



## Planning, Policy and Legislation Committee Meeting Agenda Monday, March 11, 2019, 10:30 a.m.

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

### 1. Call to Order/Pledge of Allegiance

### 2. Roll Call

### 3. Public Comment

### 4. Consent Calendar Page/Action

- |  |   |   |
|--|---|---|
| 4.1. <a href="#">Approve February 11, 2019 PPLC Meeting Minutes</a>  | 1 | A |
| 4.2. <a href="#">Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Update</a> | 5 | I |

### 5. Regular Matters

- |  |    |     |
|--|----|-----|
| 5.1. <a href="#">Federal, state, regional, and local legislative activities update</a> | 13 | A/I |
|--|----|-----|

### 6. Committee Member Reports

### 7. Staff Reports

### 8. Adjournment

Next Meeting: Monday, April 8, 2019

#### Notes:

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



## Alameda CTC Schedule of Upcoming Meetings:

### Commission Chair

Supervisor Richard Valle, District 2

### Commission Vice Chair

Mayor Pauline Cutter,  
City of San Leandro

### AC Transit

Board President Elsa Ortiz

### Alameda County

Supervisor Scott Haggerty, District 1  
Supervisor Wilma Chan, District 3  
Supervisor Nate Miley, District 4  
Supervisor Keith Carson, District 5

### BART

Vice President Rebecca Saltzman

### City of Alameda

Mayor Marilyn Ezzy Ashcraft

### City of Albany

Mayor Rochelle Nason

### City of Berkeley

Mayor Jesse Arreguin

### City of Dublin

Mayor David Haubert

### City of Emeryville

Councilmember John Bauters

### City of Fremont

Mayor Lily Mei

### City of Hayward

Mayor Barbara Halliday

### City of Livermore

Mayor John Marchand

### City of Newark

Councilmember Luis Freitas

### City of Oakland

Councilmember At-Large  
Rebecca Kaplan  
Councilmember Shang Thao

### City of Piedmont

Vacant

### City of Pleasanton

Mayor Jerry Thorne

### City of Union City

Mayor Carol Dutra-Vernaci

### Executive Director

Arthur L. Dao

Description	Date	Time
Paratransit Technical Advisory Committee (ParaTAC)	March 12, 2019	9:30 a.m.
Paratransit Advisory and Planning Committee (PAPCO)	March 25, 2019	1:30 p.m.
Alameda CTC Commission Meeting	March 28, 2019	2:00 p.m.
Alameda County Technical Advisory Committee (ACTAC)	April 4, 2019	1:30 p.m.
Finance and Administration Committee (FAC)	April 8, 2019	8:30 a.m.
I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)		9:30 a.m.
I-580 Express Lane Policy Committee (I-580 PC)		10:00 a.m.
Planning, Policy and Legislation Committee (PPLC)		10:30 a.m.
Programs and Projects Committee (PPC)		12:00 p.m.
Bicycle and Pedestrian Community Advisory Committee (BPAC)	May 16, 2019	5:30 p.m.
Joint Paratransit Advisory and Planning Committee (PAPCO) and Paratransit Technical Advisory Committee (ParaTAC)	May 20, 2019	1:30 p.m.
Independent Watchdog Committee (IWC)	July 8, 2019	5:30 p.m.

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



# Planning, Policy and Legislation Committee Meeting Minutes Monday, February 11, 2019, 10:30

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

## 1. Call to Order/Pledge of Allegiance

## 2. Roll Call

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

## 3. Public Comment

There were no public comments.

## 4. Consent Calendar

### 4.1. Approval of the January 14, 2019 PPLC Meeting Minutes

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

*Commissioner Marchand moved to approve the consent calendar. Commissioner Ortiz seconded the motion. The motion passed with the following votes:*

Yes: Arreguin, Bauters, Cutter, Haggerty, Kaplan, Marchand, Marquez, Mei, Ortiz, Valle

No: None

Abstain: None

Absent: Carson

## 5. Regular Matters

### 5.1. Federal, state, regional, and local legislative activities update

Tess Lengyel updated the committee on federal, state, regional and local legislative activities. She provided information on AB 137 and SB 127. On the federal level, she noted that the continuing resolution for the federal government goes until Friday, February 15, 2019. Ms. Lengyel stated that the house submitted its agenda for priority legislation, with HR2 being reserved for infrastructure funding for the surface transportation bill that is scheduled to expire in 2020.

