



Planning, Policy and Legislation Committee Meeting Agenda Monday, May 14, 2018, 10:30 a.m.

| | | | |
|------------------|---|--------------------------|------------------------------|
| Committee Chair: | John Bauters, City of Emeryville | Executive Director: | Arthur L. Dao |
| Vice Chair: | Rebecca Kaplan, City of Oakland | Staff Liaison: | Tess Lengyel |
| Members: | Jesse Arreguin, Keith Carson, Scott Haggerty, Barbara Halliday, John Marchand, Lily Mei, Elsa Ortiz | Clerk of the Commission: | Vanessa Lee |
| Ex-Officio: | Richard Valle, Pauline Cutter | | |

1. Call to Order/Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Consent Calendar

Page/Action

- | | | |
|--|---|---|
| 4.1. Approve April 9, 2018 PPLC Meeting Minutes | 1 | A |
| 4.2. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Update | 5 | I |

5. Regular Matters

- | | | |
|--|----|---|
| 5.1. Approve legislative positions and receive an update on federal, state, and local legislative activities | 19 | A |
| 5.2. Plan Bay Area Update | 31 | I |

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Monday, June 11, 2018

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda (3-minute limit), submit a speaker card to the clerk.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400. Hard copies available only by request.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the [website calendar](#).
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.



Alameda CTC Schedule of Upcoming Meetings:

Commission Chair

Supervisor Richard Valle, District 2

Commission Vice Chair

Mayor Pauline Cutter,
City of San Leandro

AC Transit

Board President 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

City of Alameda

Mayor Trish Spencer

City of Albany

Councilmember Peter Maass

City of Berkeley

Mayor Jesse Arreguin

City of Dublin

Mayor David Haubert

City of Emeryville

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 At-Large
Rebecca Kaplan
Councilmember Dan Kalb

City of Piedmont

Vice Mayor Teddy Gray King

City of Pleasanton

Mayor Jerry Thorne

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

| Description | Date | Time |
|---|--------------------|------------|
| Alameda County Technical Advisory Committee (ACTAC) | June 7, 2018 | 1:30 p.m. |
| Finance and Administration Committee (FAC) | June 11, 2018 | 8:30 a.m. |
| I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA) | | 9:30 a.m. |
| I-580 Express Lane Policy Committee (I-580 PC) | | 10:00 a.m. |
| Planning, Policy and Legislation Committee (PPLC) | | 10:30 a.m. |
| Programs and Projects Committee (PPC) | | 12:00 p.m. |
| Independent Watchdog Committee (IWC) | July 9, 2018 | 5:30 p.m. |
| Paratransit Technical Advisory Committee (ParaTAC) | September 11, 2018 | 9:30 a.m. |
| Alameda CTC Commission Meeting | May 24, 2018 | 2:00 p.m. |
| Paratransit Advisory and Planning Committee (PAPCO) | May 21, 2018 | 1:30 p.m. |
| Bicycle and Pedestrian Community Advisory Committee (BPAC) | June 28, 2018 | 5:30 p.m. |

All meetings are held at Alameda CTC offices located at 1111 Broadway, Suite 800, Oakland, CA 94607. Meeting materials, directions and parking information are all available on the [Alameda CTC website](http://www.AlamedaCTC.org).



Planning, Policy and Legislation Committee
Meeting Minutes
Monday, April 9, 2018, 10:30 a.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Call to Order/Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioners Carson Valle.

Subsequent to the roll call:

Commissioner Carson arrived during Item 5.1

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approval of the March 12, 2018 PPLC Meeting Minutes

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

Commissioner Marchand moved to approve the Consent Calendar. Commissioner Worthington seconded the motion. The motion passed with the following votes:

Yes: Bauters, Cutter, Haggerty, Halliday, Kaplan, Marchand, Mei, Ortiz, Worthington

No: None

Abstain: None

Absent: Carson, Valle

5. Regular Matters

5.1. Approve legislative positions and receive an update on federal, state, and local legislative activities

Tess Lengyel provided an update on federal, state, and local legislative activities. On the state side, Ms. Lengyel noted that across the state Senate Bill (SB) 1 information is being disseminated on how people are spending their SB 1 revenues. Ms. Lengyel reminded the Committee that SB 1 requires jurisdictions to submit projects for FY 18-19 expenditures to the CTC by May 1, 2018 for streets and roads repairs. She referenced a handout in the packet that shows potential Alameda County improvement projects that SB 1 can fund. She also referenced an educational handout on Regional Measure 3 on how it can leverage funding in Alameda County projects. Ms. Lengyel recommend that the Commission take the following bill positions:

AB 2418 (Mullin) – Support position

AB 3000 (Friedman) – Oppose position
SB 1328 (Beall) – Support position

Ms. Lengyel provided an update on AB 2304 (Holden) as related to support of the Affordable Student Transit Pass Program (ASTPP). Alameda CTC reached out to Senator Holden to discuss Alameda CTC's ASTPP.

Commissioner Kaplan wanted to know why we are opposing the exemption from sales tax of hydrogen fuel, considered the fact that the Commission supports zero emission vehicles. Commissioner Ortiz noted that AC Transit fuels are not affected by this and that AC Transit is comfortable with this bill.

Commissioner Kaplan requested clarification on SB 1328 in that the bill specifically stating the elimination of the gas tax. Ms. Lengyel responded that the bill language states that the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system.

Commissioner Halliday asked about the Business Roundtable for a new statewide proposition. She wanted clarification on if the proposition needed a 2/3 vote to be passed. Tess stated that propositions do not require a 2/3 vote.

Commissioner Ortiz stated that AC Transit has opposed AB 2418 and she would abstain from the item. AC Transit would like to partner with a city in order to be able to apply for the grant program.

Commissioner Worthington requested that staff support AB 2418 and request a letter sent to the author requesting that an amendment to the bill to state that transit operators will be eligible to be an applicant or partner with a city to apply for the grant program. Ms. Lengyel responded that Alameda CTC can request an amendment to the bill based on Commissioner Worthington's request.

Commissioner Ortiz rescinded her abstention from this item and supported the item as amended.

