



1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioners Worthington and Chan.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approval of the April 10, 2017 PPLC meeting minutes.

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

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

Yes: Halliday, Haggerty, Marchand, Mei, Saltzman, Kaplan, Valle

No: None

Abstain: None

Absent: Worthington, Chan

5. Legislation

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

Tess Lengyel provided an update on federal, state and local legislative activities. She updated the Commission on federal and state budgets as well as the state cap and trade program and provided an update on Regional Measure 3 development. She recommended that the commission take positions on the following bills:

- SB 595 (Beall)- Support position
- AB 113 (Bloom)- Support position

There was a public comment on this item by Ken Bukowski, who wanted to know if there was information on attempts to reverse the State Legislature's SB1 approvals.

Commissioner Kaplan suggested that the Commission continue to explore extending hours of express lanes and to take a position on bills related to disabled parking abuse. Tess stated that the disabled parking abuse issue is included in the Alameda CTC adopted legislative program.

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

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

6. Planning and Policy

6.1. Approve the 2017 Alameda County Priority Development Area Investment and Growth Strategy Per MTC Resolution 4202.

Cathleen Sullivan recommended that the Commission approve and the 2017 Alameda County Priority Development Area (PDA) Investment and Growth Strategy per MTC Resolution 4202 and as a requirement for OBAG 2 funds

Saltzman wanted to know why the agency is required to approve this item if the funding has already been approved. Art stated that the approval is an administrative requirement by MTC.

Saltzman wanted to know what the Commission does to make sure that PDA's are materializing. Tess stated that Alameda CTC's provides technical assistance, incorporation of PDAs in planning documents and that the agency is implementing projects that are supportive of PDA investments.

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

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

6.2. Plan Bay Area 2040 Update.

Carolyn Clevenger provided an update on MTC's Plan Bay Area, the region's Regional Transportation Plan and Sustainable Communities Strategy as required by law. She reviewed the plan development process, upcoming public meetings about the Plan, and noted that the Director of MTC Planning will make a full presentation to the Commission at the May Commission meeting.

Commissioner Halliday and Commissioner Saltzman requested that MTC notify Commissioners of the dates of for the meetings. Tess stated that MTC will be giving a presentation at the Commission meeting in May and has done broad outreach and notification about the public meetings.

This item was for information only.

7. Committee Member Reports

There were no committee member reports.

8. Staff Reports

There were no staff reports.

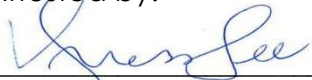
9. Adjournment/ Next Meeting

The next meeting is:

Date/Time: June 12, 2017 at 11:15 a.m.

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

Attested by:



Vanessa Lee,
Clerk of the Commission

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Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: June 5, 2017

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

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

Summary

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

Since the last update on May 8, 2017, Alameda CTC reviewed one partial recirculated draft Environmental Impact Report. Comments were submitted on this document and are included as Attachment A.

Fiscal Impact: There is no fiscal impact.

Attachment

- A. Response to the Partial Recirculated Draft Environmental Impact Report for the California State University East Bay Hayward Campus Master Plan

Staff Contacts

[Saravana Suthanthira](#), Principal Transportation Planner

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

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May 11, 2017

Jim Zavagno
Associate Vice President
California State University, East Bay
25800 Carlos Bee Boulevard
Hayward, CA 94542-3095

SUBJECT: Response to the Partial Recirculated Draft Environmental Impact Report for the California State University East Bay (CSUEB) Hayward Master Plan

Dear Mr. Zavagno:

Thank you for the opportunity to comment on the Partial Recirculated Draft Environmental Impact Report (DEIR) for the California State University East Bay (CSUEB) Hayward Campus Master Plan. This Master Plan is intended to accommodate 18,000 Full-Time Equivalent students, and a commensurate number of faculty and staff, and additionally, housing for 600 students.

The Partial Recirculated DEIR analysis is limited to impacts to parklands and recreation facilities in comparison to the certified EIR of September of 2009. Since the analysis in this Partial Recirculated DEIR are pertaining only to parklands and recreation facilities, Alameda CTC has no additional comments.

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Saravana Suthanthira". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Saravana Suthanthira
Principal Transportation Planner

cc: Chris Van Alstyne, Assistant Transportation Planner

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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 5, 2017

SUBJECT: June Legislative Update

RECOMMENDATION: Receive an update on federal, state, and local legislative activities and new legislation.

Summary

The June 2017 legislative update provides information on federal legislative activities and the federal budget, an update on the state budget and transportation funding, and information on new state legislation.

Background

The Commission approved the 2017 Legislative Program in December 2016. The final 2017 Legislative Program is divided into six sections: Transportation Funding, Project Delivery, Multimodal Transportation and Land Use, Climate Change, Goods Movement, and Partnerships (Attachment A). The program is designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, DC. Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative updates.

Federal Update

CJ Lake, Alameda CTC's federal lobbying firm, provided the following summary of the proposed Trump administration budget for Fiscal Year 2018.