In regards to SB 127, Commissioner Mei requested that Caltrans make investments that improve safety for people walking and bicycling near state highways. Ms. Lengyel noted that there is language in the bill that does improve multi-modal safety language does require coordination with SHOPP funds and local funds

Commissioner Kaplan wanted to know if SB 127 included general maintenance as a mandate in the bill. Tess stated that the bill is focused on safety as a primary goal with performance measures. Art Dao noted that the agency can make sure that Caltrans is aware of the need locally but it is a matter of priority for the State.

Commissioner Haggerty noted that there is no discussion of housing policies in the legislative update and stated it is important that the agency be briefed on housing especially the CASA compact. He then requested that moving forward, the legislative update include information on housing related bills with a focus on legislation that has implications on transportation and transportation funding. Mr. Dao stated that there is no agency staff resource with housing expertise, who can vet these issues.

Commissioner Kaplan requested that the Association Bay Area Governments (ABAG) be the regional entity to administer CASA and request that a recommendation come to the full Commission for approval at its next meeting. Ms. Lengyel stated that the recommendation would be included in the update to the Commission.

Commissioner Valle requested that staff discuss with the Commission at an upcoming meeting, an option to bring on a consultant or full time staff person with expertise in housing. Ms. Lengyel stated that staff would explore options for staffing resources.

Commissioner Arreguin requested that an update on CASA related legislation come back to the Committee between the next two committee meetings. Ms. Lengyel stated that staff is monitoring legislation and will continue to bring updated information to the Commission.

Commissioner Bauters stated that there needs to be a balance between housing and transportation nexus. He suggested that he sit down with staff to review specific legislation that has an effect on transportation.

*Commissioner Kaplan moved to approve this item with the above requests. Commissioner Haggerty seconded the motion. The motion passed with the following votes:*

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

**5.2. Approve Measure BB Freight and Economic Development Program (TEP-41) funds, authorize release of Request for Proposals (RFP) for Professional Services for Preliminary Engineering and Environmental and Design phases of the Rail Safety Enhancement Program, and authorize negotiations with top ranked firms**

Carolyn Clevenger recommended that the Commission Allocate \$5,500,000 of Measure BB Freight and Economic Development Program (TEP-41) funds for the Preliminary Engineering and Environmental and Design phases; and approve release

of Request for Proposals (RFP) for professional services for Environmental, PA&ED and Design phases of the Rail Safety Enhancement Program and authorize the Executive Director to negotiate with the top ranked firms. Ms. Clevenger noted that the recommendation builds upon the grade crossing prioritization framework approved by the Commission at its March 2018 meeting and Alameda CTC staff would work closely with local jurisdictions to manage and deliver a multi-jurisdictional program of near-term improvements.

Commissioner Haggerty requested an overlay of where the railroads and schools cross. Ms. Clevenger stated that the information could be made available in future presentations.

*Commissioner Haggerty moved to approve this item. Commissioner Mei seconded the motion. The motion passed with the following votes:*

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

#### **6. Committee Member Reports**

Commissioner Arreguin made comments on ABAG's discussions for the CASA compact and Commissioner Carson noted that transportation decisions that are made on a local level can have regional implications as it relates to housing and employment.

#### **7. Staff Reports**

Ms. Lengyel noted that the Metropolitan Transportation Commission recommended approval of funding amount for Active transportation program for the Safe Routes to School expansion. She also noted that a project briefing for the San Pablo Project was held before the January Commission meeting and the next briefing is for the East 14<sup>th</sup>/Mission Blvd project and will be held before the February Commission meeting.

#### **8. Adjournment/ Next Meeting**

The next meeting is:

Date/Time: March 11, 2019 at 10:30 a.m.

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

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# Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** March 4, 2019

**TO:** Planning, Policy and Legislation Committee

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

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

## Recommendation

This item is to provide the Commission with an update on the summary of Alameda CTC's review and comments on Environmental Documents and General Plan Amendments. This item is for information only.

## Summary

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

Since the last update on February 11, 2018, the Alameda CTC reviewed one NOP and one Draft EIR. Responses were submitted and are included as Attachments A and B.

