

**Alameda County Transportation Commission**

meeting as a committee of the whole as the

**PLANNING, POLICY AND LEGISLATION COMMITTEE**

**MEETING NOTICE**

**Monday, January 10, 2011  
11:00 A.M.**

**1333 Broadway, Suite 300  
Oakland, California 94612**

**Members:**

**Chair:** Director Greg Harper  
**Vice Chair:** Councilmember Olden Henson  
Mayor Mark Green  
Supervisor Scott Haggerty  
Supervisor Keith Carson  
Mayor Jennifer Hosterman  
Mayor Marshall Kamena  
Councilmember Joyce Starosciak

**Staff Liaisons:** Beth Walukas  
Tess Lengyel

**Executive Director:** Arthur L. Dao  
**Clerk of the Commission:** Gladys V. Parmelee

**AGENDA**

*Copies of Individual Agenda Items are Available on the  
Alameda CTC Website – [www.alamedactc.org](http://www.alamedactc.org)*

**1 PLEDGE OF ALLEGIANCE**

**2 PUBLIC COMMENT**

Members of the public may address the Committee during “Public Comment” on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Anyone wishing to comment should make their desire known to the Chair.

**3 CONSENT CALENDAR**

3A. Minutes of November 8, 2010 – **page 1**

**4 PLANNING**

**D/A**

4A. Approval of 2011 Congestion Management Program (CMP) Update Schedule and Issues – **page 5**

AC Transit  
Director  
Greg Harper

Alameda County  
Supervisors  
Wilma Chan  
Scott Haggerty, Vice Chair  
Nadia Lockyer  
Nate Miley  
Keith Carson

City of Alameda  
Mayor  
Beverly Johnson

City of Albany  
Vice Mayor  
Farid Javandel

BART  
Director  
Thomas Blalock

City of Berkeley  
Councilmember  
Laurie Capitelli

City of Dublin  
Mayor  
Tim Sbranti

City of Emeryville  
Mayor  
Ruth Atkin

City of Fremont  
Vice Mayor  
Robert Wieckowski

City of Hayward  
Councilmember  
Olden Henson

City of Livermore  
Mayor  
Marshall Kamena

City of Newark  
Councilmember  
Luis Freitas

City of Oakland  
Councilmembers  
Larry Reid  
Rebecca Kaplan

City of Piedmont  
Vice Mayor  
John Chiang

City of Pleasanton  
Mayor  
Jennifer Hosterman

City of San Leandro  
Councilmember  
Joyce R. Starosciak

City of Union City  
Mayor  
Mark Green, Chair

Executive Director  
Arthur L. Dao

- 4B. Review of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/Transportation Expenditure Plan Information – **page 19**

**5 LEGISLATION AND POLICY I/A**

- 5A. Approval of 2011 Alameda CTC Legislative Program – **page 37**

**6 STAFF AND COMMITTEE MEMBER REPORTS**

**7 ADJOURNMENT/NEXT MEETING: FEBRUARY 14, 2011**

Key: A – Action Item; I – Information Item; D - Discussion Item  
(#) All items on the agenda are subject to action and/or change by the Committee

*PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH  
ENVIRONMENTAL SENSITIVITIES MAY ATTEND*

## Glossary of Acronyms

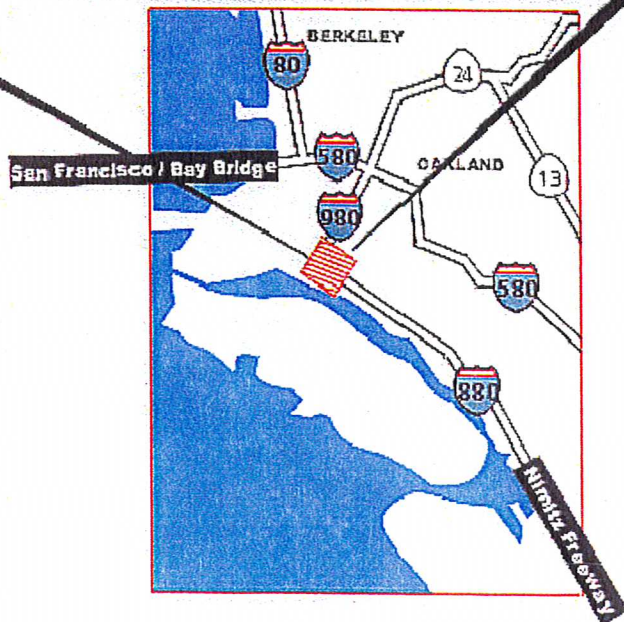
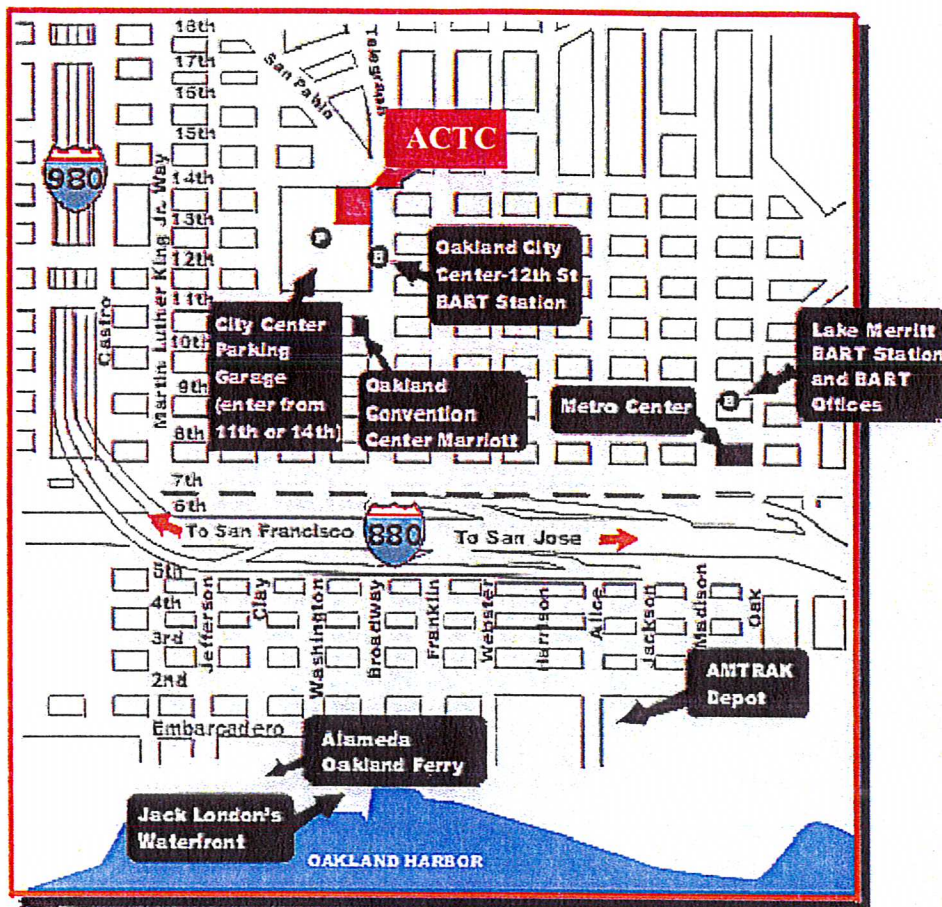
<b>ABAG</b>	Association of Bay Area Governments	<b>MTS</b>	Metropolitan Transportation System
<b>ACCMA</b>	Alameda County Congestion Management Agency	<b>NEPA</b>	National Environmental Policy Act
<b>ACE</b>	Altamont Commuter Express	<b>NOP</b>	Notice of Preparation
<b>ACTA</b>	Alameda County Transportation Authority (1986 Measure B authority)	<b>PCI</b>	Pavement Condition Index
<b>ACTAC</b>	Alameda County Technical Advisory Committee	<b>PSR</b>	Project Study Report
<b>ACTC</b>	Alameda County Transportation Commission	<b>RM 2</b>	Regional Measure 2 (Bridge toll)
<b>ACTIA</b>	Alameda County Transportation Improvement Authority (2000 Measure B authority)	<b>RTIP</b>	Regional Transportation Improvement Program
<b>ADA</b>	Americans with Disabilities Act	<b>RTP</b>	Regional Transportation Plan (MTC's Transportation 2035)
<b>BAAQMD</b>	Bay Area Air Quality Management District	<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, Efficient Transportation Equity Act
<b>BART</b>	Bay Area Rapid Transit District	<b>SCS</b>	Sustainable Community Strategy
<b>BRT</b>	Bus Rapid Transit	<b>SR</b>	State Route
<b>Caltrans</b>	California Department of Transportation	<b>SRS</b>	Safe Routes to Schools
<b>CEQA</b>	California Environmental Quality Act	<b>STA</b>	State Transit Assistance
<b>CIP</b>	Capital Investment Program	<b>STIP</b>	State Transportation Improvement Program
<b>CMAQ</b>	Federal Congestion Mitigation and Air Quality	<b>STP</b>	Federal Surface Transportation Program
<b>CMP</b>	Congestion Management Program	<b>TCM</b>	Transportation Control Measures
<b>CTC</b>	California Transportation Commission	<b>TCRP</b>	Transportation Congestion Relief Program
<b>EIR</b>	Environmental Impact Report	<b>TDA</b>	Transportation Development Act
<b>FHWA</b>	Federal Highway Administration	<b>TDM</b>	Travel-Demand Management
<b>FTA</b>	Federal Transit Administration	<b>TFCA</b>	Transportation Fund for Clean Air
<b>GHG</b>	Greenhouse Gas	<b>TIP</b>	Federal Transportation Improvement Program
<b>HOT</b>	High occupancy toll	<b>TLC</b>	Transportation for Livable Communities
<b>HOV</b>	High occupancy vehicle	<b>TMP</b>	Traffic Management Plan
<b>ITIP</b>	State Interregional Transportation Improvement Program	<b>TMS</b>	Transportation Management System
<b>LATIP</b>	Local Area Transportation Improvement Program	<b>TOD</b>	Transit-Oriented Development
<b>LAVTA</b>	Livermore-Amador Valley Transportation Authority	<b>TOS</b>	Transportation Operations Systems
<b>LOS</b>	Level of service	<b>TVTC</b>	Tri Valley Transportation Committee
<b>MTC</b>	Metropolitan Transportation Commission	<b>VHD</b>	Vehicle Hours of Delay
		<b>VMT</b>	Vehicle miles traveled

# ALAMEDA

## County Transportation Commission

ACCM A ■ 1333 Broadway, Suite 220 ■ Oakland, CA 94612 ■ PH: (510) 836-2560  
ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

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



### Public Transportation Access

**BART:** City/Center 12<sup>th</sup>  
Street Station

### AC Transit:

Lines 1, 1R, 11, 12, 13, 14,  
15, 18, 40, 51, 63, 72, 72M,  
72R, 88, 314, 800, 801,  
802, 805, 840

### Auto Access

- Traveling South: Take 11<sup>th</sup>  
Street exit from I-980 to  
11<sup>th</sup> Street
- Traveling North: Take 11<sup>th</sup>  
Street/Convention Center  
Exit from I-980 to 11<sup>th</sup>  
Street
- Parking:  
City Center Garage –  
Underground Parking,  
enter from 11<sup>th</sup> or 14<sup>th</sup>  
Street

**Alameda County Transportation Commission  
 PLANNING, POLICY AND LEGISLATION COMMITTEE**

**MINUTES OF NOVEMBER 8, 2010**

Chair Greg Harper convened the meeting at 11:00 AM..

**1.0 PLEDGE OF ALLEGIANCE**

**2.0 PUBLIC COMMENT**

There was no public comment.