Federal FY18 Budget

The President's proposed FY18 budget was sent to Congress on Tuesday, May 23. Because he released a skinny budget blueprint in March, there are few surprises in the full budget request as it relates to discretionary spending. However, there are a few differences from the levels originally proposed in March. Overall, the President's budget requests a total of \$1.065 trillion in discretionary spending, a \$5 billion reduction from FY17. The budget proposes a \$54 billion increase in discretionary defense spending along with a \$54 billion

reduction to non-defense programs in order to remain consistent with the Budget Control Act. Additionally, this full budget request confronts entitlement programs funded by mandatory spending, which the skinny budget did not address. Proposed cuts to mandatory programs include: Medicaid, SNAP ("food stamps"), farm subsidies, welfare, student loan subsidies, federal employee benefits, as well as cuts to the Earned Income Tax Credit and Child Tax Credit. Some of the unemployment benefits cuts would be used to fund the paid parental leave proposal.

The budget calls for \$3.6 trillion of spending reductions and reforms over the next decade. The White House Office of Management and Budget estimates that under the President's budget, debt would decline from 77 percent of GDP today to below 60 percent by 2027, and deficits would disappear in that year. As part of the plan to achieve a balanced budget by 2027, the proposal calls for reducing non-defense budget authority by two percent each year, to reach approximately \$385 billion in 2027, or just over 1.2 percent of GDP. For comparison, at the 2017 cap level, non-defense base budget authority is \$519 billion and 2.7 percent of GDP. The budget includes assumptions for the 2021-2027 time frame such as 5.1% GDP growth, 2.3% inflation, and 4.8% unemployment. That level of GDP growth has been hit exactly one time in the past 40 years (in 1984), so many of the longer-term deficit calculations may have trouble hitting their projections.

The budget relies on a tax plan for which the administration has provided little detail, calls for the elimination of programs backed by many Republican Members of Congress, and involves economic assumptions and accounting that have raised several questions about their validity.

The administration's budget request does not compare to the FY17 omnibus appropriations levels, but rather to the FY17 Continuing Resolution (CR) levels. Because of this distinction, the numbers below include the CR and enacted topline numbers for the various agencies to show the comparisons.

Discretionary Budget Authority Overview

Department of Transportation

- FY17 CR: \$18.6 billion (discretionary spending)
- FY17 Enacted: \$19.3 billion (discretionary spending)
- FY18 Requested Level: \$16.2 billion (discretionary spending)

The President's FY18 budget request for the Department of Transportation requests a total of \$76 billion in transportation spending that is a combination of trust fund dollars and discretionary dollars. This represents a \$2.4 billion or a 13 percent decrease in discretionary spending below FY17 enacted levels. The budget proposal has almost no details on the forthcoming infrastructure initiative, but the White House website did publish a fact sheet (Attachment B) that lists four key principles: Make Targeted Federal Investments, Encourage Self-Help, Align Infrastructure Investment with Entities Best Suited to Provide Sustained and Efficient Investment, and Leverage the Private Sector. In addition to the factsheet, the budget request does include \$200 billion in direct federal spending over

ten years for a variety of infrastructure programs. The intention is to utilize public-private partnerships to leverage \$1 trillion in infrastructure investment.

FTA

The President's FY18 budget requests \$11.23 billion for FTA programs which represents a decrease of \$1.2 billion or 10 percent below the FY17 enacted level. Some program levels include:

- **Transit Formula Grants:** \$9.73 billion as authorized by the FAST Act.
- **Capital Investment Grants (New Starts/Small Starts):** \$1.23 billion, which represents a decrease of \$1.2 billion or 49 percent below the FY17 enacted level. Funding would be provided for all current projects that have signed Full Funding Grant Agreements.
- **State of Good Repair:** \$2.6 billion, which is the FAST Act authorized level.
- **Bus and Bus Facilities Grants:** \$747 million, for formula funding (61%) and discretionary funding (39%) to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. States may use these funds to supplement Urbanized Area and Rural Area formula grant programs. Funding also supports low and zero emission bus and bus facilities.
- **Transit Oriented Development (TOD):** \$10 million, this pilot program funds planning for projects that support transit-oriented development associated with new fixed guideway and core capacity improvement projects.
- **National Transit Institute:** \$5 million, to fund projects that enable FTA to partner with higher education to develop and provide training and educational programs to transit employees and others engaged in providing public transit services.
- **Transit Research:** \$28 million in contract authority as authorized under the FAST, however, the budget does not include additional funding of \$20 million that is authorized in general fund appropriations.
- **Technical Assistance and Workforce Development:** The President's budget does not request any funding for this program in FY18.

TIGER Grant Program

The President's FY18 budget request does not include funding for the TIGER grant program, a reduction of \$500 million below the FY17 enacted level.

FHWA

The President's FY18 budget requests the FAST Act authorized level of \$44.2 billion for the programs and activities of the Federal Highway Administration. This represents an increase of \$968 million or 2.2 percent over the FY17 enacted level. Key program levels include:

- **Nationally Significant Freight and Highway Projects Program (FASTLANE):** Requests FAST Act authorized level of \$900 million.
- **National Highway Freight Program:** Requests the FAST Act authorized level of \$1.18 billion.

