



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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Commission Vice Chair

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City of Oakland

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Alameda County

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Mayor Jerry Thorne

City of San Leandro

Mayor Pauline Cutter

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

Planning, Policy and Legislation Committee

Monday, November 9, 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, November 9, 2015, 10:30 a.m.*

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

1111 Broadway, Suite 800, Oakland, CA 94607

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Chair: Mayor Ruth Atkin

Vice Chair: Supervisor Keith Carson, Alameda County District 5

Commissioners: Wilma Chan, David Haubert, John Marchand, Elsa Ortiz, 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

Page A/I

4.1. [October 12, 2015 PPLC Meeting Minutes](#)

1 A

Recommendation: Approve the October 12, 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 I

5. Legislation

5.1. [Legislative Update](#)

7 A

Recommendation: Approve Draft 2016 Alameda CTC Legislative Program.

6. Planning and Policy

6.1. [Draft Goods Movement Plan](#)

21 A

Recommendation: Approve the Draft Countywide Goods Movement Plan.

7. Committee Member Reports (Verbal)

8. Staff Reports (Verbal)

9. Adjournment

Next Meeting: January 11, 2016

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

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Planning, Policy and Legislation Committee Meeting Minutes Monday, October 12, 2015, 10:30 a.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present.

Commissioner Campbell-Washington was present as an alternate for Commissioner Chan. Commissioner Carson was excused prior to the vote on item 6.3.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. September 14, 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

Commissioner Ortiz moved to approve the Consent Calendar. Commissioner Haubert seconded the motion. The motion passed unanimously.

5. Legislation

5.1. Legislative Update

Tess Lengyel provided an update on state and federal legislative initiatives. On the state side she provided information on the budget and the special session for transportation infrastructure and shared information about a letter to the special session committee on infrastructure that highlights Alameda CTC priorities. Tess stated that our lobbyist would be attending the special session hearings on behalf of Alameda CTC and has already submitted our letter to all members.

On the federal side, Tess updated the committee on MAP-21 Reauthorization.

Tess also recommended that the Commission take an oppose position on the following bill:

ABX1 24 (Levine D) Bay Area Transportation Commission: election of commissioners.

ABX 24 would re-designate MTC the Bay Area Transportation Commission, whose board would be comprised of directly elected representatives. The bill would establish the election of commissioners with districts consisting of 750,000 residents. However, districts that include a toll bridge within the district boundaries shall elect two commissioners from that district. The bill would also merge BATA in the new Bay Area Transportation Commission.

6. Planning and Policy

6.1. Countywide Multimodal Arterial Plan: Typology Framework and Modal Priorities

Tess Lengyel recommended that the Commission approve the Countywide Multimodal Arterial Plan typology framework and modal priorities. She stated that the Arterials Plan provides a high-level framework for a Complete Streets Network that the jurisdictions can use and build upon to meet the state and regional complete streets requirements. Matthew Ridgeway, from Fehr & Peers, presented the background and purpose of the arterials plan, extensive outreach efforts, key concepts and an overview of the typology and modal priorities development process. He also provided information on the next steps regarding the needs assessment and recommended improvements.

Commissioner Carson asked for more information on the timeline of the arterial plan and wanted to know if potential technology included into this plan. Tess stated that the plan has a 2040 horizon and staff has considered changing and emerging technologies as one scenario in the plan.

Commissioner Atkin asked how pedestrian needs that conflict with other types of modes are addressed. Matthew stated that the intent of the modal overlays is to eliminate conflicts and he stated that there is a process for addressing streets that have competing modes so that ultimately a complete streets network is developed.

Commissioner Carson asked for more information on the level of coordination with jurisdictions that are doing major infrastructure work. Tess stated that the plan includes comments from each jurisdictions public works departments however the plan does not go into detail on local projects construction.

Commissioner Atkin stated that paratransit needs to be included into the framework of the plan and recommended that paratrasit be addressed.

Commissioner Kaplan moved to approve the item with that recommendation that paratransit be included in the plan. Ortiz seconded the motion. The motion passed unanimously.