**3.0 CONSENT CALENDAR**

A motion to approve the consent calendar was made by Mayor Green; a second was made by Supervisor Haggerty. The motion passed 6-0.

**4.0 PLANNING**

**4A. Adoption of Conformity Findings for the 2010 Congestion Management Program (CMP)**

Saravana Suthanthira requested the Committee to recommend that the Commission find that all jurisdictions are in conformance with the CMP annual conformity requirements. She stated that all jurisdictions that are required to provide a Deficiency Plan status report have complied with the requirement and all jurisdictions have complied with the three remaining conformity requirements. Mayor Kamena made a motion to approve staff recommendation; a second was made by Councilmember Henson. The motion passed 6-0.

**5 LEGISLATION AND POLICY**

**5A. Legislative Program Update**

Tess Lengyel gave an update on the results of the November elections. Republican candidates won enough seats in the mid-term elections to transfer the Majority rule of the House of Representatives from Democrats to Republican. Democratic candidates won enough seats to retain the Majority rule of the Senate although with a smaller margin. She said that the election results will bring significant change in the coming year.

She was pleased to inform the Committee that “Alameda County Transportation Improvement Measure” Measure F passed with a majority vote of 62.6%. She informed the Committee that the development of the 2011 Legislative Program will be done during the December 17<sup>th</sup> Commission Retreat. This item was for information only.

**6 STAFF AND COMMITTEE MEMBER REPORTS**

Arthur Dao informed the Committee members that Commission Retreat will be held on December 17<sup>th</sup> from 8:30 a.m. to 2:00 p.m. at the Castro Valley Library.



**7 ADJOURNMENT/NEXT MEETING:**

Chair Harper reminded the members that there will be no Planning, Policy and Legislation Committee (PPLC) meeting on December 13, 2010 and the next meeting will be held on January 10, 2011.

**Attest by:**



**Gladys V. Parmelee**  
**Clerk of the Commission**

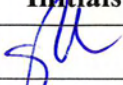
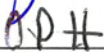

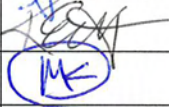


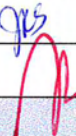
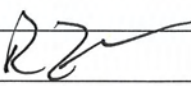





**PLANNING, POLICY AND LEGISLATION COMMITTEE MEETING**

**ROSTER OF MEETING ATTENDANCE**

**November 8, 2010**

**11:00 a.m.**

**1333 Broadway, Suite 300, Oakland, CA 94612**

<b>BOARD MEMBERS</b>	<b>Initials</b>	<b>ALTERNATES</b>	<b>Initials</b>
<b>Chair :</b> Greg Harper – AC Transit		Rocky Fernandez – AC Transit	
<b>Vice Chair:</b> Olden Henson – City of Hayward		Marvin Peixoto – City of Hayward	
<b>Members:</b>			
Scott Haggerty – County of Alameda, District 1			
Keith Carson – County of Alameda, District 5		Kriss Worthington – City of Berkeley	
Marshall Kamena – City of Livermore		Michael Gregory – City of San Leandro	
Jennifer Hosterman – City of Pleasanton		Robert Franklin - BART	
Joyce Starosciak – City of San Leandro		Tony Santos – City of San Leandro	
Mark Green – City of Union City		Carol Dutra-Vernaci – City of Union City	
<b>LEGAL COUNSEL</b>			
Zack Wasserman – WRBD			
Neal Parish – WRBD			
Geoffrey Gibbs - GLG			
<b>STAFF</b>			
Arthur L. Dao – Executive Director			
Gladys Parmelee – Executive Assistant and Clerk of the Commission			
Beth Walukas – Manager of Planning			
Tess Lengyel – Programs and Public Affairs Manager			
Victoria Winn – Administrative Assistant III			

STAFF	Initials	STAFF	Initials
Dick Swanson - Director of Finance & Administration		Anees Azad - Manager of Finance & Admin.	<i>AA</i>
Yvonne Chan - Accounting Manager		Lei Lam - Senior Accountant	
Christina Muller - Administrative Manager		Keonnis Taylor - Programs Coordinator	
Ray Akkawi - Manager of Project Delivery		Arun Goel - Associate Transportation Engr.	<i>AKG</i>
Cyrus Minoofar - Manager of ITS	<i>CM</i>	Linda Adams - Executive Assistant	
Matt Todd - Manager of Programming		Steve Haas - Senior Transportation Engineer	
Saravana Suthanthira - Senior Transportation Planner		John Hemiup - Senior Transportation Engineer	
Diane Stark - Senior Transportation Planner		Bijan Yarjani - Senior Transportation Engineer	
Vivek Bhat - Senior Transportation Engineer		Liz Brazil - Contracts Administrator	
		Jacki Taylor - Programming Liaison	

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1. <i>Dawn Asge</i>	<i>Ala Co Bldg #1</i>	<i>925-551-6995</i>	
2. <i>Claudia Uyana</i>	<i>AetC</i>	<i>507350-2335</i>	
3. <i>James OBrien</i>	<i>ACTIA Pet</i>	<i>510-267-6106</i>	
4. <i>Ade Oluwasogo</i>	<i>OAKLAND-PWA</i>	<i>510-238-1346</i>	
5. <i>Philip Ho</i>	<i>- ) -</i>	<i>510-238-6256</i>	
6. <i>Bob Vinn</i>	<i>Livermore</i>	<i>925 960 4516</i>	
7.			
8.			
9.			
10.			
11.			
12.			
13.			
14.			





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## Memorandum

Date: December 22, 2010

To: Planning Policy and Legislation Committee (PPLC)

From: Saravana Suthanthira, Senior Transportation Planner

Subject: **Approval of 2011 Congestion Management Program (CMP) Update: Schedule and Issues**

### Recommendations

It is recommended that the Commission approve the attached schedule and summary of issues to address in the update of 2011 Congestion Management Program.

### Summary

The CMP, mandated by the state legislation, is required to be updated every two years, during odd numbered years. Issues to be addressed in the upcoming 2011 update include discussing how to incorporate the Sustainable Community Strategy (SCS) into the CMP, reviewing criteria for adding roadways to the CMP network, incorporating the updated Countywide Travel Demand Model, and updating the Capital Improvement Program.

### Discussion

Alameda CTC in its role as the Congestion Management Agency for Alameda County uses the Congestion Management Program to identify strategies to address congestion problems in Alameda County. The CMP was adopted by the CMA Board in October 1991 and has been updated every two years since then. The Executive Summary for the 2009 CMP is attached. The full report can be accessed on the web.

The 2011 update will consist of modifications such as incorporating issues identified in the 2009 CMP and other issues that have arisen since the last update of the CMP. While each chapter will be reviewed and updated as necessary, known issues by chapter and a schedule for the update are presented below:

#### *General:*

- Discuss and update the CMP regarding Countywide Transportation Plan/Transportation Expenditure Plan (CWTP/TEP) development and relationship with the activities related to SB 375 at the regional level on Sustainable Community Strategy/Regional Transportation Plan (SCS/RTP)
- Investigate and identify how to use CMP as a tool to better manage the Alameda County transportation system

*Chapter 2: Designated Roadway System*

- Review criteria for adding roadways to the CMP roadway system

*Chapter 3: Level of Service Standards*

- Update relevant sections to include 2010 Level of Service (LOS) Monitoring data
- Explore multi-model LOS standards and applicability to CMP

*Chapter 5: Travel Demand Management Element*

- Discuss and update as appropriate the Guaranteed Ride Home (GRH) Program section in the context of the SB 375 and reduction of vehicle-miles traveled (VMT) and Greenhouse Gases (GHG).

*Chapter 6: Land Use Analysis Program*

- Update Corridor/Area Management Transportation Planning section and identify potential Corridor/Area based plans and studies in the County.
- Update Priority Development Areas/Priority Conservation Areas
- Discuss and update CEQA requirements

*Chapter 7: Capital Improvement Program*

- Update Capital Improvement Program with regard to projects, policies and the STIP
- Update Air Quality Conformity section related to the new PM 2.5 Hotspot Analysis requirements
- Incorporate Vehicle Registration Fee projects, guidelines and policies into the CMP-CIP

*Chapter 9: Database and Travel Model*

- Update to reflect most recent model updates, including land use (Projections 09), network changes and carbon estimator tool in the model

<b>Draft Schedule for 2011 CMP Update</b>	
<b>Month</b>	<b>Task</b>
January 2011	Identify specific areas to be updated in each chapter. Seek Commission approval of issues and schedule.
February/March 2011	Review of general issues; Chapter 2 regarding Criteria for adding roadways; and Chapter 3 regarding multi-model LOS standards
April/May 2011	Review of Chapter 5 regarding GRH program in the context of SB 375; Chapter 6 regarding Corridor Management Studies/Plans and CEQA requirements.
May/June 2011	Incorporate comments and update all chapters. Update Capital Improvement Program.
July/August 2011	Circulate Draft CMP to Committees and Board
September 2011	Adopt 2011 CMP and forward it to MTC

**Fiscal Impact**

None

**Attachments**

Attachment A: 2009 CMP Executive Summary

## Executive Summary

California law requires urban areas to develop and update a “congestion management program” or CMP—that is, a plan that describes the strategies to address congestion problems. In Alameda County, the Alameda County Congestion Management Agency (CMA) prepares the CMP. The CMA works cooperatively with the Metropolitan Transportation Commission (MTC), transit agencies, local governments, the California Department of Transportation (Caltrans) and the Bay Area Air Quality Management District (BAAQMD).

The CMP law places considerable authority with the CMAs. Appendix A contains the full text of the pertinent sections of state law. The agencies are required to oversee how local governments meet the requirements of the CMP, for example. The legislation also forges a new relationship between local government and Caltrans by requiring new highway projects in urban areas to be included in a CMP if they are going to be part of the State Transportation Improvement Program (STIP). This means that funding of highway projects is now, in part, controlled by local government in the form of the CMAs. With this authority comes the responsibility to recognize federal and state funding limitations and to work with Caltrans and MTC to formulate cost-effective projects.

The CMP is designed to meet the challenges of the law. Furthermore, the CMA has developed working relationships with all levels of government as well as the private sector. The CMA is prepared to demonstrate that local governmental agencies—working together—can solve regional problems.

### THE TRANSPORTATION SYSTEM

The CMA must identify what is included in the system that is being monitored and improved (Chapter 2). For the purposes of the CMP, two different systems are used: the designated CMP roadway network (CMP-network); and the broader Metropolitan Transportation System (MTS). The CMP-network is a subset of the MTS. For purposes of the CMP, the former is used to monitor performance in relation to established level of service (LOS) standards. The latter is used in the CMA’s Land Use Analysis Program.

### CMP Network

The CMP-network includes state highways and principal arterials that meet all minimum criteria (carry 30,000 vehicles per day; have four or more lanes; is a major cross-town connector; and connects at both ends to another CMP route or major activity center). The result is a system of roadways that carry at least

70 percent of the vehicle miles traveled countywide and contains 23 miles of roadways. Of this total, 134 miles (58 percent) are interstate freeways, 73 miles (31 percent) are state highways (conventional highways), and 27 miles (11 percent) are city/county arterials.

In order to be found in conformance with the CMP, local jurisdictions must submit a list of potential CMP-designated routes based on spring 2011 24-hour counts, by June 30, 2011.

## **MTS System**

The Metropolitan Transportation System (MTS) is a regionally designated system that includes the entire CMP-network, as well as major arterials, transit services, rail, maritime ports, airports and transfer hubs that are critical to the region's movement of people and freight. MTS<sup>1</sup> roadways were originally developed in 1991 and included roadways recognized as 'regionally significant' and included all interstate highways, state routes, and portion of the street and road system operated and maintained by the local jurisdictions.