- **National Highway Performance Program:** Requests the FAST Act authorized level of \$23.3 billion.
- **Surface Transportation Block Grant Program:** Requests the FAST Act authorized level of \$11.7 billion.
- **CMAQ:** Requests the FAST Act authorized level of \$2.4 billion.
- **MPO Planning Program:** Requests the FAST Act authorized level of \$343 million.
- **Federal Lands and Tribal Programs:** Requests the FAST Act authorized level of \$1.1 billion.

FRA

The President's FY18 budget requests \$1.05 billion for FRA programs which represents reduction of \$719 million or 41 percent below the FY17 enacted level. The budget does not propose additional funding for positive train control. Funding levels for key rail programs include:

- **Amtrak National Network:** \$525 million for Amtrak's long distance trains and state supported routes. This represents a reduction of \$642 million or 55 percent below the FY17 enacted level.
- **Amtrak Northeast Corridor:** \$235 million for Amtrak's Northeast Corridor line of business representing a reduction of \$18 million or 7 percent below the FY17 enacted level.
- **Rail State of Good Repair:** \$25.94 million for federal-state state of good repair grants which represents an increase of roughly \$1 million or 3 percent above the FY17 enacted level.
- **Consolidated Rail Infrastructure and Safety Improvements (CRISI):** \$25 million for the CRISI grant program which represents a decrease of \$35 million or 58 percent below the FY17 enacted level.

National Highway Traffic Safety Administration

The President's FY18 budget requests \$899 million for NHTSA programs including \$598 million for the highway traffic safety grant program. Some program levels include:

- **Corporate Average Fuel Economy (CAFE):** \$7.4 million is requested to support future rulemaking programs including rulemaking activity for the post-2018 Medium- and Heavy-Duty Vehicle Fuel Efficiency program and comprehensive rulemaking for the CAFE program for model year 2022 and beyond.
- **Vehicle Electronics and Emerging Technologies:** \$3.5 million is requested to support agency decisions and advance the safe testing and deployment of automated vehicles

State Update

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

May Revise: Governor Brown released his revisions to the proposed 2017-18 Budget on May 11th. While the revenue outlook looked more promising in the May Revise over his January estimates, Governor Brown continued his proposal to prepare for the next recession. California's economic recovery is stretching into its eighth year, which is two years shy of the record, but also two years longer than the average span between recessions.

The updated revenue outlook in the May Revise has reduced the expected revenue shortfall from \$5.8 billion in January to \$3.3 billion. This adjustment is primarily due to the strong stock market and the resulting increase in capital gains tax revenue. This increased revenue has allowed the Governor to restore \$2.5 billion in cuts. The education formula directs \$1.6 billion to schools, and \$400 million is used to ease the impact on counties for changes to the In-Home Supportive Services program, and restores \$500 million for child care programs.

The state constitution requires that the state budget be passed by June 15, 2017.

Transportation: The passage of SB 1 results in several new funding programs slated to begin in 2017-18. The Governor's May Revise for transportation funding focuses on implementing these programs. Several of the programs below will require budget trailer bill language, which is also outlined below. In addition, the California Transportation Commission (CTC) at its meeting the week of May 22nd adopted a schedule for developing the guidelines for the Local Partnership Program, the Active Transportation Program, Congested Corridors, and oversight of local street and road funds and State Highway Operation and Protection Program funds which will be on June 8 and 9, both days Alameda CTC will attend. The next several months will be filled with workshops on developing these guidelines.

With the gas and diesel taxes scheduled to be imposed on November 1st there will be eight months of revenue in the 2017-18 fiscal year. The May Revise estimates that there will be \$2.8 billion in revenue for state and local programs. The budget adjustments outlined in the May Revise Summary include the following:

State Transit Assistance (STA): STA allocations are increased by \$305 million, for a total 2017-18 STA allocation of \$694 million. This amount includes the SB 1 increase of \$305 million, \$294 million in base STA formula allocations, \$75 million cap & trade auction revenue for the Low Carbon Transit Operations Program (LCTOP), and a lingering \$25 million in Prop 1B funds that remain available for transit operators.

Active Transportation Program (ATP): \$100 million will be available for ATP project in 2017-18. The current cycle for ATP includes funds through 2020-21, and the next ATP program is not scheduled to be adopted until April 2019. Therefore, the CTC is considering adopting a 2018 ATP that will program the SB 1 funds available in 2017-18 and 2018-19. The CTC plans to hold workshops and begin developing guidelines in June. CTC staff is recommending that projects already programed in the current ATP be advanced into the proposed 2018 ATP, and then issue a call for projects for the remaining funds.

Transit & Intercity Rail Capital Program (TIRCP): An additional \$330 million is available for this program in 2017-18, which includes \$85 million loan repayment funds. This would be in addition to the anticipated \$150 million in cap & trade auction revenue. The California State Transportation Agency (CalSTA) plans to update it guidelines for the existing program and anticipates awarding funds in the spring of 2018. With this next round of funding, CalSTA expects to adopt a multi-year allocation that would program TIRCP funds for up to 5 years, which could result in awarding over \$1 billion in TIRCP funds.