6.2. Alameda Countywide Transit Plan Draft Network Recommendations, Evaluation Methodology, and Performance Measures

Tess Lengyel recommended that the Commission approve the Countywide Transit Plan draft network recommendations, evaluation methodology and performance measures. Kara Vuicich stated that the plan will identify a 2040 vision of a comprehensive countywide transit network designed to support Alameda County's future needs. Paul Arnold, of Parkinson Brinkerhoff reviewed the draft approach and methodology, performance measures, transit service tiers and reviewed the draft network recommendations.

Commissioner Kaplan asked if the tiers included future or existing transit needs. Tess stated that the plan includes both future and existing needs and the draft networks in the study are in addition to what is already assumed to take place in the RTP.

Commissioner Ortiz wanted more information on the evaluation methodology. Kara reviewed the quantitative performance measures and explained how they align with the adopted goals.

Commissioner Kaplan motioned to approve this item .Commissioner Thorne seconded the motion. The motion passed unanimously.

6.3. Countywide Transportation Plan: Alameda County Final Project and Program List for Plan Bay Area 2040

Tess Lengyel recommended that the Commission approve the final lists of regional, committed, county-level projects and programs for submittal to the RTP and direct staff to forward both the final lists to MTC by October 30, 2015. Tess noted that this action is not a programming action, rather a long-range planning effort. Tess stated that on June 1, 2015, Alameda CTC released a call-for-projects to solicit applications for projects, programs, and plans to be considered for the 2016 Countywide Transportation Plan (CTP) and the 2017 RTP update. Over 330 applications were submitted and staff reviewed these applications to create the draft recommended RTP project and program lists for submittal to MTC. She concluded the report by reviewing changes and comments made by ACTAC that were included in the final recommendation.

Commissioner Haggerty asked if the Niles Canyon bike and pedestrian project can be added to the list. Tess stated that the project has the potential to apply for funding once the feasibility study is completed.

Commissioner Kaplan asked if truck parking projects were included in the list. Tess stated that there were no specific truck parking projects submitted but there is a programmatic category that potential projects can be include in.

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

6.4. Draft 2015 Congestion Management Program

Saravana Suthanthira recommended that the Commission approve the 2015 CMP, augmentation and extension of the Travel Demand Management Program contract for the Guaranteed Ride Home program, and the FY2014-15 CMP Conformity Findings. She stated that once the Commission adopts the 2015 CMP, Alameda CTC will forward the document to the Metropolitan Transportation Commission (MTC) to meet the MTC requirement for CMP Conformity and continue implementation of the TDM element through the Guaranteed Ride Home Program and other programs at Alameda CTC.

Commissioner Atkin wanted to know if staff was satisfied with the amount of users using the Guaranteed ride Program. Tess Lengyel stated that the program is used similarly

to an insurance policy and there is an effort to get more employers to sign up for the program.

Commissioner Ortiz moved to approve this item. Commissioner Campbell-Washington seconded the motion. The motion passed unanimously (Carson absent).

6.5. Northern California Mega-Region Study

Tess Lengyel recommended that the Commission approve a \$20,000 contribution for Alameda County's share of Northern California Mega Region Study. She stated that this recommendation supports an Alameda County contribution of \$20,000 for a mega-regional study to be conducted by the Bay Area Council Economic Institute that will address projected growth in the mega-region and focus on transportation assets to facilitate increasing transit and goods movement activities.

Commissioner Haubert moved to approve this item. Commissioner Thorne seconded the motion. The motion passed unanimously (Carson absent).

7. Committee Member Reports

There were no committee member reports.

8. Staff Reports

There were no staff reports.

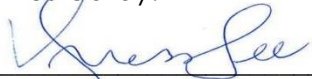
9. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, November 9, 2015 at 10:30 a.m.

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

Attested by:



Vanessa Lee,
Clerk of the Commission



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: November 2, 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 October 12, 2015, the Alameda CTC has not reviewed any environmental documents.

Fiscal Impact: There is no fiscal impact.

Staff Contact

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

[Daniel Wu](#), Assistant Transportation Planner

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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: November 2, 2015

SUBJECT: Draft 2016 Alameda CTC Legislative Program

RECOMMENDATION: Approve the Draft 2016 Alameda CTC Legislative Program.

