



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Commission Chair
Supervisor Scott Haggerty, District 1

Commission Vice Chair
Councilmember Rebecca Kaplan,
City of Oakland

AC Transit
Director Elsa Ortiz

Alameda County
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Director Thomas Blalock

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Mayor Jerry Thome

City of San Leandro
Mayor Pauline Cutter

City of Union City
Mayor Carol DuTra-Vernaci

Executive Director
Arthur L. Dao

Planning, Policy and Legislation Committee

Monday, April 13, 2015, 10:30 a.m.

**1111 Broadway, Suite 800
Oakland, CA 94607**

Mission Statement

The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund, and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Public Comments

Public comments are limited to 3 minutes. Items not on the agenda are covered during the Public Comment section of the meeting, and items specific to an agenda item are covered during that agenda item discussion. If you wish to make a comment, fill out a speaker card, hand it to the clerk of the Commission, and wait until the chair calls your name. When you are summoned, come to the microphone and give your name and comment.

Recording of Public Meetings

The executive director or designee may designate one or more locations from which members of the public may broadcast, photograph, video record, or tape record open and public meetings without causing a distraction. If the Commission or any committee reasonably finds that noise, illumination, or obstruction of view related to these activities would persistently disrupt the proceedings, these activities must be discontinued or restricted as determined by the Commission or such committee (CA Government Code Sections 54953.5-54953.6).

Reminder

Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

Glossary of Acronyms

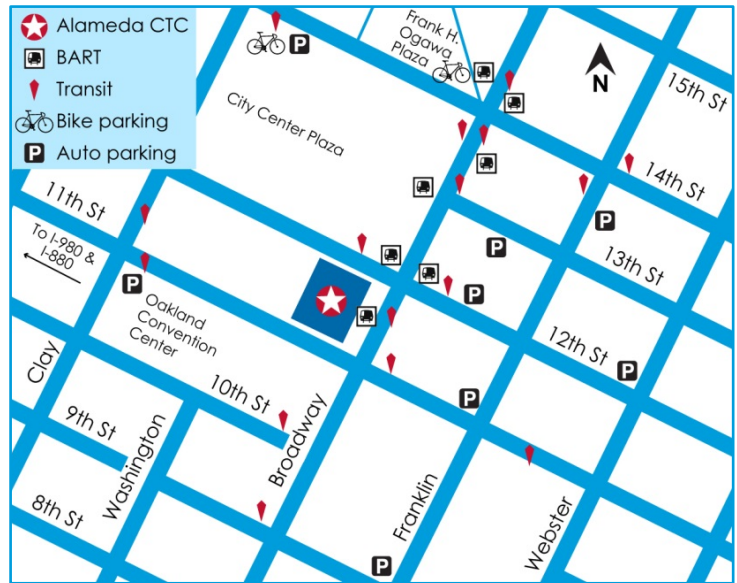
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

Alameda CTC

1111 Broadway, Suite 800
Oakland, CA 94607

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



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

Accessibility

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



Meeting Schedule

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

Paperless Policy

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

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Planning, Policy and Legislation Committee
 Meeting Agenda
 Monday, April 13, 2015, 10:30 a.m.*

*Or immediately following the I-580 Express Lane Policy Committee

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

Chair: Mayor Ruth Atkin
Vice Chair: Supervisor Keith Carson, Alameda County District 5
Commissioners: Wilma Chan, John Marchand, Elsa Ortiz, David Haubert, Jerry Thorne
Ex-Officio Members: Scott Haggerty, Rebecca Kaplan
Staff Liaison: Tess Lengyel
Executive Director: Arthur L. Dao
Clerk: Vanessa Lee

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Consent Calendar

4.1. [February 9, 2015 PPLC Meeting Minutes](#)

Recommendation: Approve the February 9, 2015 meeting minutes.