Intercity & Commuter Rail Program: \$25 million will be allocated by CalSTA to intercity and commuter rail operators in 2017-18.

Local Partnership Program: \$200 million for the Local Partnership Program, which would be used to match local transportation sales tax revenue, and voter approved developer fees. The CTC is in charge of developing the guidelines for this program. CTC staff has suggested that the new Partnership Program should allocate 75% of these funds through a competitive process and 25% by formula. The State and Local Partnership Program in Proposition 1B allocated 95% of the funds by formula. The workshops on the guidelines for these funds will begin in June.

Congested Corridors Program: \$250 million is appropriated to the Congested Corridors Program. The CTC does not shed any light on its plans for this program, other than it plans to begin the guideline development process in June.

Trade Corridor Enhancement Program: \$200 million for projects improving major trade corridors will be available in 2017-18. CalSTA has proposed budget trailer bill language that provides greater detail and direction on how this program will be implemented.

Local Streets & Roads Funds: \$445 million in new SB 1 revenue is expected to be allocated to cities and counties for local street and road maintenance projects. This revenue is expected to begin flowing to cities and counties in January 2018. SB 1 does include a new oversight role for the CTC on the expenditure of these funds. The CTC is expected to develop guidelines in June and July governing its role and the responsibilities for cities and counties to receive this funding. The CTC is expected to adopt the final guidelines in October.

Senate Bill 1 Revenue in 2017-18

The following chart prepared by the Department of Finance outlines the allocation of all SB 1 revenue in 2017-18. Some of these amounts appear to be full fiscal year amounts, but the new taxes do not take effect until November 1st. Therefore, amounts will be prorated for the eight months that the tax revenue is collected. This adjustment is reflected in the clean-up changes included in the proposed SB 1 clean-up trailer bill.

2017-18 Road Maintenance and Accountability Act Funding
(Dollars in Millions)

	Program	Amount
Local Allocations	Local Streets and Roads	\$445.4
	Transit and Intercity Rail Capital Program	\$330.0
	State Transit Assistance	\$305.1
	Local Partnership Program	\$200.0
	Active Transportation Program	\$100.0
	Local Planning Grants	\$25.0
	Total:	\$1,405.5
State Allocations	SHOPP/Maintenance	\$445.4
	Bridges and Culverts	\$400.0
	Congested Corridors	\$250.0
	Trade Corridor Enhancement	\$199.8
	Department of Parks and Recreation	\$54.3
	Freeway Service Patrol	\$25.0
	Department of Food and Agriculture	\$17.3
	CSU and UC Research	\$7.0
	Workforce Development Board	\$5.0
	Total:	\$1,403.8
Administration	State Controller's Office	\$0.1
	California Transportation Commission	\$0.2
	Department of Motor Vehicles	\$3.8
	Total:	\$4.1
Revenue	Transportation Improvement Fee	\$727.0
	Gasoline Excise Tax	\$1,251.5
	Diesel Excise Tax	\$399.7
	Diesel Sales Tax	\$200.1
	General Fund Loan Repayment	\$235.0
	Total:	\$2,813.3

Proposed Trailer Bills

There are currently four trailer bills proposed as part of the May Revise. These include a measure to make technical and clarifying changes to provisions in SB 1, a measure aimed at accelerating the delivery of transportation projects, a measure to implement the Trade Corridors Enhancement Program, and a measure to implement Advanced Mitigation Program.

SB 1 Clean-up: This proposed trailer bill makes numerous mainly clarifying and technical changes to provisions within SB 1. The primary change adds language to various sections clarifying the amount of revenue that will be allocated to programs in the 2017-18 fiscal year. This clarification is needed to address the fact that the fuel tax revenue will only be collected for 8 months of the fiscal year. The changes also allow the Controller to adjust the amounts allocated in order to "true-up" the allocations during the final months of the fiscal year. The only change that raises questions relates to the Local Partnership Program. SB 1 specified that the funds would be for counties that have received voter approval for transportation tax. The proposed amendment would replace the word "counties" with "a local or regional transportation agency."

Trade Corridors Enhancement Account: Trailer bill language is proposed to implement the Trade Corridors Enhancement Program in SB 1. The draft language generally recasts the existing Trade Corridors Improvement Fund that was created as part of Proposition 1B to become the Trade Corridors Enhancement Account. This renamed account is where 10 cents of the diesel excise tax revenue in SB 1 is deposited, and the federal FAST Act funds are also deposited into this account. The CTC is directed to develop guidelines and award funding under this program, which includes the following provisions:

- No funds may be awarded to projects that include the purchase of fully automated cargo handling equipment, but funds can be used to purchase zero or near-zero human operated equipment. Since the majority of these funds are from excise tax revenue, it is unclear whether these are eligible expenses pursuant to Article 19.
- 60% of the funds shall be available for projects nominated by regional transportation agencies and other public agencies. These projects must be consistent state freight plans.
- The CTC shall provide reasonable geographic targets for fund allocations.
- 40% of the funds shall be available for projects nominated by the California Department of Transportation (Caltrans).
- The CTC shall give the highest priority to projects jointly nominated by Caltrans and regional or other public agencies.