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

## Attachments:

- A. Response to the Notice of Preparation (NOP) of a Draft Environmental Impact Report for the Downtown Oakland Specific Plan
- B. Response to the Notice of Availability of a Draft Environmental Impact Report for the Downtown Hayward Specific Plan

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February 8, 2019

Alicia Parker  
Bureau of Planning  
City of Oakland  
250 Frank H. Ogawa, Suite 3315  
Oakland, CA 94612

**SUBJECT:** Response to the Notice of Preparation (NOP) of a Draft Environmental Impact Report for the Downtown Oakland Specific Plan

Dear Ms. Parker,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) for the Downtown Oakland Specific Plan. The project site is located in the north central portion of Oakland. The site is approximately 850 acres in Downtown Oakland, bordered by 27<sup>th</sup> Street to the North; I-980, Brush and Market Street the West; the Jack London estuary waterfront and Embarcadero West to the South; and Lake Merritt and Channel to the East. The site is a cultural, business, government and entertainment hub of the East Bay and includes several historic properties and districts. The Downtown Oakland Specific Plan will provide a roadmap for how the area develops over the next 20-25 years through policy guidance on land use, transportation, housing, economic development, public spaces, cultural arts, and social equity. The Plan aims to ensure that Downtown Oakland remains a place of continuing growth and revitalization, as well as a valuable resource for the larger Oakland community through increased employment, housing, arts, and cultural opportunities.

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

Basis for Congestion Management Program (CMP) Review

- It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, therefore the CMP Land Use Analysis Program requires the City to conduct a transportation impact analysis of the project. For information on the CMP, please visit: <https://www.alamedactc.org/planning/congestion-management-program/>.

Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP requires local jurisdictions to conduct travel model runs themselves or through a consultant. The City of Oakland and the Alameda CTC signed a Countywide Model Agreement on May 28, 2008. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request. The most current version of the Alameda

CTC Countywide Travel Demand Model was updated in June 2018 to be consistent with the assumptions of Plan Bay Area 2040.

### Impacts

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway network.
  - MTS roadway facilities in the project area include:
    - In Oakland: I-980, I-880, Broadway, Harrison Street, Grand Avenue, 12<sup>th</sup> Street, 8<sup>th</sup> Street, 7<sup>th</sup> Street, Brush Street, Telegraph Avenue, San Pablo Avenue, and the Webster and Posey Tubes
    - In Alameda: Webster Street and Constitution Way
  - For the purposes of CMP Land Use Analysis, the Highway Capacity Manual 2010 freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts.
  - The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see Chapter 6 of the 2017 CMP for more information).
- The DEIR should address potential impacts of the project on Metropolitan Transportation System (MTS) transit operators.
  - MTS transit operators potentially affected by the project include: AC Transit, BART, Capitol Corridor, and Amtrak
  - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix J of the 2017 CMP document for more details.
- The DEIR should address potential impacts of the project to cyclists on the Countywide Bicycle Network.
  - Countywide bicycle facilities in the project area include:
    - Planned extension of the East Bay Greenway and Bay Trail
  - Impacts to consider on conditions for cyclists include effects of vehicle traffic on cyclist safety and performance, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2017 CMP document for more details.
- The DEIR should address potential impacts of the project to pedestrians in Pedestrian Plan Areas of Countywide Significance as defined by the Countywide Pedestrian Plan.
  - The Project overlaps with an Area of Countywide Pedestrian Significance:
    - The site is located within a ½ mile of a transit corridor
    - Proximity to the Oakland Central Business District
  - Impacts to consider on conditions for pedestrians include effects of vehicle traffic on pedestrian access and safety, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2017 CMP document for more details.
- The DEIR should consider safety issues specific to active freight and passenger rail infrastructure located in the project area