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

5. Legislation

5.1. [Legislative Update](#)

6. Planning and Policy (Verbal)

7. Committee Member Reports (Verbal)

8. Staff Reports (Verbal)

9. Adjournment

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Next Meeting: April 13, 2015

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

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1. Pledge of Allegiance

2. Roll Call

The Clerk conducted a roll call. All members were present with the exception of Commissioner Ruth Atkin and Commissioner Wilma Chan.

Subsequent to the roll call:

Commissioner Carsen left prior to the vote on item 6.1.1.

Commissioner Ortiz left prior to the vote on item 6.1.2.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. February 9, 2015 PPLC Meeting Minutes

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

Item 4.2 was pulled of the consent calendar for further discussion. Commissioner Haggerty stated that right-of-way preservation should be addressed for mass transit expansion in the I-580 corridor. Art Dao stated that staff can submit a letter to the City of Dublin to encourage discussion on right-of-way preservation. This item was for information only.

Commissioner Haubert moved to approve the Consent Calendar. Commissioner Kaplan seconded the motion. The motion passed unanimously (Atkin, Chan absent).

5. Legislation

5.1. Legislative Update

Tess Lengyel provided an update on federal and state legislative initiatives.. On the state level, she updated the committee on a field poll done in relation to transportation improvements and public support for different funding mechanisms, including a gas tax increase, toll roads and mileage based user fees. She also updated the committee on the governor's budget and recommended support positions on: AB 464 (Mullin), SB 321 (Beall) and AB 516 (Mullin) and ACA 4 (Frazier).

Commissioner Ortiz wanted to know where funding for the gas-tax swap will come from. Tess stated that the gas tax swap eliminated the sale tax on gas and replaced it with an excise tax. She stated that funding for transit is covered by the diesel tax increase.

Commissioner Kaplan moved to approve this item. Commissioner Ortiz seconded the motion. The motion passed unanimously (Atkin and Chan absent).

6. Planning and Policy

6.1. Countywide Multimodal Plans

6.1.1. Countywide Transit Plan Preliminary Vision, Goals, and Performance Measures

Tess Lengyel recommended that the Commission approve the Countywide Transit Plan vision and goals. She introduced Rebecca Kholstrand to provide an overview on the Countywide Transit Plan. Rebecca updated the committee on the relationship of this plan to other planning efforts as well as the schedule of the countywide transit plan development. She covered travel patterns, transit system ridership and the relationship to transit costs, and transit user issues. Rebecca covered the outcomes of the study and the future population growth in the county. She also provided information on the objectives that drive the vision and goals.

Commissioner Kaplan wanted to know when the Commission will get a chance to offer funding options to address the findings in the study. Tess stated that those strategies will be brought to the Commission in the summer timeframe.

Commissioner Haggerty suggested that staff add a goal to the plan that aggressively and effectively addresses inter-regional travel.

Commissioner Kaplan motioned to approve the item with an amendment to the recommendation that would add a goal that states the plan will "effectively and aggressively address inter- regional travel". Commissioner Ortiz seconded the motion. The motion passed unanimously (Atkin, Chan, and Carson absent).

6.1.2 Countywide Goods Movement Plan Needs Assessment

Tess recommended that the Commission approve the Countywide Goods Movement Plan Proposed Strategies for Evaluation. She introduced Michael Fischer from Cambridge Systematics. Michael covered the Needs Assessment and Summary of Strategies to be evaluated for the plan and stated that the results of the evaluation will be used to inform a selection of strategies that will be included in the plan after consultation with stakeholders, the goods movement technical team, and the goods movement executive team.

Commissioner Kaplan requested that it is explicitly stated in the local streets and road strategy that the plan will support development of additional truck parking facilities..

There was a public comment on this item by Chris Nelson.

Commissioner Kaplan moved to approve the item with the suggested comments by ACTAC. Commissioner Thorne seconded the motion. The motion passed unanimously (Atkin, Chan, Carson, and Ortiz absent).

7. Committee Member Reports

There were no committee member reports.

8. Staff Reports

There were no staff reports.