Commissioner Halliday moved to approve staff recommendation including Commissioners Worthington's recommendations on AB 2418. Commissioner Ortiz seconded the motion. The motion passed with the following vote:

Yes: Bauters, Carson, Cutter, Haggerty, Halliday, Kaplan, , Marchand, Mei,
 Ortiz, Worthington
No: None
Abstain: None
Absent: Valle

5.2. Approve Resolution 18-004, regarding the establishment of a State Transit Assistance (STA) County Block Grant Program and funding distribution formula for Alameda County, including the annual funding distribution for FY 2018-19 STA funds

Vivek Bhat recommended that the Commission approve Resolution 18-004, regarding the establishment of a State Transit Assistance (STA) County Block Grant Program, per MTC Resolution 4321, and funding distribution formula for Alameda County, including the annual funding distribution for FY 2018-19 STA funds. Mr. Bhat explained that the proposed distribution formula would continue the use of the three STA program categories established through MTC's Resolution 3837: Small Operators, Paratransit and Lifeline/Means-based, and proposed a formula establishing a level of funding similar to what had traditionally been distributed by MTC for these categories: 24%, 25% and 51%, respectively. Under the Small Operator category, the sub-allocation proposed between Livermore Amador Valley Transportation Authority (LAVTA) and Union City Transit is 74 percent and 26 percent, respectively, consistent with the shares these operators received under MTC Resolution 3837. Mr. Bhat discussed the three options under consideration for the distribution of the Lifeline/Means-based category, which represents 51 percent of the total annual STA fund estimate as follows:

- Option 1 - Proposes 100% of the Lifeline/Means-based program category be directed towards transit operators for the ASTPP, with no STA Lifeline/Means-based program funds distributed to transit operators for general lifeline transit needs;
- Option 2 - Proposes 100% Lifeline/Means-based STA funding be distributed to transit operators for general lifeline transit needs, with no STA funds directed towards the ASTPP; and
- Option 3 - Proposes 50% of the funding for the Lifeline/Means-based program category be distributed to transit operators for general lifeline transit needs and 50% directed towards the ASTPP.

Mr. Bhat recommended the Commission approve Resolution 18-004, which reflects Option 3 above, establishing the STA County Block Grant Program that includes the distribution of funding by operator.

A public comment was heard on this item from Jennifer Yeamans of LAVTA. She stated that LAVTA also supports Option 3. Ms. Yeamans noted that LAVTA is requesting changing the Lifeline distribution formula to a population basis rather than a low income ridership basis.

Commissioner Kaplan asked if the funding is for two years. Mr. Bhat said this is a yearly process and going forward, this program will be synced with the Comprehensive Investment Plan process on a biennial basis.

Commissioner Kaplan asked if the STA County Block Grant Program option will allow additional schools to be added to the ASTPP program in the coming school year. Ms. Lengyel responded that this program will allow the Measure BB funds to go

longer. She noted that Alameda CTC will need to evaluate how to include additional schools to the program once the pilot program is complete and a proposal for on-going program implementation is brought before the Commission.

Commission Kaplan suggested going forward with staff recommendation as is and for the subsequent round address the concern raised by LAVTA.

Commissioner Kaplan moved to approve this item as recommended and staff will look into the concerns raised by LAVTA for the region. Commissioner Mei seconded the motion. The motion passed with the following votes:

Yes: Bauters, Carson, Cutter, Haggerty, Halliday, Kaplan, Marchand, Mei,
Ortiz, Worthington
No: None
Abstain: None
Absent: Valle

6. Committee Member Reports

There were no committee member reports.

7. Staff Reports

There were no staff reports.


8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: May 14, 2018 at 10:30 a.m.

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

Attested by:



Vanessa Lee,
Clerk of the Commission



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: May 7, 2018

TO: Planning, Policy and Legislation Committee

FROM: Saravana Suthanthira, Principal Transportation Planner
Chris G. Marks, Associate Transportation Planner

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

Recommendation

Summary of Alameda CTC's review and comments on Environmental Documents and General Plan Amendments update. This item is for information only.

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 February 12, 2018, the Alameda CTC reviewed one DEIR and two NOPs. Responses were submitted and is included in Attachment A.

Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachments:

- A. Response to the Supplemental Environmental Impact Report for the IKEA Retail Center Project
- B. Response to the Notice of Preparation (NOP) of an Environmental Impact Report for the Downtown Hayward Specific Plan Project
- C. Response to the Notice of Preparation and Public Hearing for a Program Environmental Impact Report (EIR) for the Pleasanton Downtown Specific Plan Update

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March 16, 2018

Amy Million
Principal Planner
City of Dublin
100 Civic Plaza
Dublin, CA 94568

SUBJECT: Response to the Draft Supplemental Environmental Impact Report for the IKEA Retail Center Project

Dear Ms. Million,

Thank you for the opportunity to comment on the Draft Supplemental Environmental Impact Report (SEIR) for the IKEA Retail Center Project. The proposed project is located at 5344 and 5411 Martinelli Way in the City of Dublin. The 27.5 acre site is bounded by Arnold Road to the west, Martinelli Way to the north, Hacienda Way to the east, and I-580 to the south. The proposed project would add 432,099 square feet of commercial uses anchored by a 339,099 square foot IKEA retail store, and also includes 93,000 of retail and restaurant uses.

Alameda CTC respectfully submits the following comments on the SEIR:

- Alameda CTC did not receive a copy of the Notice of Preparation of a Supplemental Environmental Impact Report for this project. Please make sure that Alameda CTC is continued to be included in the distribution list for the environmental document preparation. The following is the contact information: Saravana Suthanthira, Principal Transportation Planner, Alameda County Transportation Commission, 1111 Broadway, #800, Oakland, CA 94607.
- The SEIR estimates that the project would generate 1,108 new weekday afternoon peak trips, mostly new automobile trips. These trips are expected to create significant impacts on many Congestion Management Program (CMP) network roads. The SEIR reports that the project would worsen the performance of a number of CMP freeway segments along I-580 and I-680 and arterial roadways such as Dublin Boulevard, Hopyard Road, Foothill Road and Isabel Avenue. These impacts are considered to be significant and unavoidable. As a potential mitigation measure, the SEIR proposes that as a part of Mitigation Measure TRANS-4a, the applicant will be required to prepare a Transportation Demand Management (TDM) Program and lists a series of example measures such as carpool matching, provisional lockers for employees, off-peak and staggered shifts, and secure bicycle lockers. Alameda CTC requests that when the TDM Program is prepared, it should be robust and that the impact of the TDM measures are quantified for employees and

customers separately. It should also include information on how the measures will be funded and implemented.