### Mitigation Measures

- Alameda CTC's policy regarding mitigation measures is that to be considered adequate they must be:
  - Adequate to sustain CMP roadway and transit service standards;
  - Fully funded; and
  - Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the Federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.
- The DEIR should discuss the adequacy of proposed mitigation measure according to the criteria above. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The DEIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.
- Jurisdictions are encouraged to discuss multimodal tradeoffs associated with mitigation measures that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify impacts to automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.
- The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Alameda CTC CMP Menu of TDM Measures and TDM Checklist may be useful during the review of the development proposal and analysis of TDM mitigation measures (See Appendices F and G of the 2017 CMP).
- Alameda CTC is in the Project Approval/Environmental Document phase of the Oakland Alameda Access Project. This project is within the Proposed Project area. The purpose of the Oakland Alameda Access Project includes: to improve mobility and reduce traffic congestion for travelers between Interstate 880, the City of Alameda and downtown Oakland neighborhoods; reduce freeway-bound regional traffic on local roadways and within the area neighborhoods; reduce conflicts between regional and local traffic; and improve connectivity for bicycle and pedestrian traffic within the project location. As such, please accept the following comments to the NOP.
  - Please continue to involve Alameda CTC in the development of the Proposed Project. Alameda CTC would appreciate the opportunity to provide input into the visions of the Proposed Project prior to the Lead Agency's approval.
  - Consider traffic to and from the City of Alameda through the Webster and Posey Tubes to and from Downtown Oakland in the Transportation/Traffic section of the Proposed Project Draft EIR.
  - Include the Oakland Alameda Access Project in your cumulative analysis.

Thank you for the opportunity to comment on this NOP. Please contact me at (510) 208-7426 or Chris G. Marks, Associate Transportation Planner at (510) 208-7453, or Susan Chang, Alameda CTC Project Manager at [schang@alamedactc.org](mailto:schang@alamedactc.org), if you have any questions.

Sincerely,



*for* Saravana Suthanthira  
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner



February 20, 2019

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

**SUBJECT:** Response to the Notice of Availability of a Draft Environmental Impact Report for the Downtown Hayward Specific Plan

Dear Mr. Golubics,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Downtown Hayward Specific Plan. The plan covers 320 acres at the north end of Hayward and encompasses the Downtown area. The proposed project would establish a planning framework and facilitate future development of new housing and retail; the maximum potential buildout of the plan is 3,427 new residential units and 1,900,000 square feet of non-residential development (either commercial retail or office). The plan also facilitates linkages to other neighborhoods and destinations throughout the city, and aims to enhance the overall character and accessibility of Downtown Hayward.

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

- On page 4.13-18, the DEIR states that CMP and MTS roadway segments were analyzed using Alameda CTC's CMP protocol. However, no related information is included in the DEIR. Please clarify what this means and include the list of specific segments analyzed and the results of the analysis.
- Page 4.13-6 of the DEIR states that the Alameda CTC Travel Demand Model was used to evaluate cumulative impacts. However, the DEIR does not state the details of the model assumptions and how the model was modified for a cumulative-with-Specific Plan Conditions scenario.
- Under Impact TRANS-1, page 4.13-28 of the DEIR states that at full buildout the specific plan will generate 46,500 new daily trips (cumulative plus specific plan scenario). The DEIR should also include a breakdown of how many of these occur during the PM-peak hour and on the Metropolitan Transportation System roads, identified in Alameda CTC's response to the Notice of Preparation of an EIR for this project, dated March 26, 2018.

- The DEIR states that impacts to transit as a result of additional congestion at intersections are significant and unavoidable because potential mitigation measures are infeasible. The DEIR should also include details on the mitigation measures that were considered to mitigate impacts to transit service and why those measures were considered infeasible.
- The DEIR does not include details regarding an analysis of impacts of the Specific Plan on bicycle and pedestrian movement. Please include this information in the DEIR.

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

Sincerely,

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

Saravana Suthanthira  
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner





# Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** March 4, 2019

**TO:** Planning, Policy and Legislation Committee

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

**SUBJECT:** Federal, state, regional, and local legislative activities update

## Recommendation

This item is to provide the Commission with an update on federal, state, regional, and local legislative activities.

## Summary

Each year, Alameda CTC adopts a legislative program to provide direction for its legislative and policy activities for the year. 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, D.C.

The 2019 Alameda CTC Legislative Program is divided into six sections for Transportation Funding, Project Delivery and Operations, Multimodal Transportation, Land Use and Safety, Climate Change and Technology, Goods Movement, Partnerships. Partnership throughout the Bay Area and California on legislation and policy issues will be key to the success of the 2019 Legislative Program

## Background

The Commission approved the 2019 Legislative Program in December 2018 (Attachment A). The purpose of the legislative program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy.