Summary

Alameda CTC's 2016 Legislative Program will guide legislative actions and policy direction on legislative issues during the upcoming calendar year. Some of the highest priorities in 2016 will be to partner at the federal, regional, and state level in efforts regarding reauthorization of the federal surface transportation bill and to support other funding sources. Alameda CTC will continue to monitor California transportation infrastructure funding and priorities, Statewide Transportation Improvement Program reform, and implementation of cap and trade programs; implementation of Senate Bill 743 that will affect Alameda County's transportation and land use activities to support the region's Sustainable Communities Strategy; and the Road User Charge program as well as other regional efforts to raise transportation funding such as new revenue from bridge tolls, partner agency funding initiatives and other policies that could affect implementation of Alameda CTC's projects and programs.

Alameda CTC will continue implementation of Alameda County's 2000 and 2014 Transportation Expenditure Plans and will collaborate with partners on project and program delivery and policies that support countywide transportation projects and programs, goods movement, efficient multimodal arterial roadways, and reliable, accessible transit through development of Alameda CTC's four multimodal plans underway: the Countywide Transportation Plan, Countywide Goods Movement Plan, Countywide Multimodal Arterial Plan, and Countywide Transit Plan. Legislative, policy, and funding partnerships throughout the Bay Area and California will be key to the success of the 2016 Legislative Program.

Background

Each year, Alameda CTC adopts 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. The program is designed to be broad and flexible, allowing

Alameda CTC to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in the region as well as in Sacramento and Washington, DC.

The Draft 2016 Alameda CTC Legislative Program is divided into six sections and retains many of the 2015 priorities:

1. Transportation Funding
2. Project Delivery
3. Multimodal Transportation and Land Use
4. Climate Change
5. Goods Movement
6. Partnerships

Attachment A provides background on each of the legislative categories. Attachment B summarizes the proposed legislative platform. Alameda CTC's state and federal lobbyists will schedule meetings in the coming year with various legislators and agency staff in Sacramento and Washington, D.C. to address Alameda CTC's legislative needs in 2016.

At the Commission meeting, staff will provide any updates on the progress of a federal surface transportation bill or statewide funding for infrastructure.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Draft 2016 Alameda County Legislative Program
- B. Summary Table of Proposed 2016 Alameda County Legislative Program

Staff Contact

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

DRAFT 2016 Alameda CTC Legislative Program

Introduction

Each year, the Alameda County Transportation Commission (Alameda CTC) adopts a legislative program to provide direction for its legislative and policy activities for the year. The purpose of the 2016 Alameda CTC Legislative Program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy in the coming year. The program is developed to be broad and flexible, allowing Alameda CTC to pursue legislative and administrative opportunities that may arise during the year, and to respond to the changing political processes in the region, as well as in Sacramento and Washington, DC.

The legislative program supports Alameda CTC in its required role as manager of the county's voter-mandated transportation expenditure plans and as the county's congestion management agency. Alameda CTC relies on its legislative program to advance transportation programs and projects that will maintain and improve Alameda County's multimodal transportation system. Some of the main factors that will influence the 2016 Alameda CTC Legislative Program include:

- The need for new, secure funding sources, especially since there is no transportation funding package from the state at this time (the governor's transportation proposal identifies needs including a state and local partnership program), and the federal government released a continuing resolution extending current levels of transportation spending under MAP-21 instead of finalizing a long-term transportation bill;
- Monitoring of statewide efforts to increase funding for infrastructure and improving efficiencies in transportation delivery;
- Implementation of the state Road Charge Pilot Program, which will begin no later than January 1, 2017;
- Implementation of state legislation including Senate Bill 743 that will affect Alameda County's transportation and land use activities to support the region's Sustainable Communities Strategy;
- Implementation of California's Cap-and-Trade Program for transportation funding that will help address climate change;
- Implementation of the Alameda County's 2000 and 2014 Transportation Expenditure Plans and actively seeking opportunities to leverage other funds for project and program delivery;
- Advocacy for funding of Alameda CTC projects and programs;
- Implementation of the Comprehensive Investment Plan;
- Goods movement planning and advocacy, as well as policy development as a result of multimodal arterial planning and countywide transit planning efforts; and
- Expansion of legislative and policy partnerships throughout the Bay Area, in California, and in Washington, D.C.

Funding and policy decisions supported through a legislative program will advance Alameda CTC projects and programs. The draft 2016 Legislative Program is divided into six sections and retains many of the 2015 priorities:

1. Transportation Funding
2. Project Delivery
3. Multimodal Transportation and Land Use
4. Climate Change
5. Goods Movement
6. Partnerships

The following legislative areas are related to federal, state, regional, and local policy and legislative efforts as applicable.