## **LOS MONITORING**

To provide a method for measuring congestion, the CMA uses LOS standards as defined in the 1985 Highway Capacity Manual (HCM), nationally accepted guidelines published by the Transportation Research Board (Chapter 3). LOS definitions describe traffic conditions in terms of speed and travel time, volume and capacity, freedom to maneuver, traffic interruptions, comfort and convenience and safety. LOS is represented by letter designations, ranging from A to F. LOS A represents the best operating conditions and LOS F the worst.

The purpose of these standards is to provide a quantitative tool to analyze the effects of land use changes and to monitor one system performance measure (i.e., congestion). The CMA is required to determine how well local governments meet the standards in the CMP, including how well they meet LOS standards.

The CMP requires a LOS standard of E. All CMP routes are required to maintain this standard except for those areas designated as "infill opportunity zones."

The CMA conducts a LOS monitoring study every two years. The next study will be done in spring 2010. The agency also has completed studies on nine high-priority corridors.

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<sup>1</sup> In 2005, MTC updated the MTS to include Rural Major Collector streets and higher based on the Federal Functional Classification System (FFCS). The updated MTS is used by MTC for the purposes of funding and programming as well as in estimating roadway maintenance needs. The updated MTS was reviewed by ACTAC during the 2009 CMP Update to determine its usefulness and applicability to the Land Use Analysis Program. Based on ACTAC's input and discussions with MTC, it was determined that the updated MTS was not appropriate for the Land Use Analysis Program because it was too detailed for planning purposes and the previous version of the MTS would continue to be used.



At present, the CMA is monitoring the CMP network by contracting biennially with a consultant to collect speed data. The CMA analyzes the data and prepares the results. If a local government or Caltrans assumes responsibility for monitoring roadways in the CMP-network within its jurisdiction, it will be required to do the following:

- biennially monitor the LOS on the designated system and report to the CMA by June 15 of each year relative to conformance with the adopted standards.

## PERFORMANCE ELEMENT

The CMA developed performance measures to evaluate how highways and roads function, as well as the frequency, routing and coordination of transit services. Performance measures are intended to support mobility, air quality, land use, and economic objectives in the CMP (Chapter 4).

Combined with LOS standards, the Performance Element provides a basis for evaluating whether the transportation system is achieving the broad mobility goals in the CMP. These include developing the Capital Improvement Program, analyzing land use impacts and preparing deficiency plans to address problems. For the 2009 CMP, implementation of the Performance Element will help the CMA prioritize projects for funding and developing management and operations strategies.

Below is a list of performance measures used in the CMP, along with the goals they help evaluate.

PERFORMANCE MEASURE	LONG-TERM GOAL
▪ Average highway speeds	▪ Improve mobility, air quality
▪ Travel time on transit, highways and high-occupancy vehicle lanes	▪ Improve mobility
	▪ Increase transit use
	▪ Improve air quality
▪ Duration of traffic congestion	▪ Enhance economic vitality
	▪ Expedite freight movement
▪ Roadway maintenance	▪ Ensure serviceable operation of existing facilities
▪ Roadway accidents on freeways	▪ Improve mobility
	▪ Ensure serviceable operation of existing facilities
▪ Completion of countywide bike plan	▪ Improve mobility, air quality
▪ Transit routing	▪ Improve transit access
	▪ Increase transit use

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▪ Transit frequency	▪ Improve transit access
	▪ Increase transit use
▪ Coordination of transit service	▪ Improve transit access
	▪ Increase transit use
▪ Transit ridership	▪ Increase transit use
▪ Transit vehicle maintenance	▪ Ensure serviceable operation of existing facilities
▪ Transit Availability	▪ Increase transit use
	▪ Improve transit access
▪ Transit Capital Needs & Shortfall	▪ Provide increased transit availability

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Using these measures, the CMA prepares an annual transportation Performance Report for review by local agencies and transit operators prior to publication. To minimize cost, the CMA relies on established data collection processes and regularly published reports for data. A list of established data collection efforts, by agency, follows.

## Cities and County

- Countywide Bicycle Plan (Cities and County Public Works Department and CMA)

## Transit Agencies

- Service Schedules and On-Time Performance
- Transit Ridership Routing (percentage of major centers served within 1/4-mile of a transit stop)
- Frequency (number of lines operating at each frequency level)
- Service Coordination (number of transfer centers)
- Average Time Between Off-Loads (BART)
- Miles Between Mechanical Road Calls (AC Transit, LAVTA and Union City Transit) Mean Time Between Service Delays (BART and ACE)
- Transit service frequency during peak periods and population at all transit stations in County
- Transit capital needs & Shortfall for high priority (Score 16) projects

## MTC

- Roadway Maintenance Needs
- Pavement Management System data for the MTS

- Freeway Speed Runs and Duration of Freeway Congestion (when performed by MTC)

## Caltrans

- Freeway Speed Runs and Duration of Freeway Congestion (when performed by Caltrans)
- Accident Rates on State Freeways
- Highways in need of rehabilitation

## CMA

- Roadway Speeds on CMP roads, except freeways
- Travel Times for Origin-Destination pairs

Local agencies are encouraged to provide data to MTC or to maintain their own database of maintenance needs on the MTS. However, there is no compliance requirement for local agencies or transit operators related to the Performance Element.

## TRAVEL-DEMAND MANAGEMENT ELEMENT

While much of the CMP focuses on measurement and evaluation, an important part is the recommended use of Travel-Demand Management (TDM) (Chapter 5). These are designed to reduce the need for new highway facilities over the long term and to make the most efficient use of existing facilities. The TDM Element also incorporates strategies to integrate air quality planning requirements with transportation planning and programming. Funding generally comes from the Transportation Fund for Clean Air (from fees on motor vehicle registration) and from the federal Surface Transportation Program and Congestion Mitigation and Air Quality Program. Taken together, the program represents a fiscally realistic program that would effectively complement the CMA's overall CMP.

A balanced program requires actions that local jurisdictions, the CMA, MTC, BAAQMD, Caltrans and local transit agencies would undertake. As required by state law, it promotes alternative transportation methods (carpools, vanpools, transit, bicycles, park-and-ride lots, etc.), promotes improvements in the jobs-housing balance and SMART Growth, considers parking cash-out programs (paying employees who do not use parking) and promotes other strategies such as flextime and telecommuting.

The TDM Element includes four programs:

- The **Required Program** requires local jurisdictions to adopt and implement guidelines for site design that enhance transit, pedestrian and bicycle access.

- The **Countywide Program** includes actions by the CMA to support efforts of local jurisdictions, such as the parking cash-out program, the Guaranteed Ride Home program and support of telecommuting.
- The **Regional Program** includes actions by MTC, BAAQMD and Caltrans to meet areawide needs. It focuses primarily on financial support for those activities that ensure coordinated transit, high-occupancy vehicle use, development and/or maintenance of park-and-ride lots, implementation of ramp metering and arterial, compliance with the American with Disabilities Act and bicycle and pedestrian improvements.
- Recognizing that the private sector also has a role in TDM, elements of the **Comprehensive Program** include those actions that employers may take to promote and encourage alternative modes of travel.

To be found in conformance with this element of the CMP, local jurisdictions must adopt and implement the Required Program by September 1 of each year.

## LAND USE ANALYSIS PROGRAM

The CMP includes a program to analyze the impacts of land use decisions made by local jurisdictions on the regional transportation systems (Chapter 6). The program estimates costs associated with mitigating those impacts, as well as providing credits for local public and private contributions to improving regional transportation systems. The intent of the Land Use Analysis Program is to:

- Better tie together local land use and regional transportation facility decisions;
- Better assess the impacts of development in one community on another community; and
- Promote information sharing between local governments when the decisions made by one jurisdiction will have an impact on another.

The Land Use Analysis Program is a process designed to improve decisions about land use developments and the investment of public funds on transportation infrastructure. To work best, the CMA is involved at the very early stages of the land development process. The purpose of the CMA review is to assure that regional impacts are assessed, that appropriate mitigations are identified and that an overall program of mitigations can be implemented.

The CMA acts as a resource to local governments in analyzing the impacts of proposed land use changes on regional transportation systems. This includes making travel-demand models available to use in forecasting the impact of proposed general plan amendments (GPA) and other large-scale developments [if the local jurisdiction publishes a notice of preparation (NOP) for an environmental impact report (EIR)]. CMA staff could also be involved in discussing impact assessment approaches and impacts on the MTS.



Although land use remains the purview of local governments, the CMA can apply sanctions if local agencies do not comply with the requirements of the law. Local jurisdictions will have the following responsibilities regarding the analysis of transportation impacts of land use decisions.

- Modeling (using the most recent CMA-certified travel-demand model) all GPA and large-scale projects that require an EIR that meet the 100 p.m. peak-hour threshold. Results of the model shall be analyzed for impacts on the MTS and shall be incorporated in the environmental document.
- Forward to the CMA all NOP, draft EIR/statements, final EIR/statements and final disposition of the GPA/development requests.
- Work with the CMA mitigating development impacts on the MTS.
- Biennially provide an update (prepared by the jurisdiction's planning department) of projected land uses using the Association of Bay Area Government's (ABAG) most recent forecast for a near-term and far-term horizon year. This information will be provided in a format compatible with the countywide travel model.

To begin addressing the implementation of SB 375 – Redeveloping Communities to Reduce Green House Gases, the CMA has developed Climate Action priorities composed of transportation strategies intended to reduce GHG emissions. The priorities are divided into short, mid and long term and are categorized by action, advocacy and institutional roles. These priorities will guide the CMA in the implementation of SB 375.

In addition, each local jurisdiction must demonstrate to the CMA that the Land Use Analysis Program is being carried out by September 1 of each year as part of the annual conformity process.

## **CAPITAL IMPROVEMENT PROGRAM**

The six-year CIP reflects the CMA's effort to maintain or improve the performance of the multimodal transportation system for the movement of people and goods and to mitigate regional transportation impacts identified through the Land Use Analysis Program (Chapter 7).

Per federal requirements, it considers methods to improve the existing system, such as traffic operations systems, arterial signal timing, parking management, transit transfer coordination and transit marketing programs. Projects selected for the CIP also are consistent with the assumptions, goals, policies, actions and projects identified in the regional transportation plan (*Transportation 2035*), MTC's basic statement of Bay Area transportation policy.

The 2009 CIP covers fiscal year 2009/10 to 2014/15 and is comprised of:

- Major capital projects and transit rehabilitation projects programmed in the 2008 STIP, the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), Proposition 1B and CMA TIP; and
- Other major highway, transit and local projects intended to maintain or improve the performance of the CMP-network.

The projects in the CIP are linked to the vision and projects presented in the 2008 *Countywide Transportation Plan*, either as a specific capital project or from funding set aside to cover categories of projects. Such projects can include maintaining and rehabilitating local streets and roads, transit capital replacement, bicycle and pedestrian improvements and operational improvements.

In order to be conformance with the CMP, local jurisdictions and project sponsors must, by February 1 of each odd-numbered year, submit to the CMA a list of projects intended to maintain or improve the LOS on the CMP-network and to meet transit performance standards.

## **MONITORING, CONFORMANCE AND DEFICIENCY PLANS**

The CMA is responsible for annually monitoring the implementation of four elements of the CMP. Local agencies are usually responsible for maintaining LOS standards, adopting travel-demand requirements, implementing land use analysis programs and implementing TDM measures. The CMA, however, ensures that they are in “conformance” with CMP requirements. To meet the requirements of the CMP, the following must occur.