- The CTC shall consider economic benefits and projects that improve trade corridor mobility and safety while also improving emissions, and in particular reducing negative impacts to disadvantaged communities.

Alternative Project Delivery: This draft trailer bill expands the use of construction manager/general contractor and design-build methods of project delivery. However, the expansion of this authority primarily focuses on the delivery of the projects in Riverside County that were funded in SB 132, which was one of the deal maker bills. This proposal includes the following changes:

- The number of projects Caltrans may use the construction manager/general contractor (CM/GC) for 14 additional projects. Current law limits Caltrans' use of CM/GC to eight projects. However, two of the projects must for projects in Riverside County that are listed in SB 132.
- Existing design-build authority is expanded to include up to six transportation projects. This new language would authorize Caltrans to select six projects submitted by a city, county, or transit district to use design-build authority. A transportation project would also include rehabilitation projects, including bridge replacement and grade separation projects. In addition, three of these projects are reserved for projects listed in SB 132 and selected by the Riverside County Transportation Commission.
- The local authority to use CM/GC method is expanded to include grade separations and bridge rehabilitation projects specified in SB 132 in Riverside County.
- New language is added extending the use of CM/GC or design-build to the construction of the 91 Toll Connector to I-15 north in Riverside County, and this new contracting authority may be implemented through an amendment to an existing contract for the I-15 Express Lane or the 91 Express Lane projects.
- A new bidding process would also be extended to the Riverside County projects listed in SB 132 known as A+B Bidding, or Cost-Plus-Time Bidding. This is a competitive bidding process that uses cost and time to determine a bid value.

State Legislation

There are many bills Alameda CTC watches in relation to the adopted legislative program. The following provides brief information on disabled parking placard potential legislation and a bill regarding creation of a Joint Powers Authority to address a BART to ACE connection.

New legislation to address disabled parking placard abuse is in the works. Proposed by Senator Jerry Hill in response to a recent state audit, new language was slated to be added to Senate Bill 611 in late May.

According to the state audit report released in April 2017, "[Administrative and Statutory Changes Will Improve Its Ability to Detect and Deter Misuse of Disabled Person Parking Placards](#)," 70 of 96 approved placard applications in a sample group "did not include sufficient medical information to demonstrate that the applicant qualified."

Another issue noted in the report is that the California Department of Motor Vehicles (DMV) has not canceled permanent placards of thousands of individuals who are likely deceased. The report states that comparing active placard holders against the Social Security Administration's Death Master File identified nearly 35,000 matches. The DMV also identified nearly 26,000 placard holders that were in age 100 or older. Yet in 2014, only 8,000 people were estimated to be age 100 or older.

The report substantiates possible widespread disabled parking placard abuse. Alameda CTC will continue to watch development of legislation on this topic.

Another bill Alameda CTC is watching is AB 758 (Eggman), which proposes to create a new Joint Powers Authority, the Tri-Valley-San Joaquin Valley Regional Rail Authority, for purposes of planning and developing a cost-effective and responsive connection between the BART system and the Altamont Corridor Express (ACE) in the Tri-Valley. The bill would require the authority to annually provide a project feasibility report to the public on the plans for the development and implementation of the connection between BART and ACE.

At this time, there are two environmental documents under development evaluating options for extending BART as well as other bus and rail options in the Tri-Valley. It is anticipated the BART to Livermore environmental document will be released in summer 2017. ACE released its draft *ACE Forward* environmental document on proposed projects on May 31 and expects to finalize its document by fall 2017. Given that these environmental documents are in process, staff will continue to watch AB 758 and bring a recommendation to the Commission once the environmental document processes are complete and a specific project or projects are identified that would benefit from a new transportation agency to advance a project.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC 2017 Legislation Program
- B. Federal Transportation Initiatives Fact Sheet

Staff Contact

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



2017 Alameda County Transportation Commission Legislative Program

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

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

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

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

Issue	Priority	Strategy Concepts
	Expand multimodal systems and flexibility	<ul style="list-style-type: none"> • Support innovative financing opportunities to fund TOD and PDA implementation. • Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people, including addressing parking placard abuse, and do not create unfunded mandates. • Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education. • Support parity in pre-tax fringe benefits for public transit, carpooling, vanpooling and other active transportation/bicycle and pedestrian modes of travel with parking.
Climate Change	Support climate change legislation to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> • Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions, and support economic development. • Support cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy. • Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions. • Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.
Goods Movement	Expand goods movement funding and policy development	<ul style="list-style-type: none"> • Support a multimodal goods movement system and efforts that enhance the economy, local communities, and the environment. • Support a designated funding stream for goods movement. • Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy. • Support legislation that improves the efficiency and connectivity of the goods movement system. • Ensure that Bay Area transportation systems are included in and prioritized in state and federal goods movement planning and funding processes. • Support rewarding Self-Help Counties that directly fund goods movement infrastructure and programs.
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> • Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional transportation problems and support governmental efficiencies and cost savings in transportation. • Support policy development to advance transportation planning, policy, and funding at the county, regional, state, and federal levels. • Partner with community agencies and other partners to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs. • Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.