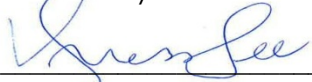
9. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, April 13, 2015 @10:30 a.m.

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

Attested by:



Vanessa Lee,
Clerk of the Commission

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Memorandum

4.2

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

DATE: April 6, 2015

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

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

Summary

This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program (CMP). As part of the LUAP, Alameda CTC reviews Notices of Preparations (NOPs), General Plan Amendments (GPAs), and Environmental Impact Reports (EIRs) prepared by local jurisdictions and comments on them regarding the potential impact of proposed land development on the regional transportation system.

Since the last update on March 9, 2015, the Alameda CTC reviewed one Draft Subsequent Environmental Impact Report (DSEIR). Comments were submitted on this document and the comment letter is included as attachment A.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. Response to Notice of Availability of the Tracy Hills Specific Plan Draft Subsequent Environmental Impact Report

Staff Contact

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

[Daniel Wu](#), Assistant Transportation Planner

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March 10, 2015

William Dean
 Assistant Development Services Director,
 City of Tracy
 333 Civic Center Plaza
 Tracy, CA 95376

SUBJECT: Response to Notice of Availability of the Tracy Hills Specific Plan Draft Subsequent Environmental Impact Report

Dear Mr. Dean,

Thank you for the opportunity to comment on the Draft Subsequent Environmental Impact Report (DSEIR) for the Tracy Hills Specific Plan (THSP). The 1998 THSP established land use and development standards for approximately 2,732 acres located near the existing interchange around the existing interchange at Corral Hollow Road and the proposed Lammers Road interchange on I-580. The current Project Area consists of the incorporated portion of the 1998 THSP and encompasses approximately 2,732 acres within the southern portion of the City of Tracy surrounding. The Specific Plan consists of three areas:

- Northern portion between Delta Mendota Canal and the California Aqueduct will include a mix of low and medium density residential areas adjacent to light industrial uses;
- Central portion, south of the California Aqueduct and north of I-580 is planned predominately for single-family homes, open space conservation corridors, mixed use business park, and commercial retail areas; and
- Project area south of I-580 will be primarily residential neighborhoods with parks and school sites, and will abut approximately 3,500 acres of open space under a conservation easement.

THSP is estimated to have 5,499 dwelling units and 5.7 million square feet of business park, commercial and industrial land use at build out.

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

- General comments for Section 4.13:
 - Tables throughout Section 4.13 need to have "ACCMA" updated to Alameda CTC.
 - Bolding of Alameda County segments below LOS performance threshold (E) are inconsistent. For instance, Table 4.13-15 should have segments with Level of Service (LOS) F bolded.
 - There are instances throughout the section where the Alameda CTC travel model is identified as "ACTA" model." Please correct "ACTA" to "Alameda CTC."

- The DSEIR should clarify whether it used 2040 BART mode share (from the Alameda CTC model) to estimate the number of BART riders from the project area at project build out.
- Alameda CTC acknowledged that the DSEIR proposed that the project applicant will pay the JPA fees as mitigation for potential impacts to the roadways, transit systems and parking.
- The DSEIR stated (on page 4.13-112) that the City of Tracy's demand model does not have transit assignment to ACE. The Alameda CTC travel model has transit assignment for San Joaquin County TAZs. The DSEIR should clarify why the Alameda CTC travel model was not used to estimate ACE trips from Tracy to the Bay Area.
- Since 2010, the Alameda CTC's bi-annual LOS Reports have shown that the westbound I-580 segment from Greenville Road to Isabel Avenue (SR-84) has performed at LOS F in the morning peak period, whereas the DESIR's existing conditions analysis has shown a better LOS grade for this segment. In 2013, the Metropolitan Transportation Commission (MTC) identified this segment as one of the top 10 congested corridors in the region. In this context, we request that the traffic impacts on I-580 westbound in the morning period be represented appropriately. You may find:
 - the Alameda CTC LOS Reports on this webpage:
http://www.alamedactc.org/app_pages/view/8091
 - MTC's Top 10 Congested Corridors on this web page:
http://files.mtc.ca.gov/pdf/congestion/BayArea_Top-10_Congestion_Hotspots_2013.pdf.