1. Transportation Funding

California represents one of the largest economies in the U.S. Its diverse industries range from agriculture to mining to biotechnology to the Internet—all of which serve as a source of the state's economic strength. Each of these industries relies on a backbone of transportation to move people, goods, and services.

Fuel prices fluctuate significantly in California, but the gas tax remains flat with no index to inflation. Since 1993, the state and federal gas taxes have not been raised, and the costs to deliver transportation projects and programs, operate transit, and perform system maintenance continue to rise.

MAP-21 Reauthorization

In April 2014, the Obama Administration released its own transportation proposal, called the GROW AMERICA Act and updated it this year. It provides \$478 billion over six years. In fall 2015, Congress was anticipated to address the nation's transportation infrastructure funding needs through Moving Ahead for Progress in the 21st Century Act (MAP-21) reauthorization and/or building on the work of the Senate over summer on the DRIVE Act as well as the House's Surface Transportation Reauthorization and Reform Act of 2015. By October 29th, the deadline for addressing the nation's surface transportation program, another short-term extension was approved to allow Congress more time to conference the Senate and House bills and to refine funding mechanisms for a long-term transportation bill.

Road User Charge Pilot Program

The approval of Senate Bill 1077 (DeSaulnier) in 2014 was a step forward in California's effort to address the declining value of the state's fuel excise tax. SB 1077 directs the chair of the California Transportation Commission (CTC) in consultation with the Secretary of the California State Transportation Agency (CalSTA) to create a Road Usage Charge Technical Advisory Committee (TAC).

The TAC consists of 15 members selected by the CTC chair in consultation with the CalSTA secretary. The purpose of the advisory committee is to study alternatives to the existing excise tax. The TAC is crafting the parameters of the road charge pilot program by the end of 2015. Based on the findings of the TAC, CalSTA will implement a pilot program by January 1, 2017 to evaluate the potential implementation of a road user charge in California.

Voter-approved Funding Sources

In the absence of state and federal funding increases for transportation, funding solutions have increasingly become reliant on voter-approved measures, many of which have the highest voter threshold requirement for passage. Over the past several years, voters have supported statewide bond measures to fund transportation infrastructure throughout the state. One such measure, California's Proposition 1B has contributed just under \$1 billion for transportation improvements in Alameda County for projects including I-80 Integrated Corridor Mobility, I-580 Eastbound High-Occupancy Vehicle (HOV) Lane, I-580 Westbound HOV Lane, I-580 Isabel Interchange, I-880 North Safety and Operational Improvements at 23rd and 29th Avenues, I-880 Southbound HOV Lane, and Route 84 Expressway North Segment.

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 understanding that supporting essential infrastructure, transportation programs, and maintenance are critical to support the economy and vitality of local communities.

In August 2013, the governor signed Assembly Bill 210, extending the authority of Alameda CTC and authorizing the County of Contra Costa to impose the transactions and use tax for countywide transportation programs until December 31, 2020 that may exceed the 2 percent sales tax threshold in both counties by one-half cent. This allowed placement of an Alameda County Transportation Expenditure Plan on the ballot in 2014 that will fund \$8 billion in transportation investments. Alameda CTC is in the process of implementing the Transportation Expenditure Plan that recognizes the county's needs and prioritizes projects that are ready to begin. Alameda CTC also developed its first Comprehensive Investment Plan adopted in June 2015 that serves as a funding vehicle for the Transportation Expenditure Plan and for projects that are listed in the long-range countywide plan, identifies anticipated transportation funding over a five-year horizon, and strategically matches funding sources to targeted transportation investments.

Transportation Special Session: As part of the agreement reached on spending priorities in the 2015-16 budget, the Governor formed a special session focusing on funding the state's transportation needs. While no agreement was reached on new funding for statewide transportation needs, three separate sets of proposals were advanced by the Democrats, Republicans and the Governor. A conference committee has been established to address the varying proposals. Alameda CTC will

continue to monitor the special session efforts and bring reports to the Commission, as well as to actively support the Commission's adopted legislative platform related to transportation funding and bills the Commission has already acted upon.