- The SEIR does not include traffic impact analysis on the I-580 Express Lanes, which is an important infrastructure operated by Alameda CTC. Similarly, no impact analysis is included for SR-84, which is a critical roadway for the Tri Valley area connecting to the South Bay, wherein significant transportation improvements have been completed or underway. Please include traffic impact analysis for these facilities in the SEIR.
- Alameda CTC acknowledges that Table ES2, Transportation Impacts, states that as a mitigation measure the project sponsor will pay the City of Dublin a fee equal to the cost to fund the installation of Adaptive Signal Control Technologies at many major arterial roadway intersections around the project area prior to project occupation. Similarly, before issuance of the first building permit, the project sponsor would determine and pay to the appropriate city, a fair share for a few intersection modifications: Santa Rita Road/I-580 Eastbound Fallon Road/Dublin Boulevard Tassajara Road/Dublin Boulevard, and Owens Road/Hopyard Road.
- For roadway segments that exceed the LOS-F density performance threshold, with Project conditions, the SEIR shows only the maximum density threshold of 45 and not the actual density. However, it should include the actual density to show the incremental increase in impact due to the project.
- Mitigation Measure TRANS-4c indicates that before building permits are issued for the project, the applicant will contribute its “fair share” towards local and regional transportation impact fees. However it does not include details on how that fair share will be determined and what potential mitigation measures those funds would be applied.
- Table 3.6-11 of the SEIR estimates that 20 percent of trips to non-IKEA, ancillary retail and restaurant uses, would be internally captured and that 50 percent of remaining trips to these uses are likely to be diverted or pass-by trips. However, the SEIR does not state the basis or source for these assumptions. Please update the SEIR with this information.
- The SEIR includes information on impacts to bus transit capacity and determines that it is less than significant. However, the analysis does not appear to account for impacts to transit service as a result of additional delay on nearby roads and intersections. The SEIR should include analysis regarding bus delay for routes serving the project area including any express routes which utilize freeways impacted by the proposed project.
- The SEIR considers safety impacts to vehicles entering and leaving the site but does not consider potential impacts to pedestrians or cyclists as a result of increased traffic or ingress and egress from the site. Impacts to active transportation modes should be considered in the SEIR, especially considering the proposed project’s proximity to the Iron Horse Trail and transit oriented development near the Dublin/Pleasanton BART Station.

Thank you for the opportunity to comment on this SEIR. Please contact me at (510) 208-7426 or Chris G. Marks, Associate Transportation Planner at (510) 208-7453, if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Saravana Suthanthira', with a long horizontal flourish extending to the right.

Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner

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March 26, 2018

Damon Golubics
Senior Planner
City of Hayward
Development Services Department
777 B Street
Hayward, CA, 94541

SUBJECT: Response to the Notice of Preparation (NOP) of an Environmental Impact Report for the Downtown Hayward Specific Plan Project

Dear Mr. Golubics,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the Environmental Impact Report (EIR) for the Downtown Hayward Specific Plan Project. The 320-acre project site is located at the north end of Hayward and encompasses the Downtown Area. The proposed project would establish a planning framework to facilitate future development of new housing and retail including up to 2,427 new residential units and 1,900,000 square feet of non-residential development.

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

Basis for Congestion Management Program (CMP) Review

- It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a transportation impact analysis of the project. 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 requires local jurisdictions to conduct travel model runs themselves or through a consultant. The City of Hayward and the Alameda CTC signed a Countywide Model Agreement on December 3rd, 2007. 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 was updated in December 2015.

Impacts

- The EIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway network.
 - MTS roadway facilities in the project area include
 - I-880, I-580, I-238, SR, SR-238 (Mission Blvd and Foothill Blvd), SR-185, SR-92, S-Street, Crow Canyon Road/Grove Way, and Winton Avenue
 - 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 the 2017 CMP for more information).
- The EIR should address potential impacts of the project on Metropolitan Transportation System (MTS) transit operators.
 - MTS transit operators potentially affected by the project include: AC Transit, BART
 - 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 2017 CMP document for more details.
- The EIR should address potential impacts of the project to cyclists on the Countywide Bicycle Network.
 - Countywide bicycle facilities in the project area include:
 - The East Bay Greenway, Class III bikeway on Grand, Proposed Class III connecting downtown Hayward and Mission/E-14th, Class II and Class III bike facilities on A Street
 - 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 2017 CMP document for more details.
- The EIR should address potential impacts of the project to pedestrians in Pedestrian Plan Areas of Countywide Significance as defined by the Countywide Pedestrian Plan.
 - The Project overlaps with an Area of Countywide Pedestrian Significance
 - 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 2017 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 EIR should discuss the adequacy of proposed mitigation measure according to the criteria above. In particular, the EIR 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 EIR 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 EIR 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 2017 CMP).

Thank you for the opportunity to comment on this NOP. Please contact me at (510) 208-7426 or Chris G. Marks Associate Transportation Planner at (510) 208-7453, if you have any questions.