Thank you for the opportunity to comment on this DSEIR. Please contact me at (510) 208-7405 or Daniel Wu of my staff at (510) 208-7453 if you have any questions.

Sincerely,



Tess Lengyel
Deputy Director of Planning and Policy

cc: Daniel Wu, Assistant Transportation Planner
file: CMP/Environmental Review Opinions/2015



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

DATE: April 6, 2015

SUBJECT: Legislative Update

RECOMMENDATION: Receive an update on state and federal legislative activities and approve legislative positions

Summary

This memo provides an update on federal, state and local legislative activities including an update on the federal budget, federal transportation issues, legislative activities and policies at the state level, as well as an update on local legislative activities.

Alameda CTC's legislative program was approved in December 2014 establishing legislative priorities for 2015 and is included in summary format in Attachment A. The 2015 Legislative Program is divided into six sections: Transportation Funding, Project Delivery, Multi-Modal Transportation and Land Use, Climate Change, Goods Movement and Partnerships. The program was designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, DC. Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative updates.

Background

Federal Update

The following updates provide information on activities and issues at the federal level and include information contributed from Alameda CTC's lobbyist team (CJ Lake/Len Simon).

Highway Trust Fund: During the last full week of March, through a bi-partisan effort from members in the House Ways and Means Committee, a proposal was offered that would tie a gas tax increase to the rate of inflation while creating a bicameral committee to find a long-term funding solution for the Highway Trust Fund (HTF).

Members are pressuring Congress to craft a bipartisan bill that would create a funding mechanism for the Highway Trust Fund or pay the political consequences of a gas tax increase.

The plan would index the 18.4 cents per gallon gas tax to inflation starting this year. The money generated over the next decade from that change would keep the HTF solvent. The bill would then create a bipartisan, bicameral commission to find a long-term solution to the trust fund's ongoing problems.

A bill is expected to be introduced soon after the April recess with co-sponsors mostly drawn from members of the Ways and Means Committee. House leadership has continually been opposed to increasing the gas tax. However, the proposed legislation would increase the gas tax in a gradual way, allowing people to adjust to the new rates.

Since 2008, Congress has transferred more than \$64 billion into the HTF. Although specific language has not been formally introduced, it is expected that the legislation will only be a short-term fix, keeping the HTF solvent through the end of the 114th Congress.

Chairman of the House Ways and Means Committee, Paul Ryan (R-WI) said that he is working closely with Chairman Bill Shuster (R-PA) of the Transportation and Infrastructure Committee on a short-term funding fix for the Highway Trust Fund. Chairman Ryan is doing so to buy more time for the Ways and Means Committee to come up with an approach for business-centered tax reform that also provides a funding mechanism to replenish the Highway Trust Fund.

Members of Congress have discussed a short-term extension to allow the Ways and Means Committee more time to finish drafting tax reform legislation. A short-term extension through September 30 would require about \$3 billion in extra funds transferred into the HTF and an extension through December 31 would cost several billion more. The Budget Chairmen in both the House and Senate have indicated that they want any bailouts of the Highway Trust Fund offset with spending reductions or revenue increases elsewhere.

State Update

Recess: The state legislature went on recess for a week beginning at the end of March. When members reconvene on April 6th, there will be a series of legislative committee and budget deadline actions that will need to be met before June, including approval of a budget by June 15.

The Governor will release his May revise by May 15, which will include two cap and trade auctions since his budget release in January.