Alameda CTC's legislative priorities for transportation funding include the following:

Increase transportation funding

- Support efforts to lower the two-thirds 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.
- Support efforts to increase transportation funding

Protect and enhance voter-approved funding

- Support legislation that protects and provides increased, flexible funding from different fund sources to Alameda County for operating, maintaining, rehabilitating, and improving transportation infrastructure and operations.
- Support increases in federal, state, and regional funding, including through new funding sources 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 that are locally funded and locally managed.
- 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.

2. Project Delivery

Delivery of transportation infrastructure expeditiously is critical for ensuring cost-effective mobility of people and goods, while protecting local communities and the environment, and creating jobs. However, delivery of projects is often bogged down by long time frames for current project delivery processes, including environmental clearance and mitigation, design, right of way, and project financing. Furthermore, Alameda County's population is expected to grow by 30 percent by 2040, which will affect congestion and the demand on the transportation system. Alameda CTC will continue to expedite project delivery through partnerships and best management practices.

Advance innovative project delivery

- 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, and efforts that promote effective and streamlined 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

- Support efforts that reduce project and program implementation costs by reducing or eliminating the requirements for state or other agency reimbursements to implement projects on state/regional systems.
- Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.

3. Multimodal Transportation and Land Use

Transportation in the Bay Area must serve multiple needs. It must efficiently deliver food and goods, and move people from one place to another. Multimodal options offer the traveling public choices, manage traffic, reduce greenhouse gas emissions, and improve the transportation system efficiency. To that end, Alameda CTC is updating its Countywide Transportation Plan and developing three new multimodal plans—Countywide Goods Movement Plan, Countywide Multimodal Arterial Plan, and Countywide Transit Plan. Effective implementation of multimodal transportation systems relies on how local coordination and development supports these types of investments. Linking land use and transportation decisions can result in economic growth and expanded mobility for local residents and businesses.

Legislation such as Senate Bill 375, which requires a reduction of greenhouse gas emissions from the transportation sector and requires housing all sectors of the population in the region, further strengthens the link between transportation and land use planning, funding, and implementation.

Alameda CTC supports efforts that encourage, fund, and provide incentives and/or reduce barriers to integrating transportation, housing, and jobs development in areas that foster effective transportation use. In addition, since transportation systems must serve all of society to meet the mobility needs of youth, seniors, people with disabilities, working people, and people at all income levels in our communities, Alameda CTC supports a balanced, flexible system with multiple transportation options that expand access for all transportation users.

Reduce barriers to the implementation of transportation and land use investments

- 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

- 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 policies that 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.

4. Climate Change

The enactment of Assembly Bill 32 and SB 375 to reduce the state's greenhouse gas (GHG) emissions, link transportation and housing, and create a funding stream to pay for projects and programs that reduce GHG emissions (the state's Cap-and-Trade Program) affect transportation planning, funding, and delivery in Alameda County and throughout the state.

Cap-and-Trade Program Implementation

The Cap-and-Trade Program sets a statewide limit on greenhouse gas (GHG) emissions from sources responsible for 85 percent of California GHG. The governor's May 2015 budget revision to the 2015-16 Cap-and-Trade Expenditure Plan assumes a total of \$2.2 billion in total cap-and-trade revenue, specifically \$1.6 billion for clean transportation, mass transit, and sustainable community development. According to the Legislative Analyst's Office, in 2015-16 and beyond, state statute continuously appropriates 60 percent of cap-and-trade revenues for specific programs, including high-speed rail, affordable housing, and sustainable communities grants. The remaining 40 percent is available for annual appropriation by the legislature as discretionary spending.

One bill presented in the Assembly Special Session that Alameda CTC supports may increase the share of cap-and-trade funds dedicated to transit. ABX 17 would increase the amount allocated to the Low Carbon Transit Operations Program from 5 percent to 1 percent, and increase the amount allocated to the Transit & Intercity Rail Capital Program from 10 percent to 20 percent. In September 2015 the Senate passed a similar bill (SBX1-8).

In addition, Alameda CTC and the other Bay Area Congestion Management Agencies

supported the first update to the Climate Change Scoping Plan and actively support investments in sustainable communities and clean transportation, sustainable freight investments, and clean fuels.