Local jurisdictions have two TDM requirements: adoption and implementation of site design guidelines to enhance transit/pedestrian/bicycle access; and implementation of capital improvements that contribute to congestion management and emissions reduction.

The CMA is required to develop a program for implementation by local agencies. This program will analyze the impacts and determine mitigation costs of land use decisions on the regional system (Chapter 8). Local jurisdictions remain responsible for approving, disallowing, or altering projects and land use decisions. The program must be able to determine land development impacts on the MTS and formulate appropriate mitigation measures commensurate with the magnitude of the expected impacts.

The CMA is required to prepare and biennially update a CIP aimed at maintaining or improving transportation service levels. Each city, the county, transit operators and Caltrans will provide input to these biennial updates.

If LOS standards are not met, a deficiency plan must be developed to achieve the adopted LOS standards at the deficient segment or intersection, or to improve the LOS and contribute to significant air quality improvements.

To determine conformance, CMA compares the monitoring information provided by local governments to the CMP requirements. If a local jurisdiction is found to be in non-conformance, upon notification from the CMA, the local jurisdiction has 90 days to remedy the area(s) of non-conformance. Failure to address problems could adversely affect the jurisdiction's eligibility for future funds.

## **Responsibilities for Deficiency Plans**

Local governments are responsible for preparing and adopting deficiency plans—proposed methods for bringing LOS standards up to par. However, they will need to consult with the CMA, Caltrans, local transit providers and BAAQMD. Local public-interest groups and members of the private sector may also have an interest in developing deficiency plans.

During the process of developing the plan, the local agency will need to consider whether it is possible to make physical improvements to the deficient segment. It may not be possible to do so for a number of reasons, including cost, availability of real estate, public opposition and air quality plan conflicts.

However, in developing the deficiency plan, both local and system alternatives must be considered and described. Local governments and the CMA should consider the impact of the proposed deficiency plan on the CMP system. An action plan to implement the chosen alternative must also be provided. The selection of either alternative is subject to approval by the CMA, which must find the action plan in the interest of the public's health, safety and welfare.

## **DATABASE AND TRAVEL MODEL**

The CMA has developed a uniform land use database for use in a countywide travel model (Chapter 9). The purpose of the database and travel model requirement is to bring to the congestion management decision-making process a uniform technical basis for analysis. This includes consideration of the benefits of transit service and TDM programs, as well as projects that improve congestion on the CMP-network. The modeling requirement is also intended to assist local agencies in assessing the impacts of new development on the transportation system.

The database developed for use with the countywide travel model is based on data summarized in ABAG's *Projections 2007* report. Projections of socioeconomic variables were made for the traffic analysis zones defined for Alameda County. By aggregating the projections made for each zone, the CMA produced projections of socioeconomic characteristics for unincorporated areas of the county, the 14 cities and for the four planning areas:

- Planning Area 1—cities of Albany, Berkeley, Emeryville, Oakland, Alameda and Piedmont;

- Planning Area 2—cities of San Leandro, Hayward, and the unincorporated areas of Castro Valley, Ashland and San Lorenzo;
- Planning Area 3—cities of Union City, Newark and Fremont; and
- Planning Area 4—cities of Pleasanton, Dublin, Livermore and the unincorporated areas of east County.

In June 2007, the Alameda Countywide Travel Demand Model was updated to use the same platform as MTC's Regional Transportation Model which at that time incorporated land use based on Association of Bay Area Governments' (ABAG) Projections 2005. The most recent update completed in October 2008 updated the land use assumptions to ABAG's Projections 2007 and revised several features.

## **CONCLUSIONS AND IMPLEMENTATION ISSUES AND MOVING FORWARD**

The CMP has several interrelated elements intended to foster better coordination among decisions about land development, transportation and air quality. Several conclusions can be reached about the CMP relative to the requirements of law and its purpose and intent (Chapter 10). Specifically, the CMP:

1. Contributes to maintaining or improving transportation service levels.
2. Conforms to MTC's criteria for consistency with *Transportation 2035*.
3. Provides a travel model whose specifications and output are consistent with MTC's regional model.
4. Is consistent with MTC's Transportation Control Measures Plan.
5. Specifies a method for estimating roadway LOS which is consistent with state law.
6. Identifies candidate projects for the STIP and federal Transportation Improvement Program.
7. Has been developed in cooperation with the cities, the County of Alameda, transit operators, the BAAQMD, MTC, adjacent counties, Caltrans and other interested parties.
8. Provides a forward-looking approach to dealing with the transportation impacts of local land use decisions.
9. Considers the benefit of Green House Gas (GHG) reductions in developing the CIP

During the development and update of the CMP for Alameda County, several issues have been uncovered which will need further action by the CMA.

- Lack of funding to support the CMP, including adequate capital resources and CMA/local government funding.
- Limited ability of the CMA to influence transportation investment when most transportation funding programs are beyond the purview of the CMP legislation.
- Identify responsible agency for monitoring and maintenance of LOS on the state highway system.



- Transportation revenue shortfalls.
- Continued improvement of the Land Use Analysis Program.
- Update of CMP-network and how to add roadways to the system.
- Congestion pricing strategies
- CEQA Reform and need for multi-modal level of service.
- Implementation of SB 375 – Redesigning Communities to Reduce Greenhouse Gases
- Parking Standards and Policies

Climate change awareness and the urgency to reduce greenhouse gases (mainly carbon dioxide) has become a driving force in the transportation realm with the passage of SB 375 in 2008. The CMA has already identified priorities for addressing climate change that are included in this CMP update. Between now and the next update of the *Congestion Management Program* and the *Countywide Transportation Plan*, the CMA intends to work with its partners to develop a series of plans and studies to address these issues and identify projects and programs for implementation that will allow the County to move toward achieving greenhouse gas reduction targets. These plans and studies would include the following elements:

- Transit Plan
- Transportation Demand Management (TDM) Expansion and Parking Management Program
- Bicycle and Pedestrian Plans:
- Goods Movement Plan

Please refer to the complete CMP for more specific information regarding these issues.

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## Memorandum

**DATE:** December 22, 2010

**TO:** Planning, Policy and Legislation Committee (PPLC)

**FROM:** Beth Walukas, Manager of Planning  
Tess Lengyel, Manager of Programming and Public Affairs

**SUBJECT:** Review Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/Transportation Expenditure Plan Information

### Recommendations:

This item is for information only. No action is requested.

### Summary:

This item provides information on regional and countywide transportation planning efforts related to the updates of the Countywide Transportation Plan and Sales Tax Transportation Expenditure Plan (CWTP-TEP) as well as the Regional Transportation Plan (RTP) and the development of the Sustainable Community Strategy (SCS).

### Discussion:

In an effort to keep our various committees up to date on the regional and countywide planning processes, staff will be submitting monthly reports to ACTAC; the Planning, Policy and Legislation Committee; the Alameda CTC Board; the Citizen's Watchdog Committee detailing what information is being discussed and reviewed by the CWTP-TEP Steering Committee and the CWTP-TEP Technical and Community Advisory Working Groups. Since our countywide planning efforts parallel the regional planning efforts, this report will also provide relevant information on regional processes. The purpose is to identify on a regular basis where input from Committee members is desired. All documents and agendas are posted on the Alameda CTC website.

### Summary of Countywide Planning Efforts

The three year CWTP-TEP schedule showing countywide and regional planning milestones is attached (Attachment A). In the next three months, the CWTP-TEP Committees will be focusing on:

- finalizing the vision and goals;
- placing the CWTP-TEP update in context of Alameda County demographics and current performance of the transportation system. The Committees are currently reviewing and providing comment on a Briefing Book, available on the Alameda CTC's website, that is

intended to be an information and reference document and a point of departure for the discussion on transportation needs;

- discussing and identifying performance measures and a methodology for prioritizing improvements;
- identifying transportation needs and issues including review of a series of white papers identifying best practices and strategies;
- conducting polling for an initial read on voter perceptions;
- discussing and identifying how to do the call for projects, particularly how we can combine with the regional call and what kind of supplemental information we will need;
- coordinating with ABAG and local jurisdictions on defining the Vision Scenarios for the Sustainable Communities Strategy;
- defining a public participation approach and beginning public outreach efforts; and

Additionally, the Alameda CTC Board met on December 17, 2010 for its annual retreat. One of the key items discussed was the CWTP-TEP update. Staff is in the process of documenting the results of the discussion and will provide information at the meeting as it is available.

#### Summary of Regional Planning Efforts

We have been coordinating the CWTP-TEP efforts with work on the Regional Transportation Plan, the Sustainable Communities Strategy and other Plans and direction being developed by the San Francisco Bay Conservation and Development Commission (BCDC) and the Bay Area Air Quality Management District (BAAQMD). In the first quarter of 2011, the regional efforts are focusing developing a SCS Vision Scenario, getting the word out to City Councils and Boards of Directors on what the SCS is, beginning the RHNA process, developing financial projections and a committed transportation funding policy, developing a call for projects, and completing the work on targets and indicators for assessing performance of the projects.

In the next three months, staff will be coordinating with the regional agencies and providing feedback on these issues, including:

- participating on the MTC/ABAG Regional Advisory Working Group (RAWG), which is in the process of defining performance targets and indicators with which to compare and evaluate the SCS land use scenarios, presenting information on how the Priority Development Area Assessment will be used in developing the Vision Scenarios; and seeking input on the initial Vision Scenario that is being developed. ABAG is working directly with the local jurisdiction Planning Directors to seek input from each local City Council or Board of Directors on the Vision Scenario in January and February 2011. Attachment B contains a draft staff report developed by ABAG for use by the local jurisdiction;
- participating on regional Sub-committees: on-going performance targets and indicators and the equity sub-committee which is being formed by MTC;

These activities will feed into our discussion on revenue and financial projections and availability and the discussion of transportation investment both new and existing that will begin around the early spring timeframe.