Sincerely,



Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner

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April 9, 2018

Shweta Bonn
Senior Planner
City of Pleasanton, Community Development Department
P.O. Box 520
Pleasanton, CA 94566

SUBJECT: Response to the Notice of Preparation (NOP) and Public Hearing for a Program Environmental Impact Report (EIR) for the Pleasanton Downtown Specific Plan Update

Dear Ms. Bonn,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the Program Environmental Impact Report (EIR) for the Pleasanton Downtown Specific Plan. The 307-acre planning area is located in central Pleasanton and bounded by the Alameda County Fairgrounds to the west, the Arroyo del Valle and Altamont Corridor Express tracks to the north, Second and Third streets to the east, and Bernal Avenue to the south. Existing land uses generally include commercial and residential uses of varying densities, with some parks and open space. The proposed plan includes: a mix of housing, commercial, and open space uses on a 13-acre cluster of city-owned properties, two new mixed-use land-use designations, streetscape improvements for Peters Avenue including new bicycle facilities, pedestrian and bicycle connections from First Street to the Alameda Transportation Corridor, relocation of street trees, closure of Division Street between Main Street and Railroad Avenue to vehicular traffic, and streetscape enhancements.

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

Basis for Congestion Management Program (CMP) Review

- It appears that the proposed project may generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a transportation impact analysis of the project. 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 requires local jurisdictions to conduct travel model runs themselves or through a consultant. The City of Pleasanton and the Alameda CTC signed a Countywide Model Agreement on May 25, 2009. 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 was updated in December 2015. The countywide model

is being updated to include the Plan Bay Area 2040 assumptions. The updated model will be available in early May, 2018.

Impacts

- The EIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway network.
 - MTS roadway facilities in the project area include: I-580 (including both the general purpose and express lanes), I-680, SR-84, Sunol Boulevard, and Santa Rita Road.
 - 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 the 2017 CMP for more information).
- The EIR should address potential impacts of the project on Metropolitan Transportation System (MTS) transit operators.
 - MTS transit operators potentially affected by the project include: Altamont Corridor Express, the Livermore-Amador Valley Transit Authority (LAVTA/Wheels), San Francisco Bay Area Rapid Transit (BART).
 - 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 2017 CMP document for more details.
- The EIR should address potential impacts of the project to cyclists on the Countywide Bicycle Network.
 - Countywide bicycle facilities in the project area include: Sunol Blvd, Bernal Avenue, Santa Rita Road, First Street, Main Street, and the existing and proposed segments of the Arroyo del Valle bike path.
 - 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 2017 CMP document for more details.
- The EIR should address potential impacts of the project to pedestrians in Pedestrian Plan Areas of Countywide Significance as defined by the Countywide Pedestrian Plan.
 - The Project overlaps with an Area of Countywide Pedestrian Significance:
 - The planning area contains both the Pleasanton ACE Station and the Wheels First/Neal Street Transfer Point
 - Planning area overlaps with the Downtown Pleasanton Central Business District
 - 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 2017 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 EIR should discuss the adequacy of proposed mitigation measure according to the criteria above. In particular, the EIR 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 EIR 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 EIR 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 2017 CMP).

Thank you for the opportunity to comment on this NOP. Please contact me at (510) 208-7426 or Chris G. Marks, Associate Transportation Planner at (510) 208-7453, if you have any questions.

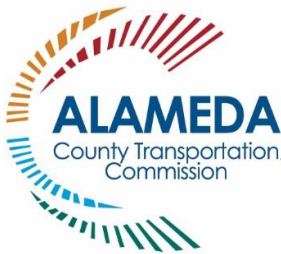
Sincerely,



Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner

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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: May 7, 2018

TO: Planning, Policy and Legislation Committee

FROM: Tess Lengyel, Deputy Executive Director of Planning and Policy

SUBJECT: May Legislative Update

Recommendation

It is recommended that the Commission approve legislative positions and receive an update on federal, state, and local legislative activities.

Summary

The May 2018 legislative update provides information on federal and state legislative activities and recommendations on current legislation.

Background

The Commission approved the 2018 Legislative Program in December 2017. The purpose of the legislative program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy. The final 2018 Legislative Program is divided into six sections: Transportation Funding; Project Delivery and Operations; Multimodal Transportation, Land Use, and Safety; Climate Change and Technology; Goods Movement; and Partnerships. The program is designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in the region as well as 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

Alameda CTC staff will provide a verbal update on federal legislative activities if there are pertinent activities to report.

State Update

Platinum Advisors, Alameda CTC's state lobbying firm, provided the following summary of state activities.

Deadlines: The last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house is April 27th. We are anticipating the governor's release of the May Revision on May 14th, updating state revenues and introducing any new proposals from the Administration. In the meantime, a multitude of policy and budget hearings are taking place that could influence a final budget.

Tax receipts: The Department of Finance released its cash report covering the month of March. Revenues for the month of March exceeded the January 2018 forecast by \$706 million, and year-to-date revenues are \$3.3 billion above the forecast.

Because April is the most lucrative month for state income tax receipts, as in years past, the State Controller's office is providing a daily [online tracker](#) for those who want to stay up-to-date. As of April 18th, receipts for April totaled \$8.99 billion. This leaves a week and half to reach the April revenue target of \$13.5 billion.

Zero-emission buses: In December California Air Resources Board (CARB) staff released discussion draft document that would require transit operators to transition to a 100% zero-emission bus fleet by 2040. This draft would impose purchase mandates that increase over time. The release of the document has stirred significant debate from transit operators, environmental groups, and bus manufacturers on how best to reach that goal. With the formal rule-making process expected to begin in May, the California Transit Association has sponsored two bills that would address the obstacles transit operators face in transitioning toward a zero-emission fleet.

- AB 3201 (Daly) as currently drafted would amend the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program to require CARB to establish a funding program for large-scale deployments that meet current and future regulatory obligations. The bill would clarify that infrastructure needs are also an eligible expense. While the content of AB 3201 will evolve, the intent of this bill is to create a dedicated funding stream to assist transit operators in transitioning to zero-emission fleets.

- SB 1434 (Leyva) aims to address the volatility with electricity rates when charging battery electric buses, or when using electricity to produce hydrogen. Specifically, SB 1434 directs the CPUC to initiate a new rate-making proceeding for the cost of electricity that is used as a fuel. The fluctuation of electricity rates is a key obstacle in scaling up the use of electric buses. While legislature is not necessary for the CPUC to act on this issue, broad support and legislative direction will assist in moving this issue forward. (See legislation table that follows.)