Alameda CTC has also supported investments from new revenue streams for transportation, while supporting legislative options to increase funding for housing. Alameda CTC has participated in commenting on the development of cap-and-trade guidelines and will continue to work with the state and region on the implementation of the Cap-and-Trade Program, continuing to advocate for significant funding in the Bay Area. Alameda CTC supports climate change legislation as follows:

Support climate change legislation to reduce GHG emissions

- 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.

5. Goods Movement

Alameda County serves as a gateway to the world for goods movement to and from the county, San Francisco Bay Area, Northern California and even the Western U.S. Efficient goods movement expands job opportunities, supports local communities, and bolsters the economy of Alameda County, the Bay Area, and the nation.

In September 2015, Alameda CTC wrote a letter to the House Transportation and Infrastructure Committee expressing support for SBX-1 and the governor's proposal for transportation reform and other legislation that will make critical investments in improving our goods movement corridors.

At the federal level, Alameda CTC continues to support a strong freight program as part of the federal surface transportation bill that supports the multi-modal goods movement system in Alameda County.

Alameda CTC supports the following legislative priorities related to goods movement.

Expand goods movement funding and policy development

- 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.
- Ensure that Bay Area transportation systems are included in and prioritized in state and federal planning and funding processes.
- Support rewarding Self-Help Counties that directly fund goods movement infrastructure and programs

6. Partnerships

In the coming year, Alameda CTC seeks to expand and strengthen its partnerships at the local, regional, state, and federal levels to collaborate on policies, funding, legislation, and project and program delivery opportunities.

Regional Partnerships

On a regional level, Alameda CTC is facilitating coordination with a number of agencies to leverage funding and efficiently partner on transportation projects and programs. Alameda CTC is also participating in partnerships with the Bay Area congestion management agencies and regional agencies: Metropolitan Transportation Commission, Association of Bay Area Governments, Bay Area Air Quality Management District, and Bay Conservation and Development Commission, as applicable.

State Partnerships

Alameda CTC is coordinating at the state level with the Self-Help Counties Coalition and the California Association of Councils of Government, is participating in providing input on CEQA reform, and the Cap-and-Trade Program. Alameda CTC views these efforts as essential to having more impact at the policy and planning levels, and unifying efforts to help ensure common policies and practices that can translate into more effective transportation project and program advocacy and implementation.

State and Local Partnership Program: The governor's September 3, 2015 transportation proposal includes \$3.6 billion in annual funding shared between the state and local uses, and incorporates many reforms and accountability measures. The proposal identifies ongoing funding from cap and trade, Caltrans efficiencies, gas and diesel excise taxes, and a highway user fee. There is also a one-time general fund contribution for accelerated loan repayment to pay for transit and intercity rail, trade corridors, local traffic congestion relief, and state highway repairs.

Investment in a State and Local Partnership Program (SLPP) not only leverages local dollars, but provides an incentive for counties without a local tax program to establish one. Proposition 1B included \$1 billion for a SLPP. Alameda CTC has urged the state to include a similar program that is open to all counties.

Federal Partnerships

On a federal level, Alameda CTC advocates for a long-term transportation funding program that is sustainable, reliable, and supports both capital investments and operations. Alameda CTC supports federally-funded vehicle miles traveled studies, and wants to streamline the environmental process and reduce duplication for Condition of Approval/National Environmental Protection Act and the CEQA process.

Other Partnering Opportunities

Alameda CTC will continue to partner on the update of its Countywide Transportation Plan and development of its three multimodal plans—Countywide Goods Movement Plan, Countywide Multimodal Arterial Plan, and Countywide Transit Plan—and the policies that will arise from the plans that will provide more transportation choices and improve efficiencies throughout the county and beyond. Alameda CTC will continue its many multi-county transportation efforts, such as transit planning, express lane implementation, implementation of the first-ever affordable student transit pass program, and other types of transportation projects or programs implemented in more than one county to provide a system of transportation infrastructure or services for the traveling public that can be developed so that the region is ready to receive federal, state, or other grants as they become available. This includes work on a mega-regional effort to address infrastructure that supports inter-regional goods movement and transit.

Alameda CTC supports efforts that expand job opportunities for contracting with local and small businesses in the delivery of transportation projects and programs.

Expand partnerships at the local, regional, state, and federal levels.

- 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.

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Draft 2016 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."

(Alameda CTC will adopt a final legislative platform in December 2016.)