#### Key Dates and Opportunities for Input

The key dates shown in Attachment A are indications of where input and comment are desired. The major activities and dates are highlighted below by activity:

*Sustainable Communities Strategy:*

Presentation of SCS Vision Scenario information to local jurisdictions: January/February 2011

Detailed SCS Scenarios Released: July 2011

Preferred SCS Scenario Released/Approved: December 2011/January 2012

*RHNA*

RHNA Process Begins: January 2011

Draft RHNA Plan released: February 2012

Final RHNA Plan released/Adopted: July 2012/October 2012

*RTP*

Develop Financial Forecasts and Committed Funding Policy: February 2011

Call for RTP Transportation Projects and Performance Assessment: March 2011 - September 2011

Transportation Policy Investment Dialogue: October 2011 – February 2012

Prepare SCS/RTP Plan: April 2012 – October 2012

Draft RTP/SCS for Released: November 2012

Adopt SCS/RTP: April 2013

*CWTP-TEP*

Draft List of CWTP screened Projects and Programs: July 2011

First Draft CWTP: September 2011

TEP Program and Project Packages: September 2011

Draft CWTP and TEP Released: January 2012

Outreach: January 2012 – June 2012

Adopt CWTP and TEP: July 2012

TEP Submitted for Ballot: August 2012

Upcoming Meetings:

<b>Committee</b>	<b>Regular Meeting Date and Time</b>	<b>Next Meeting</b>
CWTP-TEP Steering Committee	4 <sup>th</sup> Thursday of the month, noon Location: Alameda CTC	January 27, 2011 February 24, 2011
CWTP-TEP Technical Advisory Working Group	1 <sup>st</sup> Tuesday of the month, 11:00 a.m. Location: Alameda CTC	January 4, 2011 February 1, 2011
CWTP-TEP Community Advisory Working Group	1 <sup>st</sup> Thursday of the month, 3:00 p.m. Location: Alameda CTC	January 6, 2011 February 3, 2011
SCS/RTP Regional Advisory Working Group	1 <sup>st</sup> Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	January 4, 2011 February 1, 2011
SCS/RTP Performance Target Ad Hoc Committee	Varies Location: MetroCenter, Oakland	January 11, 2011
SCS/RTP Equity Ad Hoc Committee	TBD	TBD

**Fiscal Impacts:** None.

**Attachments:**

Attachment A: Three Year CWTP-TEP Planning Schedule

Attachment B: ABAG Staff Report Template on SCS

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Calendar Year 2010

Meeting													
2010							FY2010-2011						
Task	January	February	March	April	May	June	July	August	Sept	Oct	Nov	Dec	
Alameda CTC Committee/Public Process													
Steering Committee			Establish Steering Committee	Working meeting to establish roles/responsibilities, community working group	RFP feedback, tech working group	Update on Transportation/Finance Issues	Approval of Community working group and steering committee next steps	No Meetings		Feedback from Tech, comm working groups	No Meetings	Expand vision and goals for County ?	
Technical Advisory Working Group								No Meetings		Roles, resp, schedule, vision discussion/feedback	No Meetings	Education: Trans statistics, issues, financials overview	
Community Advisory Working Group								No Meetings		Roles, resp, schedule, vision discussion/feedback	No Meetings	Education: Transportation statistics, issues, financials overview	
Public Participation								No Meetings			Stakeholder outreach		
Agency Public Education and Outreach	Information about upcoming CWTP Update and reauthorization												
Alameda CTC Technical Work													
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level						Board authorization for release of RFPs	Pre-Bid meetings	Proposals reviewed	ALF/ALC approves shortlist and interview; Board approves top ranked, auth. to negotiate or NTP	Technical Work			
Polling													
Sustainable Communities Strategy/Regional Transportation Plan													
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013			Local Land Use Update P2009 begins & PDA Assessment begins						Green House Gas Target approved by CARB.	Start Vision Scenario Discussions			
										Adopt methodology for Jobs/Housing Forecast (Statutory Target)			Projections 2011 Base Case
													Adopt Voluntary Performance Targets

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		2011					FY2011-2012					2011				
Task		January		February	March	April	May	June	July	August	Sept	Oct	Nov	Dec		
Alameda CTC Committee/Public Process																
Steering Committee		Adopt vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs guidelines, call for projects	Review workshop outcomes, white paper issues , strategies and best practices, call for projects	No Meetings	Review Call for Projects outcomes; Discuss TEP funding strategies	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies	No Meetings	1st Draft CWTP, TEP potential project and program packages		Review 2nd draft CWTP; 1st draft TEP	No Meetings			
Technical Advisory Working Group		Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs guidelines, call for projects	Review workshop outcomes, white paper issues , strategies and best practices, call for projects	No Meetings	Review Call for Projects outcomes; Discuss TEP funding strategies	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies	No Meetings	1st Draft CWTP, TEP potential project and program packages		Review 2nd draft CWTP; 1st draft TEP	No Meetings			
Community Advisory Working Group		Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs guidelines, call for projects	Review workshop outcomes, white paper issues , strategies and best practices, call for projects	No Meetings	Review Call for Projects outcomes; Discuss TEP funding strategies	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies	No Meetings	1st Draft CWTP, TEP potential project and program packages		Review 2nd draft CWTP; 1st draft TEP	No Meetings			
Public Participation		Public Workshops in two areas of County: vision and needs; Central County Transportation Forum	Public Workshops in two areas of County: vision and needs	East County Transportation Forum				South County Transportation Forum	No Meetings		2nd round of public workshops in two areas of County: feedback on CWTP, B3; North County Transportation Forum	2nd round of public workshops in two areas of County: feedback on CWTP, B3	No Meetings			
Agency Public Education and Outreach		Ongoing Education and Outreach through November 2012														
Alameda CTC Technical Work																
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level		Feedback on Technical Work, Modified Vision, Preliminary projects lists					Work with feedback on CWTP and financial scenarios	First Draft CWTP using Scoring and Screening criteria	Technical work refinement and development of Expenditure plan, 2nd draft CWTP							
Polling		Conduct baseline poll										Polling on possible Expenditure Plan projects & programs				
Sustainable Communities Strategy/Regional Transportation Plan																
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013		Release Vision Scenario	Detailed SCS Scenario Development		Release Detailed SCS Scenarios		Technical Analysis of SCS Scenarios	SCS Scenario Results/and funding discussions		Release Preferred SCS Scenario						
		Discuss Call for Projects		Call for Transportation Projects and Project Performance Assessment		Project Evaluation										
		Develop Draft 25-year Transportation Financial Forecasts and Committed Transportation Funding Policy														

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Calendar Year 2012

2012												
FY2011-2012												
Task	January	February	March	April	May	June	July	August	Sept	Oct	November	
Alameda CTC Committee/Public Process												
Steering Committee	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans				Adopt Draft Plans	Adopt Final Plans	Expenditure Plan on Ballot			VOTE: November 6, 2012	
Technical Advisory Working Group	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans									VOTE: November 6, 2012	
Community Advisory Working Group	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans									VOTE: November 6, 2012	
Public Participation			Expenditure Plan City Council/BOS Adoption								VOTE: November 6, 2012	
Agency Public Education and Outreach	Ongoing Education and Outreach Through November 2012 on this process and final plans						Ongoing Education and Outreach through November 2012 on this process and final plans					
Alameda CTC Technical Work												
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level	Finalize Plans											
					Potential Go/No Go Poll for Expenditure Plan							
Polling												
Sustainable Communities Strategy/Regional Transportation Plan												
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013	Approval of Draft SCS	Begin RTP Technical Analysis & Document Preparation	Prepare SCS/RTP Plan						Release Draft SCS/RTP for review			

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# OneBayArea

## Overview of the Sustainable Communities Strategy

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November 23, 2010

To: Planning Directors

From: Ken Kirkey, ABAG Planning Director

Re: Overview of the Sustainable Communities Strategy

ABAG and MTC have prepared an Overview of the Sustainable Communities Strategy (SCS) that you can use for a presentation before your city council and/or board of supervisors. We hope you find this report useful in communicating with elected officials and general public that might not be familiar with the SCS. This presentation will allow Bay Area elected officials to be informed about the SCS process before the release of the SCS Vision Scenario by February 2011.

Given the input we have received from various local jurisdictions, we expect this report will be used in different ways according to the specific needs of each city or county. Planning directors could (1) use it as a reference to develop their own reports; (2) use it as an attachment to their reports; or (3) edit and reformat this report to make it their own.

We would appreciate receiving any input from your elected officials on this SCS Overview presentation. We have created a folder for this input on the online collaboration sites (Basecamp) created for each county.

Should you have any questions about the report, please contact me ([kennethk@abag.ca.gov](mailto:kennethk@abag.ca.gov)) or the FOCUS regional planner for your county.

# OneBayArea

## Overview of the Sustainable Communities Strategy

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This staff report describes Senate Bill 375, the Sustainable Communities Strategy (SCS) and the effect of the law on local governments as well as the Bay Area as a region. This report is based on reports provided by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG).

The SCS will be developed in partnership among regional agencies, local jurisdictions and Congestion Management Agencies (CMAs) through an iterative process. The regional agencies recognize that input from local jurisdictions with land use authority is essential to create a feasible SCS. The SCS does not alter the authority of jurisdictions over local land use and development decisions.

The purpose of this report is to provide council/board members with an overview of the SCS in relation to local land use policies, implementation needs, and quality of life, including key policy considerations for the City/County of (insert local information).

### PURPOSE AND APPROACH

Senate Bill 375 became law in 2008 and is considered landmark legislation for California relative to land use, transportation and environmental planning. It calls for the development of a Sustainable Communities Strategy (SCS) in all metropolitan regions in California. Within the Bay Area, the law gives joint responsibility for the SCS to the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG). These agencies will coordinate with the Bay Area Air Quality Management District (Air District) and the Bay Conservation and Development Commission (BCDC).

The SCS integrates several existing planning processes and is required to accomplish the following objectives:

1. Provide a new 25-year land use strategy for the Bay Area that is realistic and identifies areas to accommodate all of the region's population, including all income groups;
2. Forecast a land use pattern, which when integrated with the transportation system, reduces greenhouse gas emissions from automobiles and light trucks and is measured against our regional target established by the California Air Resources Board (CARB).

The SCS is a land use strategy required to be included as part of the Bay Area's 25-year Regional Transportation Plan (RTP). By federal law, the RTP must be internally consistent. Therefore, the over \$200 billion dollars of transportation investment typically included in the RTP must align with and support the SCS land-use pattern. SB 375 also requires that an updated

eight-year regional housing need allocation (RHNA) prepared by ABAG is consistent with the SCS. The SCS, RTP and RHNA will be adopted simultaneously in early 2013.

The SCS is not just about assigning housing need to places or achieving greenhouse gas targets. The primary goal is to build a Bay Area which continues to thrive and prosper under the changing circumstances of the twenty-first century. By directly confronting the challenges associated with population growth, climate change, a new economic reality and an increasing public-health imperative, the SCS should help us achieve a Bay Area which is both more livable and more economically competitive on the world stage. A successful SCS will:

- Recognize and support compact walkable places where residents and workers have access to services and amenities to meet their day-to-day needs;
- Reduce long commutes and decrease reliance that increases energy independence and decreases the region's carbon consumption;
- Support complete communities which remain livable and affordable for all segments of the population, maintaining the Bay Area as an attractive place to reside, start or continue a business, and create jobs.
- Support a sustainable transportation system and reduce the need for expensive highway and transit expansions, freeing up resources for other more productive public investments;
- Provide increased accessibility and affordability to our most vulnerable populations;
- Conserve water and decrease our dependence on imported food stocks and their high transport costs.

In recognition of the importance of these other goals, ABAG and MTC will adopt performance targets and indicators that will help inform decisions about land use patterns and transportation investments. These targets and indicators will apply to the SCS and the RTP. The targets and indicators are being developed by the Performance Targets and Indicators Ad Hoc Committee of the Regional Advisory Working Group (RAWG), which includes local planning and transportation staff, non-profit organizations, and business and developers' organizations. The targets are scheduled for adoption early 2011 and the indicators will be adopted in spring 2011.

## **BUILDING ON EXISTING EFFORTS**

In many respects the SCS builds upon existing efforts in many Bay Area communities to encourage more focused and compact growth while recognizing the unique characteristics and differences of the region's many varied communities. FOCUS Priority Development Areas (PDAs) are locally-identified and regionally adopted infill development opportunity areas near transit. The PDAs provide a strong foundation upon which to structure the region's first Sustainable Communities Strategy. PDAs are only three percent of the region's land area. However, local governments have indicated that based upon existing plans, resources, and incentives the PDAs can collectively accommodate over fifty percent of the Bay Area's housing need through 2035.

PDAs have been supported by planning grants, capital funding and technical assistance grants from MTC. The current RTP allocates an average of \$60 million a year to PDA incentive-related funding. Future RTPs, consistent with the SCS, will be structured to provide policies and funding that is supportive of PDAs and potentially other opportunity areas for sustainable development in the region.