Legislation

Staff recommends positions on the bills noted in the following table.

| Bill Number | Bill Information | Recommendation |
|--|--|--|
| AB 1912 (Rodriguez) Public employees' retirement: joint powers agreements: liability. | Existing law establishes various public agency retirement systems that provide defined pension benefits to public employees based on age, service credit, and amount of final compensation. The Joint Exercise of Powers Act generally authorizes two or more public agencies, by agreement, to jointly exercise any common power. Under the act, if the agency is not one or more of the parties to the agreement but is a public entity, commission, or board constituted pursuant to the agreement, the debts, liabilities, and obligations of the agency are the debts, liabilities, and obligations of the parties to the agreement, unless the agreement specifies otherwise. This bill would specify that if an agency to a joint powers agreement participates in a public retirement system, all parties, both current and former to the agreement, would be jointly and severally liable for all obligations to the retirement system. | Alameda CTC's 2018 legislative program supports legislation that increases and protects transportation funding. According to the League of California Cities and other agencies in opposition to the bill, incurring retroactive debt would require each originating agency of a JPA to report these liabilities as debts impacting an agency's net financial position. A spike in liability could downgrade an agency's credit rating, which would make issuing and servicing future bonds more costly through higher interest costs and additional required insurance. The League of California Cities, California State Association of Counties, and California Special Districts Association, among many, oppose AB 1912. See Attachment A for a letter summarizing their opposition. Staff recommends an oppose position on AB 1912. |
| AB 2304 (Holden) Reduced fare | Existing law declares that the fostering, continuance, and development of public | Alameda CTC's 2018 legislative program supports |

| Bill Number | Bill Information | Recommendation |
|--|--|--|
| transit pass programs: status report. | transportation systems are a matter of statewide concern. Existing law imposes various requirements on transit operators and provides funding for transit services and capital improvements. This bill would request the University of California Institute of Transportation Studies to prepare and submit a report to the Governor and specified committees of the Legislature on or before January 1, 2020, that details the reduced fare transit pass programs in California that are administered by a public transit operator, California college or university, or any other entity, as specified. | legislation that supports increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs, including funding to expand the Affordable Student Transit Pass program. Staff recommends a support and seek amendment to provide funding for pilot programs position on AB 2304. |
| AB 2851 (Grayson) Regional transportation plans: traffic signal optimization plans. | Existing law requires designated transportation planning agencies to prepare and adopt a regional transportation plan. Existing law designates the Metropolitan Transportation Commission (MTC) as the regional transportation planning agency for the nine-county San Francisco Bay area. This bill would require each city located within the jurisdiction of MTC to develop and implement a traffic signal optimization plan and would require MTC to consider and reference plans developed by cities located within its jurisdiction into its next regional transportation plan. The bill would appropriate \$2 million from the Greenhouse Gas Reduction Fund for the 2019–20 2020–21 fiscal year for deposit in the Traffic Signal Optimization Fund, from which the California Department of Transportation (Caltrans) would award grants. | Alameda CTC's 2018 legislative program supports legislation that supports funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions, and support economic development. Staff recommends a support position and seek amendments on AB 2851 to clarify that if there is not an appropriation of state funds that this is not a state mandate for cities to implement. |
| SB 957 (Lara) Vehicles: high-occupancy vehicle lanes. | Existing state law authorizes Caltrans to designate certain lanes for the exclusive use of high-occupancy vehicles (HOVs). Existing law also authorizes, until January 1, 2019, ultra-low emission vehicles (ULEVs), and until September 30, 2025, or until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first, super ultra-low emission vehicles (SULEVs), enhanced | Alameda CTC's 2018 legislative program opposes legislation that degrades HOV lanes that could lead to congestion and decreased efficiency. This bill will reduce funding used to maintain the lanes. MTC opposed SB 957. |

| Bill Number | Bill Information | Recommendation |
|--|---|--|
| | advanced technology partial zero-emission vehicles (enhanced AT PZEVs), or transitional zero-emission vehicles (TZEVs), as specified, that display a valid identifier issued by the Department of Motor Vehicles to use these HOV lanes. This bill would authorize an identifier to be issued commencing January 1, 2019, until January 1, 2023, to SULEVs, enhanced AT PEZEVs, and TZEVs for a vehicle that had previously been issued an identifier and would make that identifier valid until January 1, 2023, if the applicant for the identifier has a household income at or below 80% of the state median income. | Staff recommends an oppose position on SB 957. |
| SB 1119 (Newman) Low Carbon Transit Operations Program. | Existing law requires moneys collected by the State Air Resources Board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law appropriates specified portions of the annual proceeds in the fund to various programs, including 5% for the Low Carbon Transit Operations Program, administered by Caltrans. Existing law requires that recipient transit agencies whose service areas include disadvantaged communities expend at least 50% of the total moneys they received as part of the Low Carbon Transit Operations Program on projects or services that meet specified requirements and benefit those disadvantaged communities. This bill would authorize a recipient transit agency to satisfy this requirement by expending at least 50% of program funds received on transit fare subsidies, specified transit connections, or technology improvements that reduce emissions of greenhouse gases. | Alameda CTC's 2018 legislative program supports climate change legislation and technologies to reduce greenhouse gas emissions. It also supports efforts that ensure Alameda County jurisdictions are eligible for state funding related to the definition of disadvantaged communities used in state screening tools. Staff recommends a support position on SB 1119. |
| SB 1434 (Leyva) Transportation electrification: electricity rate design. | Existing law, enacted as part of the Clean Energy and Pollution Reduction Act of 2015, requires the Public Utilities Commission, in consultation with the State Energy Resources Conservation and Development Commission and State Air Resources Board, to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification | Alameda CTC's 2018 legislative program supports protections for ongoing transit services and transit oriented development as advanced technologies emerge. The California Transit Association supports SB 1434. |