FACT SHEET
2018 BUDGET: INFRASTRUCTURE INITIATIVE

Importance of Infrastructure

The President has consistently emphasized that the Nation's infrastructure needs to be rebuilt and modernized to create jobs, maintain America's economic competitiveness, and connect communities and people to more opportunities. The United States no longer has the best infrastructure in the world. For example, according to the World Economic Forum, the United States' overall infrastructure places 12th, with countries like Japan, Germany, the Netherlands, and France ranking above us. This underperformance is evident in many areas, from our congested highways, which costs the country \$160 billion annually in lost productivity, to our deteriorating water systems, which experience 240,000 water main breaks annually.

The Current System is Not Working

The Federal Government inefficiently invests in non-Federal infrastructure. In part, our lack of sustained progress has been due to confusion about the Federal Government's role in infrastructure. During the construction of the Interstate System, the Federal Government played a key role – collecting and distributing Federal tax revenue to fund a project with a Federal purpose. As we neared the completion of the Interstate System, those tax receipts were redirected to projects with substantially weaker nexus to Federal interests.

The flexibility to use Federal dollars to pay for essentially local infrastructure projects has created an unhealthy dynamic in which State and local governments delay projects in the hope of receiving Federal funds. Overreliance on Federal grants and other Federal funding can create a strong disincentive for non-Federal revenue generation.

At the same time, we continue to apply Federal rules, regulations, and mandates on virtually all infrastructure investments. This is despite the Federal Government contributing a very small percentage of total infrastructure spending. Approximately one-fifth of infrastructure spending is Federal, while the other four-fifths are roughly equally divided between State and local governments on one hand and the private sector on the other.

We will reevaluate the role for the Federal Government in infrastructure investment. For example, in the Interstate System, the Federal Government now acts as a complicated, costly middleman between the collection of revenue and the expenditure of those funds by States and localities. Put simply, the Administration will be exploring whether this arrangement still makes sense, or whether transferring additional responsibilities to the States is appropriate.

The Administration's Goal: Seek and Secure Long-Term Changes

Given these challenges, the Administration's goal is to seek long-term reforms on how infrastructure projects are regulated, funded, delivered, and maintained. Providing more Federal funding, on its own, is not the solution to our infrastructure challenges. Rather, we will work to

fix underlying incentives, procedures, and policies to spur better infrastructure decisions and outcomes, across a range of sectors.

Key Principles

As the Administration develops policy and regulatory changes, and seeks statutory proposals working with Congress, we will focus on proposals that fall under the following key principles:

1. *Make Targeted Federal Investments.* Focusing Federal dollars on the most transformative projects and processes stretches the use and benefit of taxpayer funds. When Federal funds are provided, they should be awarded to projects that address problems that are a high priority from the perspective of a region or the Nation, or projects that lead to long-term changes in how infrastructure is designed, built, and maintained.
2. *Encourage Self-Help.* Many States, tribes, and localities have stopped waiting for Washington to come to the rescue and have raised their own dedicated revenues for infrastructure. Localities are better equipped to understand the right level – and type – of infrastructure investments needed for their communities, and the Federal Government should support more communities moving toward a model of independence.
3. *Align Infrastructure Investment with Entities Best Suited to Provide Sustained and Efficient Investment.* The Federal Government provides services that non-Federal entities, including the private sector, could deliver more efficiently. The Administration will look for opportunities to appropriately divest from certain functions, which will provide better services for citizens, and potentially generate budgetary savings. The Federal Government can also be more efficient about disposing underused capital assets, ensuring those assets are put to their highest and best use.
4. *Leverage the Private Sector.* The private sector can provide valuable benefits for the delivery of infrastructure, through better procurement methods, market discipline, and a long-term focus on maintaining assets. While public-private partnerships will not be the solution to all infrastructure needs, they can help advance the Nation’s most important, regionally significant projects.

2018 Budget

The President’s target of \$1 trillion in infrastructure investment will be funded through a combination of new Federal funding, incentivized non-Federal funding, and newly prioritized and expedited projects. While this Administration proposes additional funding for infrastructure, we will structure that funding to incentivize additional non-Federal funding, reduce the cost associated with accepting Federal dollars, and ensure Federal funds are leveraged such that the end result is at least \$1 trillion in total infrastructure spending.

While we will continue to work with the Congress, States, tribes, localities, and other infrastructure stakeholders to finalize the suite of Federal programs that will support this effort, the 2018 Budget includes \$200 billion in outlays related to the infrastructure initiative.