According to the LAO, the combined auction revenue for 2014-15 and 2015-16 will range from \$3.3 billion to \$7.7 billion, which is over twice the amount assumed in the Governor's budget. If the LAO's mid-range estimate comes true then an extra \$2 billion in Cap & Trade revenue could be available for programs in 2015-16. Based on the existing expenditure plan, 60%, or \$1.2 billion, would be allocated to the continuously appropriated programs, which include High Speed Rail, transit capital, transit operations,

and affordable housing & sustainable communities programs. The remaining \$800 million could be appropriated by the Legislature for existing or new funding programs.

Legislation

February 27 was the final date for bill introduction this year, and almost 3,000 separate pieces of legislation were introduced. Staff is evaluating bills and bringing recommendations for Commission consideration throughout the spring and early summer. In May, staff will bring bills related to Cap and Trade as well as addition bills related to the Alameda CTC legislative platform.

Recommended bill positions:

<p>AB 194 (Frazier D) High-occupancy toll lanes.</p>	<p>AB 194 would authorize Caltrans or transportation entities to seek the approval of the CTC to build and operate express lanes, or convert and existing HOV lane into an express lane. The bill would remove the limitations on the number of approved facilities and would delete the January 1, 2012, deadline for HOT lane applications. The bill would provide that each application is subject to the review and approval of the CTC. Before submitting an application to the commission, the bill would require a regional transportation agency to consult with a local transportation authority whose jurisdiction includes the facility that the regional transportation agency proposes to develop and operate pursuant to the above-described provisions.</p> <p>This bill would additionally authorize the department to apply to the commission to develop and operate HOT lanes and associated facilities pursuant to similar provisions.</p> <p>The bill allows Joint Powers Authorities, such as the Sunol JPA, to submit an application with consent of the MPO. The author has noted that the bill will be amended to increase opportunities for agencies, such as other CMAs, to expand HOV/Express Lanes. Alameda CTC's legislative program supports HOV/toll lane expansion in Alameda County and the Bay Area; therefore, staff recommends a support position on this bill.</p>	<p>Support</p>
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Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC 2015 Legislation Program

Staff Contact

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

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2015 Alameda County Transportation Commission Legislative Program

The legislative program herein supports Alameda CTC's transportation vision below adopted in the 2012 Countywide Transportation Plan:

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

(adopted December 2014)

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none"> • Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures. • Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled, or other reliable means. • Support efforts that protect against transportation funding diversions.
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> • Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations. • Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs. • Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures. • Support efforts that streamline financing and delivery of transportation projects and programs. • Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems. • Seek, acquire, and implement grants to advance project and program delivery.
Project Delivery	Advance innovative project delivery	<ul style="list-style-type: none"> • Support environmental streamlining and expedited project delivery. • Support contracting flexibility and innovative project delivery methods. • Support high-occupancy vehicle/toll lane expansion in Alameda County and the Bay Area, implementation of AB 1811, and efforts that promote effective implementation. • Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> • Support efforts that reduce project and program implementation costs. • Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> • Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs. • Support local flexibility and decision-making on land-use for transit oriented development (TOD) and priority development areas (PDAs). • Support innovative financing opportunities to fund TOD and PDA implementation.
	Expand multimodal systems and flexibility	<ul style="list-style-type: none"> • Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people and do not create unfunded mandates. • Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education. • Support parity in pre-tax fringe benefits for public transit/vanpooling and parking.

Issue	Priority	Strategy Concepts
Climate Change	Support climate change legislation to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> • Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions, and support economic development. • Support cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy. • Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions. • Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.
Goods Movement	Expand goods movement funding and policy development	<ul style="list-style-type: none"> • Support goods movement efforts that enhance the economy, local communities, and the environment, and reduce impacts. • Support a designated funding stream for goods movement. • Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy. • Ensure that Bay Area transportation systems are included in and prioritized in state and federal planning and funding processes.
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> • Support efforts that encourage regional cooperation and coordination to develop, promote, and fund solutions to regional transportation problems and support governmental efficiencies and cost savings in transportation. • Support policy development to influence transportation planning, policy, and funding at the county, regional, state, and federal levels. • Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.