| Bill Number | Bill Information | Recommendation |
|---|---|--|
| | to reduce dependence on petroleum, meet air quality standards, achieve the goals set forth in the Charge Ahead California Initiative, and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. This bill would require the PUC to direct electrical corporations with more than 100,000 service connections in California to file rate design applications, specific to transit agencies as commercial customers, that support and accelerate the deployment of zero-emission transit buses to reduce dependence on petroleum, meet air quality standards, and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. | Staff recommends a support position on SB 1434. |
| SB 1466 (Glazer) Local sales taxes: online sales: place of delivery; and SCA 20 (Glazer) | The Bradley-Burns Uniform Local Sales and Use Tax Law authorizes counties and cities to impose a local sales and use tax in accordance with that law for tangible personal property sold at retail in the county or city, or purchased for storage, use, or other consumption in the county or city. Existing law requires the city tax rate to be credited against the county rate so that the combined rate does not exceed 1.25%. Existing law provides that these local sales taxes are allocated to the place where the sale is deemed to take place. This bill would instead provide that, in the case of a sale of tangible personal property by a qualified retailer, as defined, that is transacted online, the place at which the retail sale of that tangible personal property is consummated for the purpose of a local sales tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law is the point of the delivery of that tangible personal property to the purchaser's address or any other address designated by the purchaser. | Alameda CTC's 2018 legislative program supports legislation that increases and protects and enhances voter-approved funding. The bill is a companion to SCA 20 , and can only take effect if the Legislature and then the voters approve the Constitutional Amendment. Staff recommends a support position on SB 1466 and SCA 20. |

Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachment:

- A. Letter of Opposition to AB1912 by CSAC, League of California Cities and other organizations

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April 19, 2018

The Honorable Mark Stone
Chair, Assembly Judiciary Committee
California State Assembly
State Capitol Building, Room 3146
Sacramento, CA 95814



RE: AB 1912 (Rodriguez). Public Employees' Retirement: Joint Powers Agreements: Liability.
Notice of Opposition (*as amended*)

Dear Assembly Member Stone:

On behalf of the League of California Cities (LOCC), and the undersigned organizations we must respectfully oppose Assembly Bill (AB) 1912 relating to retirement liabilities of Joint Powers Authorities (JPA).

Local governments have a long history of addressing service delivery challenges with creativity, self-reliance and innovation. Unique local challenges and limited resources continue to fuel innovative efforts to obtain expertise and provide high quality services. JPAs play a vital role in promoting regional and, in some cases, statewide collaboration in addressing public needs that cannot be effectively achieved by each local government agency acting on its own. These activities include regional public improvements, local and statewide infrastructure for water and roadways, emergency communications systems, law enforcement, fire protection, emergency medical services, and public financing, among others. We are deeply concerned that JPAs will no longer be a viable tool should AB 1912 become law.

As amended, AB 1912 places substantial burdens and new unworkable requirements on local and state agencies. It applies retroactive as well as prospective joint and several liability for all retirement related obligations to any current or former member of a JPA since inception. Such obligations include active employee normal pension costs, retiree unfunded accrued liabilities (UAL), as well as both active and retiree healthcare and other post-employment retirement benefits (OPEBs). These costs cannot be overstated. According to the State Controller's Office's most recently available data, the unfunded liability of California's 130 state and local government pension plans stand at \$241.3 billion and \$125 billion for retiree healthcare costs.

Additionally, the measure would mandate that a public retirement systems, like California Public Retirement System (CalPERS), 37 Act System, or a city-based retirement systems file suit against all local or state agencies that have ever been a member of a terminated JPA for all retirement related obligations. It also prohibits any retirement system from approving a new JPA without a contract containing express joint and several liability provisions. It should be noted that this massive departure from current law creates a “slippery slope” that must be considered. Given that pension and OPEB liabilities can be a leading cost-driver for local agencies, it’s not unreasonable that lawmakers would seek to include other employer/employee related costs such as PERB findings, impasse procedures, tort liabilities, or other general debts and obligations incurred by a JPA. The provisions set forth in AB 1912 create constitutional, fiscal, and operational challenges, which would effectively eliminate the ability for local and state agencies to create or maintain the use of most JPA’s. Specifically AB 1912:

Conflicts with Provisions of the California State Constitution:

California’s constitutional debt limit prohibits a local government from incurring indebtedness beyond its ability to pay back the debt from revenues received in the same fiscal year absent the two-thirds voter approval (*Cal Const. art XVI, §18*). These safeguards were placed in the State’s constitution to avoid a situation in which bond issuers might compel an increase in taxes or foreclose on local government assets (*City of Redondo Beach v Taxpayers, Property Owners, Citizens & Electors (1960) 54 C2d 126, 131*; *County of Shasta v County of Trinity (1980) 106 CA3d 30, 35*).

AB 1912 seeks to apply retroactive joint and several liability to existing contracts and in doing so, will require local governments to incur significant debts that in many cases will exceed an agency’s annual revenue without receiving voter approval, therefore violating the sighted constitutional provision.

Further, it can be argued that retroactively incurring debts of another agency violates Article XVI, §6 of the California Constitution, which prohibits an agency from giving or lending public funds to any person, public or private entity. A JPA is an independent governmental body whereby the agency members have no legal, statutory oversight or managing authority. Liabilities from such entities retroactively applied to each member agency would constitute a gift of public funds to an individual(s) and/or public entity.