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.
	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 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 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. • Ensure that Bay Area transportation systems are included in and prioritized in state and federal planning and funding processes. • Support rewarding Self-Help Counties that directly fund goods movement infrastructure and programs
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> • Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional transportation problems and support governmental efficiencies and cost savings in transportation. • Support policy development to advance transportation planning, policy, and funding at the county, regional, state, and federal levels. • Partner with community agencies and other partners to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs. • Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.



Memorandum

6.1

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DATE: November 2, 2015

SUBJECT: Draft Countywide Goods Movement Plan

RECOMMENDATION: Approve the Draft Countywide Goods Movement Plan

Summary

Goods movement is critical to a strong economy and a high quality of life in Alameda County. For the past two years Alameda CTC has worked to develop a Countywide Goods Movement Plan that will outline a long-range strategy for how to move goods efficiently, reliably, and sustainably within, to, from and through Alameda County by roads, rail, air and water. This plan development has been supported by robust stakeholder engagement that has sought input throughout the plan development process using a variety of methods. Staff recommends approval of the Draft Countywide Goods Movement Plan. Approval of the draft plan will enable the project team to proceed with a draft plan review period and to bring a final plan for Committee and Commission adoption in February 2016.

Background

Goods movement is critical to a strong economy and a high quality of life in Alameda County. Alameda County is a goods movement hub that enjoys one of the most strategic trade locations in the world and is home to much the Bay Area's manufacturing, transportation, logistics, and warehousing employment and much of the Northern California Megaregion's vital goods movement infrastructure. For the past two years Alameda CTC has worked to develop a Countywide Goods Movement Plan that will outline a long-range strategy for how to move goods efficiently, reliably, and sustainably within, to, from and through Alameda County by roads, rail, air and water. This work has culminated in a Draft Countywide Goods Movement Plan, provided as Attachment A.

The Countywide Goods Movement Plan development has been supported by a robust stakeholder engagement process referred to as the Goods Movement Collaborative. The Collaborative has included a technical team, an executive team, interest group meetings, and roundtables. The Technical Team is comprised of ACTAC and has also featured participation from community, environmental, and public health groups. The Executive Team is comprised of executives from MTC, other CMAs, the Air District, Caltrans, and the Port and has provided strategic guidance throughout the plan development. Interest group outreach has been conducted via in person meetings and surveys in three phases and

groups including, shippers, maritime, trucking, railroads, third party logistics companies, community, environmental, public health, and federal regulatory bodies have provided input. Finally, input has been sought via four roundtables which have convened all different stakeholder groups at key plan milestones.

The Countywide Goods Movement Plan incorporates nearly two years of technical analysis and stakeholder engagement. At prior meetings, the Commission has approved the plan's vision and goals, performance measures, needs assessment, and projects, programs, and policies (referred to as strategies) for evaluation. The draft plan builds on these previous milestones. The plan also incorporates the results of a detailed evaluation of all strategies against the plan's adopted performance measures. The strategy evaluation was reviewed by the Technical Team and by Interest Groups in October, and comments and responses on the Strategy Evaluation are provided as an attachment to the Goods Movement Draft Plan. Finally, the draft plan includes discussion of next steps to move the plan forward including potential funding sources and roles and responsibilities for various agencies and entities.

A key feature of the Countywide Goods Movement Plan is the grouping of high priority projects, programs, and policies into "opportunity packages." Opportunity packages serve to ensure that synergistic strategies are considered together (e.g. expansion in Port rail terminal capacity and improvements in rail access routes) and that strategies that address different goals are considered together (e.g. increased warehousing activity at the Port and zero emission truck demonstration projects). The plan identifies three opportunity packages: Sustainable Global Competitiveness, Smart Deliveries and Operations, and Modernizing Infrastructure.

Staff recommends approval of the Draft Countywide Goods Movement Plan. Following approval, the project team will seek input on the draft plan during the months of December and January, and will return to Committees and Commission for approval of a Final Countywide Goods Movement Plan in February 2016. In addition, the project team will convene a final Goods Movement Roundtable on January 22, 2016 which will highlight advocacy for the priorities and opportunities identified in the plan.

Fiscal Impact: There is no fiscal impact.

Attachments:

A. [Draft Countywide Goods Movement Plan](#)

Staff Contact

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[Matthew Bomberg](#), Assistant Transportation Planner