In addition to the \$200 billion, these proposals are also in the 2018 Budget:

- **Air Traffic Control Corporatization.** The *Budget* proposes to create a non-governmental entity to manage the nation's air traffic control system. Many countries have corporatized their air traffic control function, separating it from the governmental aviation safety regulation function. This will be a multi-year effort resulting in a more efficient airspace while maintaining our premier aviation safety record. The proposal would reduce aviation passenger taxes and the new entity would be responsible for setting and collecting fees directly from users based on their use of the Nation's airspace.
- **Increase Infrastructure Flexibility at VA.** The Department of Veterans Affairs (VA) has a nationwide physical footprint that includes aging facilities, which are not always located where veterans most need care. The Administration will pursue numerous reforms to help VA acquire and maintain the facilities necessary to provide veterans high quality medical care where they live. The *Budget* includes proposals to expand VA's authority to lease out its vacant assets for commercial or mixed-use purposes and to speed its ability to pursue facility renovations and improvements. Future reforms will encourage public-private partnerships and reduce barriers to acquisition, contracting, and disposals.
- **Divestiture of the Power Marketing Administration's (PMA's) Transmission Assets.** The *Budget* proposes to sell the PMA's transmission assets. Investor-owned utilities provide for the vast majority of the Nation's electricity needs. The PMA's transmission infrastructure assets (lines, towers, substations, and rights of way) could be leased out so the private sector could fulfill transmission functions. Leasing these assets will more efficiently allocate economic resources and help relieve long-term pressures on the Federal deficit related to future Federal capital investment.
- **Reform the laws governing the Inland Waterways Trust Fund.** The *Budget* proposes to reform the laws governing the Inland Waterways Trust Fund, including by establishing a fee to increase the amount paid by commercial navigation users of inland waterways. In 1986, the Congress mandated that commercial traffic on the inland waterways be responsible for 50 percent of the capital costs of the locks, dams, and other features that make barge transportation possible on the inland waterways. The additional revenue proposed in the *Budget* will finance future capital investments in these waterways to support economic growth.

Illustrative Examples of Funding Proposals

The following proposals will be pursued by the Administration as part of the Infrastructure Initiative.

- **Expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program.** TIFIA helps finance surface transportation projects through direct loans, loan guarantees, and lines of credit. One dollar of TIFIA subsidy leverages roughly \$40 in project value. If the amount of TIFIA subsidy was increased to \$1 billion annually for 10 years, that could leverage up to \$140 billion in credit assistance, and approximately \$424 billion in total investment. In addition, the Administration supports the expansion of TIFIA eligibility.
- **Lift the Cap on Private Activity Bonds and Expand Eligibility to Other Non-Federal Public Infrastructure.** The Private Activity Bonds (PABs) program allows the Department of Transportation to allocate authority to issue tax-exempt bonds on behalf of private entities constructing highway and freight transfer facilities. PABs have been used to finance many Public Private Partnerships (P3s) projects, along with TIFIA. As of August 15, 2016, nearly \$11.2 billion in PABs have been issued for 23 projects. The Administration recommends removing the \$15 billion cap under current law to ensure that future P3 projects can take advantage of this cost-saving tool, and encourage more project sponsors to take advantage of this tool. The Administration also supports the expansion of PAB eligibility.
- **Incentivize Innovative Approaches to Congestion Mitigation.** The Urban Partnership Agreement Program – and its successor, the Congestion Reduction Demonstration Program – provided competitive grants to urbanized areas that were willing to institute a suite of solutions to congestion, including congestion pricing, enhanced transit services, increased telecommuting and flex scheduling, and deployment of advanced technology. Similar programs could provide valuable incentives for localities to think outside of the box in solving long-standing congestion challenges.
- **Liberalize Tolling Policy and Allow Private Investment in Rest Areas.** Tolling is generally restricted on interstate highways. This restriction prevents public and private investment in such facilities. We should reduce this restriction and allow the States to assess their transportation needs and weigh the relative merits of tolling assets. The Administration also supports allowing the private sector to construct, operate, and maintain interstate rest areas, which are often overburden and inadequately maintained.
- **Fund the Water Infrastructure Finance and Innovation Act program (WIFIA) Program.** The Environmental Protection Agency’s new WIFIA loan program is designed to leverage private investments in large drinking water and wastewater infrastructure projects, particularly those large, high-cost projects that have private ownership or co-investment. Because WIFIA loans can only support up to 49 percent of a project’s eligible cost, the Federal investment must be leveraged with non-Federal sources.
- **Encourage the Use of Army Corps of Engineers (Corps) Contributed/Advanced Funding Authorities.** Most construction work by the Corps is funded on a cost-shared basis between the Corps and a non-Federal sponsor. However, many projects authorized for construction, though a priority for non-Federal sponsors, do not present a high return

for the Nation and therefore do not receive Federal funding. Some non-Federal sponsors have therefore chosen to fund construction activities on their own. The Administration will leverage the Corps' authorities to enter into such agreements to take advantage of this innovative approach to delivering projects.