Gives Authority to Increase the Amount Owed Through Assumption Changes and/or Investment Losses to Retirement System:

Retirement obligations are unlike other forms of traditional debts and liabilities. Unfunded retirement liabilities are particularly volatile and can grow to insurmountable costs based on no fault of the local governments that contract with a retirement system for health and pension benefits. It is estimated that in Fiscal Year 2008-09 the CalPERS system lost approximately \$100 billion dollars in assets resulting in a gross loss of 34.75 percent of the fund’s total value. According to CalPERS (Circular Letter #200-004-17) employer contributions are projected to double by Fiscal Year 2024-25. Additionally, those costs are poised to grow even more in the short term when factoring CalPERS recent decision to modify its amortization schedule from 30 years to 20. As outlined in SEC 6. Section 20575:

*“...the board shall enter into an agreement with the governing body of a terminated agency or the governing body of the member agency in order to ensure ...(2) **related necessary adjustments in the employer’s contribution rate are made from time to time by the board** prior to the date of termination to ensure that benefits are adequately funded or any other actuarially sound payment technique, including a lump-sum payment at termination is agreed to by the governing body of the terminating agency and the board”.*

AB 1912 would hold all agencies of a JPA accountable for the investment shortfalls, future discount rate reductions, and other assumptions changes made by the retirement agencies even if the agencies are able to pay the lump sum amount of the current unfunded liability from the JPA. They would also be on the hook for decisions made after a local government left a JPA. As noted in the Assembly Committee on Public Employees, Retirement, and Social Security (Assembly PERS) Analysis, retirement agencies already have this authority as a provision of the agreement made with the a public agency. However, there is a significant difference between a retirement agency having that discretionary authority as a condition of the agreement when both parties *mutually agree* upon such provisions at the time they entered the contract versus, (as what is proposed in Ab 1912) granting that same authority to the retirement agency for debts and liabilities from employees *that at no time* were employees of said public agency.

Gives Retirement System Agency Authority to Apportion “Joint and Several” Liability:

As stated in SEC 6 subsection (d), AB 1912 would grant exclusive authority to the public retirement system agency to unilaterally assign liabilities to all current and former agencies of a JPA *“in an equitable manner.”* As an initial matter, “joint and several” liability is a legal term of art that allows a plaintiff to sue for and recover the full amount of recoverable damages from any defendant, regardless of a particular defendant’s percentage share of fault. If the legislative intent is to create “several” liability that is apportioned among JPA members, this should be clarified so that individual JPA member are not held liable for the full amount.

JPA’s have been in existence in California for nearly 100 years with state and local agencies. Some JPAs have as many as 500 members entering and exiting as service demands shift and evolve. It would be virtually impossible for the JPA’s governmental body, let alone a retirement system, to retroactively assign “equitable” retirement specific liabilities to potentially hundreds of agencies. This is especially concerning when you factor in the various assumption changes outlined in the section above. The broad and ambiguous direction demonstrates a fundamental misunderstanding of the formation, management, and purpose of a JPA which will inevitably lead to a perpetual cycle of protracted and costly litigation contesting the retirement agency’s discretion of proportional liability.

Even if the bill is amended as stated in the Assembly PERS Committee analysis, the difficulty of assigning “equitable” liability amongst current and former JPA members will remain. Additionally, if the parties can’t agree, which is likely, the retirement system agency still retains the right to unilaterally assign the liabilities.

Creates Funding and Operational Impairments:

The Governmental Accounting Standards Board (GASB) issued regulations (GASB 68, 2012 and 76, 2015) that require each state and local agency to report all financial liabilities associated with public pension and OPEB costs. These reporting standards play a vital role in assessing the fiscal health and viability of an agency. Incurring retroactive debt would require each originating agency of a JPA to report these liabilities as debts, impacting an agency's net financial position. A drastic spike in liability could contribute to the downgrading of an agency's credit rating, which in turn would make issuing and servicing future bonds more costly through higher interest costs and additional required insurance.

JPA's are tools state and local government agencies use to address service demands and infrastructure needs in a cost effective manner. Removing this tool makes it that much more problematic to address statewide critical issues such as housing, transportation, water, air quality, workforce development, public safety, and much more. While the intended goals of your measure are laudable, for the reasons stated above we must strongly oppose Assembly Bill 1912. Please do not hesitate to contact us with any questions on our position. To reach us, please contact Dane Hutchings (LOCC) 916-658-8200, Dorothy Johnson (CSAC) at 916-650-8133, Dillon Gibbons (CSDA) at 916-442-7887 Jolena Voorhis at 916-327-7531, Faith Lane Borges at 916-441-5050 or Jean Kinney Hurst (Riverside County) at 916-245-3445.

Sincerely,



Dane Hutchings
Legislative Representative



Dorothy Johnson
Legislative Representative



Jean Kinney Hurst
Legislative Representative



Dillon Gibbons
Senior Legislative Representative



Jolena Voorhis
Executive Director



Faith Lane Borges
Legislative Advocate

cc: Members, Assembly Judiciary Committee
Thomas Clark, Staff Counsel, Assembly Judiciary Committee
Joshua White, Consultant, Republican Caucus



Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: May 7, 2018

TO: Planning, Policy and Legislation Committee

FROM: Tess Lengyel, Deputy Executive Director of Planning and Policy
Saravana Suthanthira, Principal Transportation Planner

SUBJECT: Plan Bay Area 2050 Update

Recommendation

This item is to provide the Commission with an update Plan Bay Area 2050. This item is for information only.

Summary

The Metropolitan Transportation Commission (MTC) and Associated Bay Area Governments (ABAG) have begun the next update to the Plan Bay Area, the region's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The anticipated update schedule is early 2018 to mid-2021. MTC/ABAG is adopting a different approach to development of the RTP/SCS by performing the update in two phases: 1. Visionary concepts in the first phase called "Horizon" and 2. Traditional planning in the second phase called "Next Plan" (see Attachment A).

Alameda CTC is actively engaged in the PBA 2050 Horizon update process, and will provide updates to the Commission at needed strategic points, including seeking Commission action, as appropriate. As part of the Horizon phase, MTC/ABAG will have a call for mega or visionary projects from all stakeholders. Additionally, policies coming out of the Horizon process are expected to result in increased connection or conditioning of transportation funding related to housing production, similar to OBAG.

Background

MTC/ABAG, the Bay Area's transportation and land use planning agencies, have launched the update to the Plan Bay Area called Plan Bay Area 2050. The update will occur in two phases:

1. Horizon or “Blue Sky” Planning: this will occur for the first 18 months until summer 2019, and is currently underway.
2. Next Plan – RTP/SCS: This will cover the traditional regional planning process including identifying a preferred scenario and conducting the RTP/SCS environmental clearance.