## **PARTNERSHIP**

To be successful, the SCS will require a partnership among regional agencies, local jurisdictions, Congestion Management Agencies (CMAs), transit agencies, and other regional stakeholders. MTC and ABAG are engaged in an intense information exchange with County-Corridors Working Groups throughout the Bay Area. These Groups are organized by county, by sub-regions within counties, and by corridors that span counties. They typically include city and county planning directors, CMA staff, and representatives of other key agencies such as transit agencies and public health departments. Working Group members are responsible for providing updates and information to their locally elected policymakers through regular reports like this one and eventually through recommended council or board resolutions which acknowledge the implications of the SCS for each jurisdiction.

Each county has established an SCS engagement strategy and the composition of a County/Corridor Working Group according to their needs and ongoing planning efforts. In the City of (insert local information) our working group includes (insert local county information here). The County/Corridor Working Groups provide an opportunity for all of the region's jurisdictions to be represented in the SCS process and to provide ongoing information to, and input from, local officials through staff reports by working group members (local planning staff) to their city councils and/or boards of supervisors as the SCS process evolves through 2011. In addition to the County-Corridor Working Groups, a Regional Advisory Working Group (RAWG), composed of local government representatives and key stakeholders provides technical oversight at the regional level.

## **PROCESS – SCS SCENARIOS**

The final SCS will be the product of an iterative process that includes a sequence of growth and supportive transportation scenarios. Starting with an Initial Vision Scenario (February 2011), followed by more detailed SCS scenarios that refine the initial vision scenario (Spring and Fall 2011), and final draft (early 2012). For more information about the timeline, see *SCS Schedule – Attachment A*.

### Initial Vision Scenario

ABAG and MTC will release an Initial Vision Scenario in February 2011 based in large part on input from local jurisdictions through the county/corridor engagement process and information collected by December 2010. The Vision Scenario will encompass an initial identification of



places, policies and strategies for long-term, sustainable development in the Bay Area. Local governments will identify places of great potential for sustainable development, including PDAs, transit corridors, employment areas, as well as infill opportunities areas that lack transit services but offer opportunities for increased walkability and reduced driving.

The Initial Vision Scenario will:

- Incorporate the 25-year regional housing need encompassed in the SCS;
- Provide a preliminary set of housing and employment growth numbers at regional, county, jurisdictional, and sub-jurisdictional levels;
- Be evaluated against the greenhouse gas reduction target as well as the additional performance targets adopted for the SCS.

### Detailed Scenarios

By the early spring of 2011 the conversation between local governments and regional agencies will turn to the feasibility of achieving the Initial Vision Scenario by working on the Detailed Scenarios. The Detailed Scenarios will be different than the initial Vision Scenario in that they will take into account constraints that might limit development potential, and will identify the infrastructure and resources that can be identified and/or secured to support the scenario. MTC and ABAG expect to release a first round of Detailed Scenarios by July 2011. Local jurisdictions will provide input, which will then be analyzed for the release of the Preferred Scenario by the end of 2011. The County/Corridor Working Groups as well as the RAWG will facilitate local input into the scenarios through 2011. The analysis of the Detailed Scenarios and Preferred Scenario takes into account the Performance Targets and Indicators.

## **REGIONAL HOUSING NEEDS ALLOCATION**

As described above, the eight-year RHNA must be consistent with the SCS. Planning for affordable housing in the Bay Area is one of the essential tasks of sustainable development. In the SCS, this task becomes integrated with the regional land use strategy, the development of complete communities and a sustainable transportation system. The process to update RHNA will begin in early 2011. The county/corridor engagement process will include discussions of RHNA, since both the SCS and RHNA require consideration of housing needs by income group. Cities will discuss their strategies for the distribution of housing needs at the county level and decide if they want to form a sub-regional RHNA group by March 2011. The distribution of housing needs will inform the Detailed SCS Scenarios. Regional agencies will take input from local jurisdictions for the adoption of the RHNA methodology by September 2011. The final housing numbers for the region will be issued by the State Department of Housing and Community Development (HCD) by September 2011. The Draft RHNA will be released by spring 2012. ABAG will adopt the Final RHNA by the end of summer 2012. Local governments will address the next round of RHNA in their next Housing Element update.

This is a condensed description of the RHNA process. Additional details about procedural requirements (e.g. appeals, revisions and transfers) and substantive issues (e.g. housing by income category and formation of subregions) will be described in a separate document.

## REGIONAL TRANSPORTATION PLAN

The SCS brings an explicit link between the land use choices and the transportation investments. MTC and ABAG's commitment to the reduction of greenhouse gas emissions and provision of housing for all income levels translates into an alignment of the development of places committed to these goals and transportation, infrastructure and housing funding. The regional agencies will work closely with the CMAs, transportation agencies and local jurisdictions to define financially constrained transportation priorities in their response to a call for transportation projects in early 2011 and a detailed project assessment that will be completed by July/August 2011; the project assessment will be an essential part of the development of Detailed SCS Scenarios. The RTP will be analyzed through 2012 and released for review by the end of 2012. ABAG will approve the SCS by March 2013. MTC will adopt the final RTP and SCS by April 2013.

Regional agencies will prepare one Environmental Impact Report (EIR) for both the SCS and the RTP. This EIR might assist local jurisdictions in streamlining the environmental review process for some of the projects that are consistent with the SCS. Local jurisdictions are currently providing input for the potential scope of the EIR. Regional agencies are investigating the scope and strategies for an EIR that could provide the most effective support for local governments.

## ADDITIONAL REGIONAL TASKS

MTC, ABAG and the Bay Area Air Quality Management District are coordinating the impacts of CEQA thresholds and guidelines recently approved by the Air District. The Air District is currently developing tools and mitigation measures related to the CEQA thresholds and guidelines to assist with development projects in PDAs. The four regional agencies will be coordinating other key regional planning issues including any adopted climate adaptation-related policy recommendations or best practices encompassed in the Bay Plan update recently released by BCDC.

## UNIQUE LOCAL ROLE OF THE CITY OF (insert local jurisdiction) IN THE SUSTAINABLE COMMUNITIES STRATEGY

*Suggested questions to be addressed by Local Planning Director*

- *How do local planning efforts (i.e. General Plan, PDAs, Specific/Neighborhood Plans) relate to the SCS?*
- *What are the key local sustainable development issues/strategies that might be advanced through the SCS? (i.e. Employment growth, affordable housing, small town centers, schools)*
- *What are the key investments for a sustainable development path?*
- *How are local elected officials and staff participating in the regional SCS process?*

## BENEFITS FOR ALL

The SCS provides an opportunity for the City of (insert local jurisdiction) to advance local goals as part of a coordinated regional framework. By coordinating programs across multiple layers of government, the SCS should improve public sector efficiency and create more rational and coordinated regulation and public funding. The SCS connects local neighborhood concerns—such as new housing, jobs, and traffic—to regional objectives and resources. As such, it is a platform for cities and counties to discuss and address a wide spectrum of challenges, including high housing costs, poverty, job access, and public health, and identify local, regional, and state policies to address them. It gives local governments a stronger voice in identifying desired infrastructure improvements and provides a framework for evaluating those investments regionally. In this way, the SCS rewards those cities whose decisions advance local goals and benefit quality of life beyond their borders—whether to create more affordable housing, new jobs, or reduce driving.

Regional agencies are exploring the following support for the SCS:

- Grants for affordable housing close to transit
- Infrastructure bank to support investments that can accommodate housing and jobs close to transit
- Transportation investment in areas that can significantly contribute to the reduction of greenhouse gas emissions through compact development
- Infrastructure investments in small towns that can improve access to services through walking and transit.

## NEXT STEPS

- Regional agencies expect to release an initial Vision Scenario in early February 2011.
- City (or County) staff will subsequently provide a report to (insert local description) describing the overall approach, regional context, and local implications for the City of (insert local jurisdiction).
- City (or County) staff will seek Council feedback and response to the initial Vision Scenario to be share with regional agencies. This feedback will serve as a basis for the development of Detailed SCS Scenarios through July 2011.

## OneBayArea

### Phase 1: Performance Targets and Vision Scenario

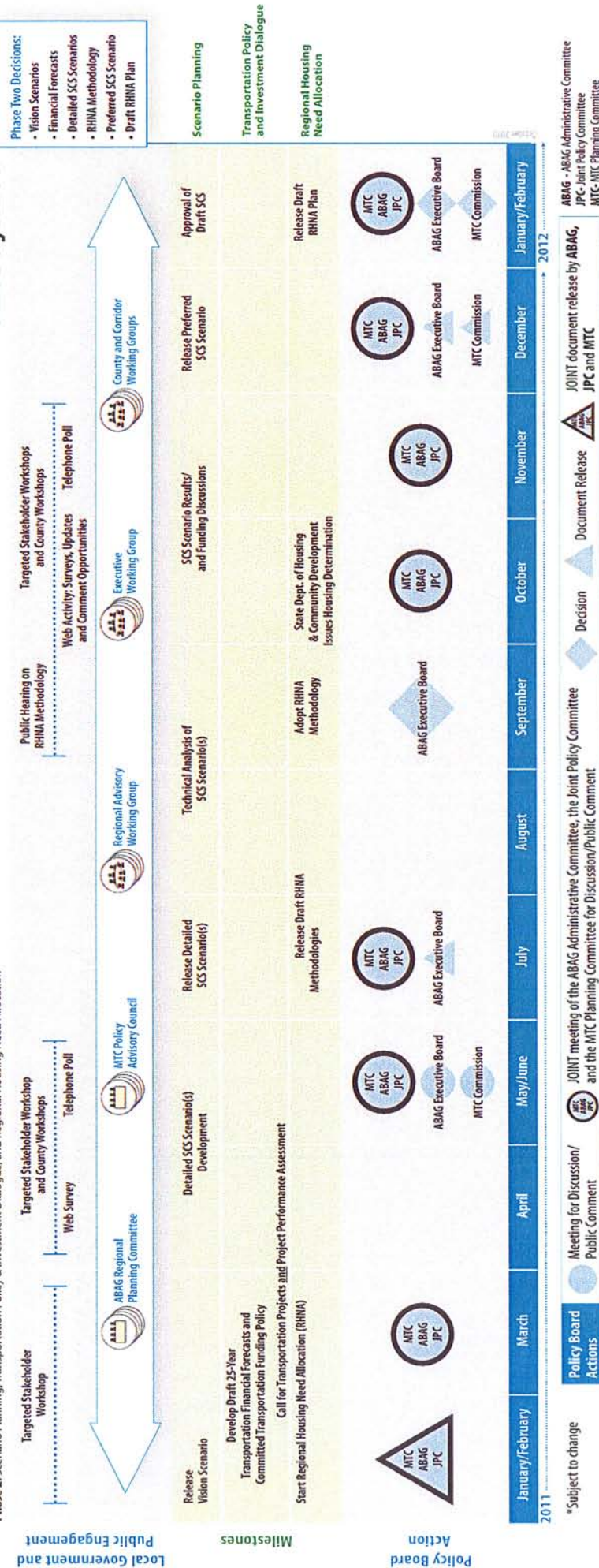




# Sustainable Communities Strategy Planning Process: Phase 2 Detail for 2011\*

Phase 2: Scenario Planning, Transportation Policy & Investment Dialogue, and Regional Housing Need Allocation

