paths for goods movement
3	Increase transportation access to growing job centers
4	Preserve existing infrastructure
5	Preserve and enhance existing industrial lands

	Proposed Resilience Actions
1	Develop a regional governance strategy for climate adaptation projects
2	Provide stronger policy leadership on resilient housing and infrastructure
3	Create new funding sources for adaptation and resilience
4	Establish and provide a resilience technical services team
5	Expand the region's network of natural infrastructure
6	Strengthen conservation efforts through funding advance mitigation

Outreach Schedule

- 9** briefings of elected officials (*one in each county*)
 - During the months of April and May
- 4** meetings with community-based organizations (CBOs)
 - Throughout the month of May
- 3** public hearings on the Draft Plan and Draft EIR
 - *In San Francisco, San Jose and Vallejo in May*
- 9** open houses (tentative, check **www.PlanBayArea.org** for updates)
 - Alameda County: **Fremont** – May 4 – 6:30 PM
 - Contra Costa County: **Walnut Creek** – May 10 – 6:30 PM
 - Marin County (workshop/open house): **Mill Valley** – May 20 – 8:30 AM
 - Napa County: **Napa** – May 15 – 6 PM
 - San Francisco County: **San Francisco** – May 17 – 6:30 PM
 - San Mateo County: **Redwood City** – May 4 – 6:30 PM
 - Santa Clara County: **San Jose** – May 22 – 6:30 PM
 - Solano County: **Fairfield** – May 15 – 6 PM
 - Sonoma County: **Santa Rosa** – May 22 – 6 PM

Submit comments **anytime through June 1** at **info@PlanBayArea.org**.



Plan
BayArea
2040

Based on feedback received, staff will finalize the Draft Plan and Draft EIR, preparing for MTC/ ABAG consideration for adoption in July.



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