New Federal Tools:

The Federal Budget is recorded on a cash basis, which provides a transparent mechanism to record and control spending. Given the size of the Federal Government, cash budgets make sense because they are less complicated to produce and less subject to changes in economic assumptions. However, cash budgeting may not give appropriate weight to the long-term benefits of investing in infrastructure and cause the Government to make project choices that have lower short-term but higher-long term costs. We should discuss different tools to support better decision-making while maintaining transparency and fiscal restraint, such as:

- **Federal Capital Revolving Fund.** The Administration is developing a proposal to establish a mandatory revolving fund for the financing of Federally-owned civilian capital assets. The Fund would be repaid with annual appropriations, and would help address the underinvestment in capital assets driven in part due to the large upfront costs of such procurements. Creation of such a fund parallel to the appropriations process to fund investment in Federally-owned civilian capital assets would avoid capital investments having to compete with operating expenses in the annual appropriations process. Instead, agencies would pay for capital assets as they are utilized. The repayments would be made from future appropriations, which would provide an incentive to select projects with the highest return on investment, including future cost avoidance.
- **Partnership Grants for Federal Assets.** In a number of sectors, the Federal Government has utilized loans to non-Federal partners to improve infrastructure. However, credit assistance cannot be utilized to improve Federal assets. In essence, the Government neither can loan itself funding, nor can it make loans to private entities to improve assets that will remain Federal. In some circumstances, however, a private partner might want to build or improve a Federal facility and donate it to the Government in exchange for the right to retain revenue from the associated activities. The Administration is developing a proposal to offer those partners grants in lieu of loans to buy down the cost of a Federal asset improvements, which would benefit both the Government, through new facilities for Government use, and the non-Federal partner, through continued access to revenue sources.

Environmental Review and Permitting Process Enhancements.

The environmental review and permitting process in the United States is fragmented, inefficient, and unpredictable. Existing statutes have important and laudable objectives, but the lack of cohesiveness in their execution make the delivery of infrastructure projects more costly, unpredictable, and time-consuming, all while adding little environmental protection. The Administration will seek several proposals that will enhance the environmental review and permitting process, such as:

- **Improving Environmental Performance.** The inefficiencies of the current process result in too much time and too many resources dedicated to time-intensive analyses that do not necessarily improve the environment. The Administration will propose pilot programs to experiment with different ways projects will perform to better protect and enhance the environment.
- **Accountability.** The review and permitting of projects should be included in each agency's mission, and their performance should be tracked and measured. For agencies that significantly underperform, the public should know how much that costs both the taxpayers and the project. The Administration will seek proposals for tools to start holding agencies accountable for their performance.
- **One Federal Decision.** Project proponents have to navigate the Federal environmental review and permitting process on their own. Under the current system, project sponsors work with one agency, only to be told to stand in line with several other agencies for numerous other approvals. We can do better. The Federal Government is capable of navigating its own bureaucracy and designating a single entity with responsibility for shepherding each project through the review and permitting process.
- **Unnecessary Approvals.** The funding of infrastructure is predominately State, local and private, yet the Federal Government exerts an inordinate amount of control over all infrastructure with unnecessary bureaucratic processes. The Administration supports putting infrastructure permitting into the hands of responsible State and local officials where appropriate.
- **Judicial Reform.** The current standards of judicial review force Federal agencies to spend unnecessary time and resources attempting to make a permit or other environmental document litigation-proof. The Administration believes our resources would be better spent on enhancing the environment rather than feeding needless litigation. As such, the Administration will submit proposals that curtail needless litigation.



Memorandum

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DATE: June 5, 2017

SUBJECT: Congestion Management Program: 2016 Performance Report Update

RECOMMENDATION: Receive an update on the 2016 Performance Report.

Summary

The Performance Report is a document prepared annually by the Alameda County Transportation Commission (Alameda CTC) that looks at the state of the transportation system in Alameda County. The Performance Report tracks trends in a series of performance measures, which are quantitative metrics used to assess progress toward specific goals. The performance measures capture overall commuting patterns, as well as individual modes and infrastructure including roadways, transit, paratransit, biking, walking, and liveable communities. The measures are designed to be aligned with the goals of the Alameda Countywide Transportation Plan (CTP) and the Congestion Management Program (CMP) statute. The Performance Report, together with the Alameda CTC's other transportation system monitoring efforts, are critical for assessing the success of past transportation investments and illuminating transportation system needs.

Background

The Performance Report is one of several performance monitoring documents produced by the Alameda CTC. The emphasis of the performance report is a county-level analysis using existing, observed data that can be obtained on an annual basis. The Performance Report complements other monitoring efforts such as biennial level of service monitoring which assess performance of specific modes at a more detailed level. The Performance Report satisfies one of the five legislatively mandated elements of the CMP that the Alameda CTC must prepare as a Congestion Management Agency.

The 2016 Performance Report includes data for the most recently available reporting period, which is typically calendar year 2016 or fiscal year 2015-16. Because publication of some data sources lags preparation of the report, some data used are prior to the 2016 reporting period.

The report is available online at the following link:

http://www.alamedactc.org/app_pages/view/8129 (hyperlinked to the website)

Fiscal Impact: There is no fiscal impact.

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