OneBayArea

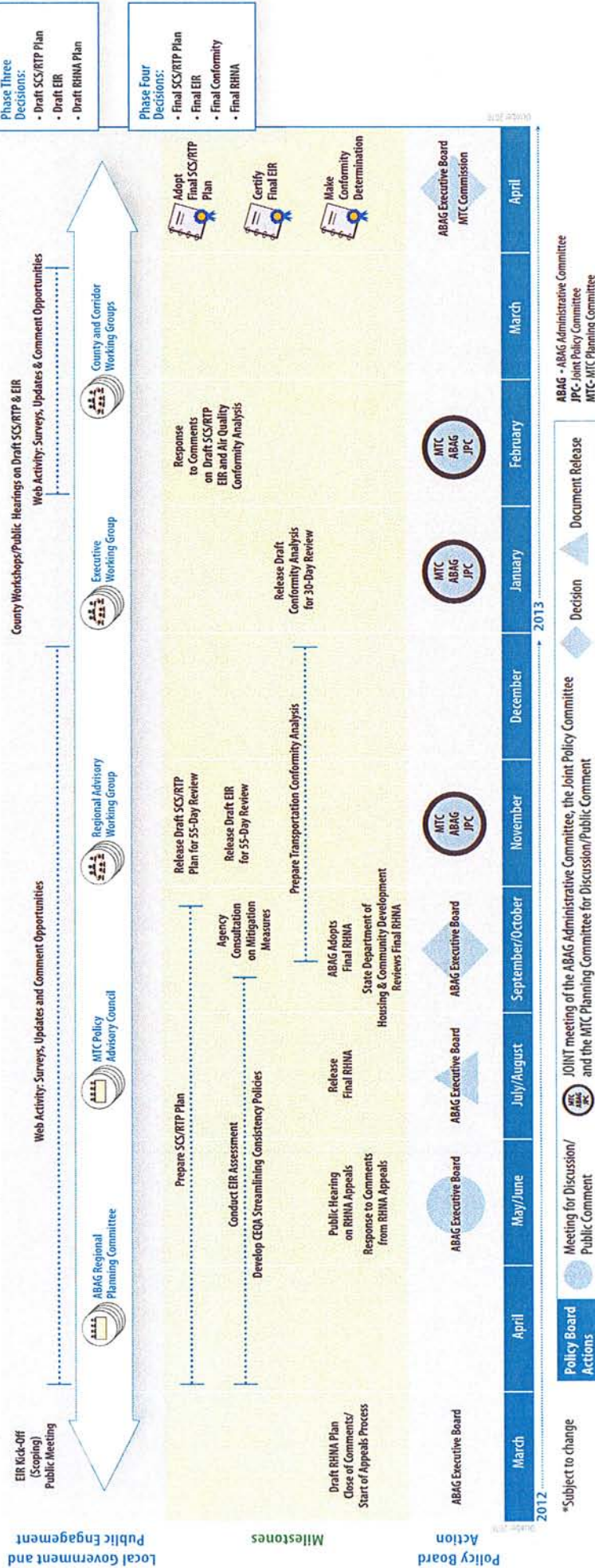


# Sustainable Communities Strategy Planning Process: Phases 3 & 4 Details for 2012-2013\*

Phase 3: Housing Need Allocation, Environmental/Technical Analyses and Final Plans

Phase 4: Plan Adoption

OneBayArea





## Memorandum

**DATE:** December 23, 2010

**TO:** Planning, Policy and Legislation Committee (PPLC)

**FROM:** Arthur L. Dao, Executive Director  
Tess Lengyel, Programs and Public Affairs Manager

**SUBJECT:** Approval of 2011 Alameda CTC Legislative Program

### Recommendations:

Staff recommends approval of the 2011 Alameda CTC Legislative Program.

### Summary:

The Alameda CTC's Legislative Program will guide legislative actions and policy direction on legislative issues during the year.

Some of the highest priorities in 2011 will be to participate in the federal transportation bill reauthorization, address the challenges faced with declining revenues or modified revenue allocation structures (such as the results of Propositions 22 and 26 on the gas tax swap), implementation of climate change legislative mandates, and to work within a changed legislative governing body structure at the federal level (particularly in the House) and new leadership at the state level.

### Background:

Each year, the Alameda CTC will adopt a Legislative Program to provide direction for its legislative and policy activities for the year. This will be the first formal legislative program adopted by the Alameda CTC.

The purpose of the Legislative Program is to establish funding, regulatory and administrative principles to guide Alameda CTC's legislative advocacy in the coming year. The program is intended 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.

This draft legislative program builds upon the former ACTIA and ACCMA legislative programs to focus on the federal bill reauthorization, project and program implementation, and climate change.

The draft 2011 Legislative Program is divided into six sections:

- Federal Transportation Bill Reauthorization



- Transportation Funding
- Project Delivery
- Multi-modal and Transit Oriented Development
- Transportation and Social Equity
- Climate Change

Our state and federal lobbyists will be scheduling meetings in early spring with various Legislators in Sacramento and Washington, D.C. to discuss the Alameda CTC legislative needs in 2011. We invite Board members interested in participating in these meetings.

**Attachment A**

**2011 Alameda CTC Legislative Program**

## **2011 LEGISLATIVE PROGRAM**

### **Introduction**

Each year, the Alameda County Transportation Commission (Alameda CTC) will adopt a Legislative Program to provide direction for its legislative and policy activities for the year.

The purpose of the Legislative Program is to establish funding, regulatory and administrative principles to guide Alameda CTC's legislative advocacy in the coming year. The program is intended to be flexible, allowing opportunities to pursue legislative and administrative opportunities that may arise during the year, and to respond to the changing political processes in Sacramento and Washington, DC.

While Alameda CTC is required to fulfill the roles and responsibility of the voter mandated transportation expenditure plan and the roles of a congestion management agency, the current transportation climate with respect to reauthorization of the federal transportation bill, climate change issues, demographic shifts, and other policy development in the Bay Area affects the direction of state and federal advocacy efforts by the Alameda CTC. Further, Alameda CTC projects and programs can be advanced by additional funding and policy decisions supported through a legislative program.

Finally, there are increasing efforts to implement a more substantially integrated transportation system that provides substantial funding to all modes to advance mobility, access and quality infrastructure that supports the economy and advances healthy communities and the environment, particularly through the requirements of SB 375 and the development of a Sustainable Communities Strategy (SCS).

This legislative program recognizes significant countywide, regional, state and federal activities that have or will impact transportation funding and implementation in the coming years. Some of these include:

- Continued state and federal budget shortfalls that have the potential to negatively impact transportation funding for project planning, development and implementation;
- Results of the November 2010 elections supporting Propositions 22 and 26 change the requirements for how transportation funding in California is structured by disallowing certain fund uses and requiring reaffirmation or redefinition of current state funding structures. Namely this refers to the gas tax swap enacted in spring 2010 which will need to be reaffirmed in the State legislature by 2/3 support before November 2011, and certain fund usage as a result of the gas tax swap appear to be ineligible as a result of Proposition 22 requiring a method to reallocate those funds;
- Renewal efforts for the Federal Surface Transportation Bill;
- Updates to the Alameda County Countywide Transportation Plan that will flow into the next update of the Regional Transportation Plan (RTP), which requires development of a SCS as part of the RTP;

- Reauthorization of Alameda County's half-cent transportation sales tax measure, anticipated to be placed on the November 2012 ballot;
- Implementation of the vehicle registration fee in Alameda County, which authorized a countywide vehicle registration fee up to \$10; and
- Shifts in demographic trends currently underway and projected within the next 20 years.

The 2011 draft Legislative Program is divided into six sections:

- Federal Transportation Bill Reauthorization
- Transportation Funding
- Project Delivery
- Multi-modal and Transit Oriented Development
- Transportation and Social Equity
- Climate Change

The first section regarding Federal Transportation Bill Reauthorization is specific to federal legislative efforts, while the remaining sections relate broadly to both state and federal legislative and administrative issues as applicable.

#### **Federal Transportation Bill Reauthorization Legislative Priorities**

The Safe Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users, SAFETEA-LU, expired on September 30, 2009 and has been continued at its same funding level through three separate continuing resolutions. Congressman Oberstar's draft bill was not advanced in the 111<sup>th</sup> Congress due to the lack of a funding mechanism for the \$450 billion bill. With changes in the House and Senate, a new bill will be crafted and the funding levels may be well below Oberstar's proposed \$450 billion plan.

It is recommended in the draft 2011 Alameda CTC Legislative Program continue support of the California Consensus Principles which are intended to provide a uniform statewide position on surface transportation policies to Congress and the President. At the statewide level, these principles may be re-evaluated in 2011, and staff will bring to the Commission any changes to these principles for consideration. The Consensus Principles listed below were developed over the summer of 2008 with a broad array of transportation stakeholders throughout California which included many transportation agencies, Caltrans, the Business Transportation and Housing Agency, and the Governor. It is also recommended that the Commission continue support of Alameda County's "Principles Plus" which support specific areas of importance not fully articulated in the California Consensus Principles on SAFETEA-LU. The Consensus Principles and Principles Plus are listed below:

#### **California Consensus Principles**

##### **1. Ensure the financial integrity of the Highway Trust Fund**

The financial integrity of the transportation trust fund is at a crossroads. Current user fees are

not keeping pace with needs or even the authorized levels in current law. In the long-term, the per-gallon fees now charged on current fuels will not provide the revenue or stability needed, especially as new fuels enter the marketplace. This authorization will need to stabilize the existing revenue system and prepare the way for the transition to new methods of funding our nation's transportation infrastructure.

- Maintain the basic principle of a user-based, pay-as-you-go system.
- Continue the budgetary protections for the Highway Trust Fund and General Fund supplementation of the Mass Transportation Account.
- Assure a federal funding commitment that supports a program size based on an objective analysis of national needs, which will likely require additional revenue.
- To diversify and augment trust fund resources, authorize states to implement innovative funding mechanisms such as tolling, variable pricing, carbon offset banks, freight user fees, and alternatives to the per-gallon gasoline tax that are accepted by the public, and fully dedicated to transportation.
- Minimize the number and the dollar amount of earmarks, reserving them only for those projects in approved transportation plans and programs.

**2. Rebuild and maintain transportation infrastructure in a good state of repair.**

Conditions on California's surface transportation systems are deteriorating while demand is increasing. This is adversely affecting the operational efficiency of our key transportation assets, hindering mobility, commerce, quality of life and the environment.

- Give top priority to preservation and maintenance of the existing system of roads, highways, bridges and transit.
- Continue the historic needs-based nature of the federal transit capital replacement programs.

**3. Establish goods movement as a national economic priority.**

Interstate commerce is the historic cornerstone defining the federal role in transportation. The efficient movement of goods, across state and international boundaries, increases the nation's ability to remain globally competitive and generate jobs.

- Create a new federal program and funding sources dedicated to relieving growing congestion at America's global gateways that are now acting as trade barriers and creating environmental hot spots.
- Ensure state and local flexibility in project selection.
- Recognize that some states have made a substantial investment of their own funds in nationally significant goods movement projects and support their investments by granting them priority for federal funding to bridge the gap between need and local resources.
- Include adequate funding to mitigate the environmental and community impacts associated with goods movement.

**4. Enhance mobility through congestion relief within and between metropolitan areas.**

California is home to six of the 25 most congested metropolitan areas in the nation. These mega-

regions represent a large majority of the population affected by travel delay and exposure to air pollutants.

- Increase funding for enhanced capacity for ALL modes aimed at reducing congestion and promoting mobility in the most congested areas.
- Provide increased state flexibility to implement performance-based infrastructure projects and public-private partnerships, including interstate tolling and innovative finance programs.
- Consolidate federal programs by combining existing programs using needs, performance-based, and air quality criteria.
- Expand project eligibility within programs and increase flexibility among programs.

**5. Strengthen the federal commitment to safety and security, particularly with respect to rural roads and access.**

California recognizes that traffic safety involves saving lives, reducing injuries and optimizing the uninterrupted flow of traffic on the state's roadways. California has completed a comprehensive Strategic Highway Safety Plan.