Horizon

While MTC is still refining the approach and details, Horizon is intended to address a range of topics including but not limited to transportation, land use, economic development, and resilience. Horizon initiative includes:

- exploration of potential futures
- a suite of policy analyses
- a robust project evaluation process

Based on a set of guiding principles, stakeholders, and the public will identify policies, strategies and investments that should be aligned with each future to make progress towards the regional vision. At the end of the Horizon process, high performing policies, strategies, and investments will be integrated into the draft preferred scenario for PBA 2050, the next RTP/SCS.

As a first step in the Horizon process, MTC/ABAG identified in April 2018 four Guiding Principles based on the public outreach conducted in the spring 2018. Stakeholders are currently reviewing these Guiding Principles to provide comments.

The Guiding Principles will be used throughout the 18-month Horizon initiative to guide decision-making across all key elements and inform:

- Evaluation of futures – the Principles will be used to prioritize strategies that maximize the region's performance despite potential effects from external forces that could exist in a given future.
- Broader impacts of Perspective Papers (previously referred to as Policy Papers) – the Principles will help ensure that each report identifies policies in alignment with a consistent regional vision.

Other key aspects of Horizon:

- Futures: Many Futures scenarios will be created. There will be workshops in fall 2018 around the region to share information about and seek input on future scenarios.
- Perspective Papers – six papers will be published covering big ideas that the region is currently grappling with, such as autonomous vehicles, climate mitigation and regional growth strategies. The papers will identify high impact strategies that could be major drivers in shaping the region.

- Project Performance – Benefit-cost analysis will play a primary role in project performance analysis while a qualitative check will be performed to determine whether the projects align with the regional vision.

PBA 2050 Near Term next steps

April – Guiding Principles

May – September – Mega/Visionary Projects Submission process

June – Finalize multiple futures

Fall – Major outreach and engagement on the futures: including identification of policy solutions

For additional information on PBA 2050 background and activities, see MTC website on [Horizon Process](#).

Alameda CTC Next Steps Regarding Plan Bay Area 2050

Alameda CTC will continue to be actively engaged in this process through participating in various forums including the Regional Advisory Working Group (RAWG), CMA Planning Directors meetings, CMA Executive Directors meetings and providing comments on the process and deliverables.

Alameda CTC has identified the following projects and programs as potential mega or visionary projects from Alameda County that could be submitted in response to the anticipated call in the summer of 2018:

- Express Lane network expansion to have complete I-580 and I-680 corridors
- I-580/680 Interchange
- Alameda County Rail Strategy Implementation
- Major Arterial Corridors Implementation
- San Pablo Bus Rapid Transit
- East Bay Greenway
- Countywide Programs such as Safe Routes to Schools and the Affordable Student Transit Pass Program

Staff will continue keep the Commission informed and seek actions, as appropriate.

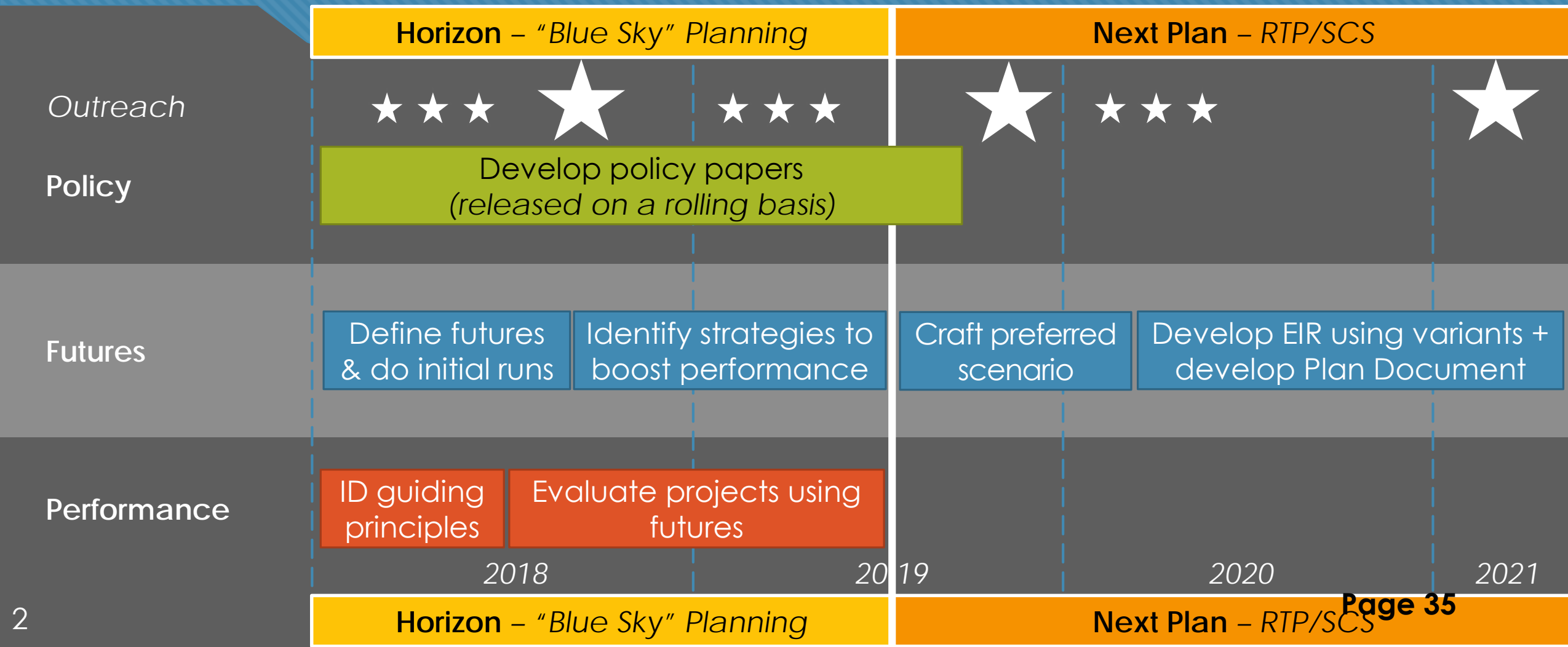
Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachment:

- A. Plan Bay Area 2050 Update Process Overview

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PBA 2050 Update-Process Overview



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