- Increase funding for safety projects aimed at reducing fatalities, especially on the secondary highway system where fatality rates are the highest.
- Support behavioral safety programs – speed, occupant restraint, driving under the influence of alcohol or drugs, road-sharing, etc. -- through enforcement and education.
- Address licensing, driver improvement, and adjudication issues and their impact on traffic safety.
- Assess and integrate emerging traffic safety technologies, including improved data collection systems.
- Fund a national program to provide security on our nation's transportation systems, including public transit.

**6. Strengthen comprehensive environmental stewardship.**

Environmental mitigation is part of every transportation project and program. The federal role is to provide the tools that will help mitigate future impacts and to cope with changes to our environment.

- Integrate consideration of climate change and joint land use-transportation linkages into the planning process.
- Provide funding for planning and implementation of measures that have the potential to reduce emissions and improve health such as new vehicle technologies, alternative fuels, clean transit vehicles, transit-oriented development and increased transit usage, ride-sharing, and bicycle and pedestrian travel.
- Provide funding to mitigate the air, water and other environmental impacts of transportation projects.

**7. Streamline Project Delivery**

Extended processing time for environmental clearances, federal permits and reviews, etc. add to

the cost of projects. Given constrained resources, it is all the more critical that these clearances and reviews be kept to the minimum possible consistent with good stewardship of natural resources.

- Increase opportunities for state stewardship through delegation programs for NEPA, air quality conformity, transit projects, etc.
- Increase state flexibility for using at-risk design and design-build.
- Ensure that federal project oversight is commensurate to the amount of federal funding.
- Require federal permitting agencies to engage actively and collaboratively in project development and approval.
- Integrate planning, project development, review, permitting, and environmental processes to reduce delay.

#### **“Principles Plus”**

Support the following efforts to address on-going transportation needs in Alameda County, including:

- **Support methods to increase the gas tax and alternative methods of financing.** As the primary source of funding for surface transportation, the gas tax needs to be modified to allow for increases over time. Without the ability to increase the gas tax purchasing power, and in the absence of other funding methods, transportation funding will continue to decline. Alternative methods of financing such as high-occupancy toll lanes, public-private partnerships, and other user-based-type fees are important elements to continue critical investments in our core transportation infrastructure and should be allowed, provided they protect the public investment.
- **Support rewarding states that provide significant funding into the transportation systems.** California is considered a “Self-Help” state, one that raises funds both locally and statewide to fund local, state and federal transportation projects. Over time, federal funds have provided a smaller share of the overall funding need in California. Each year, the Bay Area taxpayers alone provide almost \$1 billion in local funds to support the transportation system, and California as a whole provides billions of dollars into transportation to support one of the top ten highest producing economies in the world. The infusion of \$20 billion for transportation bonds approved by voters in 2006 is on top of this amount, as well as the vehicle registration fees approved in five out of seven Bay Area counties in November 2010. These effort must be acknowledged and rewarded by providing priority funding for California’s projects, bonus federal matching funds or simple increases in overall funding commensurate with the state’s investment.
- **Increase funding for and flexibility of transit investments.** This effort directly addresses the need to shift a portion of trips away from auto use to address climate change and to reduce congestion. With legislative mandates to implement a Sustainable Communities Strategy aimed at integrating land use and transportation decisions to reduce greenhouse gas emissions and meet the State’s goals, more emphasis on transit and access to transit



will be made to address goal attainment.

- Support funding to assist in completion of Alameda CTC's remaining sales tax funded transit projects.
  - Support increasing, combining and integrating federal funding programs for seniors and disabled, and ensure flexibility of these programs to address the dramatically increasing senior population in Alameda County and the country.
  - Support transit safety and security programs that are not at the expense of existing transit funding, but rather augment transit funding.
  - Increase transit funding flexibility to allow for transit operations to reduce service cuts, seek more transit operating funds, and allow operators to provide school related services as well as flexible services for senior transport.
- **Increase funding for non-motorized transportation.** This effort recognizes the opportunity for walking and biking to address GHG reduction goals, particularly for access to transit and with specialized educational programs that support and encourage shifts in mode uses to reduce vehicle miles traveled and emissions.
    - Recognize non-motorized transportation, also known as active transportation, as a viable mode for reducing VMT, increasing transit use, supporting effective climate change, and increasing the health of communities.
    - Support funding for active transportation in the federal bill, and in particular, fund the approved Active Transportation Program – *Active Alameda: Kids, Commuters and Community*.
      - This program is focused on walking and biking access to transit, connecting communities through urban greenways, and inspiring people to walk and bike through programs such as Safe Routes to Schools and Safe Routes for Seniors
      - The program is broadly supported throughout Alameda County as shown by the wide array of support for the program, including the Alameda County Board of Supervisors, the Alameda County Mayor's Conference, and cities throughout the County.
    - Support completion of major trail networks throughout the County, with priority for the East Bay Greenway, Iron Horse Trail and the Bay Trail.

### **General Legislative Issues**

The following legislative areas are related to both federal and state legislative efforts as applicable.

#### **Transportation Funding**

Over the past several years, additional local sales tax measures have surpassed the 2/3 voter hurdle, voters have supported statewide bond measures to fund transportation infrastructure throughout the state, and in November 2010, five out of seven counties in the Bay Area approved increasing the vehicle registration fees to fund transportation improvements. These advances in funding demonstrate the public's will to fund essential infrastructure and transportation programs, and underscore the need for improving the quality of our transportation systems.

However, while voters are willing to support measures to increase funding, Alameda County, the

state and country continue to face profound transportation funding challenges, which become increasingly exacerbated over time. The purchasing power of the gas tax, which has not been increased since the early 1990's, has not kept pace with current and projected growth. At the same time, environmental review times are often too long causing implementation delays.

### **General Transportation Funding Priorities**

- Support legislation that increases and/or requires the gas tax to be adjusted regularly to support its "buying power".
- Protect and increase funding for Alameda CTC projects in the State Transportation Improvement Program (STIP), the federal transportation bill and other funding sources.
- Support legislation that protects and provides increased funding for operating, maintaining, rehabilitating, and improving transportation infrastructure, including state highways, public transit and paratransit, local streets and roads, bicycle and pedestrian facilities, and goods movement, including making the use of these funds more flexible from different fund sources (i.e. support expansion of the use of Article XIX in the State Constitution to allow more transit uses of the state excise gas).
- Support efforts that give priority funding to voter approved measures.
- Oppose efforts that negatively affect the ability to implement voter approved measures.
- Support legislation that improves the ability of the Commission and its partners to deliver, enhance or augment Alameda CTC projects and programs.
- Support seeking, acquiring and implementing grants that advance Alameda CTC planning, funding and delivery of projects and programs.
- Support Alameda County as a recipient of funds to implement pilot programs that support innovative project implementation or transportation funding mechanisms.
- Support legislation that encourages regional cooperation and coordination to develop, promote and fund solutions to regional problems.

### **Major Transportation Funding Priorities related to Alameda CTC Projects and Programs**

While transportation funding has many general categories for legislative advocacy as listed above, the following specific project and program related areas for 2011 are:

- **Support Advancement of Major Transit Projects.**
  - Support funding and advancement of AC Transit's Bus Rapid Transit Project.
  - Support funding for implementation efforts to advance the Dumbarton Rail and BART to Livermore projects.
- **Increase funding and flexibility for transit**
  - Support efforts to increase funding for transit, increase the flexibility of that funding to address climate change, senior population increases, transit security, and transit operations, particularly to reduce service cuts.
  - Protect funding intended for transit. In particular, support efforts that ensure

anticipated transit funds are delivered to transit operators.

■ **Increase funding and resources for non-motorized transportation**

- Continue support of the national Active Transportation effort sponsored by Rails to Trails Conservancy to increase non-motorized transportation funding in the upcoming federal transportation bill.
- Support full implementation of the East Bay Greenway project and all related project development and implementation efforts. Alameda CTC is the project sponsor for this project.

**Project Delivery**

Delivery of new transportation infrastructure expeditiously is a key element in ensuring mobility of people and goods while protecting air and environmental quality, jobs and a high quality of life. However, delivery of projects is often bogged down by the multiple stages and long time frames of current project delivery processes, including environmental clearance and mitigation, design, right of way and project financing. To that end, support innovative ways to deliver projects quickly which reduce costs to taxpayers and provide essential transportation mobility options.

- Support legislation that improves environmental streamlining, including requiring specific time frames for state and federal reviews and approvals, to expedite project delivery while ensuring appropriate environmental protection and mitigation.
- Support legislation that improves the ability to deliver Alameda CTC projects and programs in a timely and cost-effective manner and that makes the best use of contracting flexibility.
- Support innovative project delivery methods including the design-build and design-sequencing methods of contracting for transportation projects, and public/private partnerships.
- Support the expansion of HOT lane implementation opportunities in Alameda County and the Bay Area.

**Multi-Modal and Transit Oriented Development**

Transportation in the Bay Area must serve the multiple needs of its populace. There is not one single transportation type that serves all people, nor delivery of all goods. Voters supported multi-modal options for Alameda County when they approved the 2000 Measure B, as well as the Vehicle Registration Fee, Measure F, in November 2010. Support legislation that furthers the transportation options and choices in Alameda County.

- Support efforts that encourage, fund and provide incentives and/or reduce barriers for developing around transportation centers and for encouraging the use of transit, walking and biking (i.e. work to change CEQA guidelines adopted by the Air District that increase barriers to developing TOD's in Alameda County).
- Support efforts that expedite delivery of transit-oriented development and other efforts that enhance the effectiveness of public transit and non-motorized modes of transportation and that are supported by local communities.

- Support efforts that ensure multi-modal transportation systems that provide multiple choices for transportation consumers.
- Support efforts that increase the amount and flexibility of transportation projects and programs that support senior and disabled mobility and their access to transit.

### **Transportation and Social Equity**

All people rely on transportation to meet some basic needs, whether that is delivery of food, goods, or simply movement from one place to another. Transportation systems must serve all of society to meet the mobility needs of youth, seniors, disabled, working people, and people at all income levels in our communities. Creating a balanced system with multiple transportation options ensures access for all transportation users.

- Support efforts that provide additional funding and increased flexibility for transportation services for seniors, disabled and low income people (i.e. senior shuttles, travel training, volunteer transportation support services, low-income scholarship programs)
- Support efforts to maintain and expand women, minority and small business participation in state and local contracting procedures.
- Support efforts that provide incentives for employees/employers to utilize/offer public transportation or alternatives to the auto to commute to work.
- Support efforts that invest in transportation to serve transit-dependent communities that provide enhanced access to goods, services, jobs and education.

### **Climate Change**

In 2006, AB32, the California Global Solutions Warming Act, was signed by the Governor and two years later SB 375, the Redesigning Communities to Reduce Greenhouse Gases Act, which focuses on climate change by aligning transportation and housing planning and funding was also signed. Development of a new transportation expenditure plan and the update of the countywide transportation plan will require adherence with SB 375 mandates and must be supportive of the region's Sustainable Communities Strategy to enable the County's projects to be incorporated into the RTP.

- Support climate change legislation that provides funding for innovative infrastructure (i.e. hydrogen fuel cell vehicles, hydrogen fueling stations, electric charging stations, etc.), operations and programs that relieve congestion, improve air quality, reduce GHG emissions, support economic development, and support the planning and implementation efforts associated with this work.
- Support climate change legislation that expands transit services and supports safe, efficient and clear connections to transit services, including walking and biking infrastructure and programs.
- To achieve necessary increases in public transit ridership to address GHG emissions from the transportation sources, legislation should support funding that augments transit funding and does not replace it, does not create unfunded mandates, and has well thought out planning and implementation efforts.