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 and policy updates. The following are updates that include information from Alameda CTC state and federal lobbyists, Platinum Advisor and CJ Lake, respectively.

## State Update

February 22, 2019, marked the deadline for introduction of bills in this legislative session. Over 2,700 bills have been introduced thus far. Many of the bills are considered “spot bills” which means they do not contain substantive changes to current law. It is anticipated that next month there will be a significant amount of new language introduced as the bills are amended to address a specific intent.

Regarding transportation, staff is evaluating over 80 bills and there are over 300 bills introduced related to housing, some of which also have transportation and/or infrastructure related intent. These bills range widely and staff will bring recommendations on bills as the session proceeds.

**Legislation:** The Commission has directed staff to work with the PPLC Chair to address bills related to housing and for staff to provide updates on CASA-related legislation. With over 300 housing bills introduced by the February 22 deadline, staff is reviewing and will be bringing forward more information on housing-related bills in the coming months. Regarding the CASA-related information, Attachment B includes a summary of bills that was presented to the Joint MTC-ABAG Legislative Committee in March. Staff will provide an update on any additional bills at the Commission meeting.

Regarding transportation, Alameda CTC recommends positions on several bills below:

- AB 252 NEPA Delegation (Daly): This bill would remove the sunset date for delegation to Caltrans the National Environmental Policy Act (NEPA) review in California. Current law allows NEPA delegation through January 1, 2020 and this bill would extend that authority indefinitely, allowing continuation of this more streamlined environmental review process for projects that must go through federal environmental reviews pursuant to NEPA. Alameda CTC's adopted legislative platform supports project delivery streamlining. This bill is sponsored by the Self-Help Counties Coalition and has been supported by MTC. Staff recommends a support position on this bill.
- SB 137 State and Federal Fund Swap (Dodd): This bill would allow any city or county to swap federal transportation funds for state funds. The current exchange program is limited to regional transportation planning agencies with a population below 200,000. This measure is sponsored by CSAC, and it is aimed at streamlining project delivery by removing the federal review process associated with using federal funds. With the additional SB 1 funds in state accounts, the resources should be sufficient to allow interested cities and counties to exchange federal funds for state dollars, thus eliminating the need to complete both NEPA and CEQA reviews. Alameda CTC's adopted



legislative program supports protecting transportation funding and efficiencies in project delivery. Staff recommends a support position.

- ACA 1 Voter Approval Requirements for Local Tax and Bond Measures  
(Aguilar-Currys: This bill would lower the voter threshold for local special taxes and bonds to fund affordable housing and public infrastructure projects from two-thirds to 55 percent, which is a level currently required to pass certain school bonds. Alameda CTC's adopted legislative platform supports efforts to lower the two-thirds voter threshold for voter-approved transportation measures. Staff recommends a support position.

## **Federal Update**

Congress reached a spending deal and the president signed bills by the February 15 deadline to fund the government for the remainder of FY19. The spending package contained appropriations bills for Agriculture-FDA, Interior-Environment, Transportation-Housing and Urban Development, State-Foreign Operations, Financial Services, Commerce-Justice-Science and Homeland Security.

**Federal Surface Transportation Reauthorization:** The Fixing America's Surface Transportation (FAST) Act funds the nation's federal surface transportation program. The FAST Act bill was signed by President Barack Obama on December 4, 2015. The \$305 billion, five-year bill was funded without increasing transportation user fees. The bill will expire in 2020.

The federal gas tax was last raised in 1993 and it is anticipated that action on development of a new transportation/infrastructure bill could take place this year and would include a particular focus on how to address funding the nation's transportation system.

During the last week of February, a series of hearings were conducted in different committees on the need to address transportation and infrastructure. These hearings are initiating discussions on the need for infrastructure investments and methods to pay for it. It is anticipated that a bill could be introduced later this year to address the federal surface transportation needs. Staff will provide updates as activities on transportation reauthorization efforts continue to evolve.

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

## **Attachments:**

- A. Alameda CTC 2019 Legislative Program
- B. MTC/ABAG March Summary of CASA Legislation

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## 2019 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](http://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"> <li>• Oppose efforts to repeal transportation revenues streams enacted through SB1.</li> <li>• Support efforts that protect against transportation funding diversions.</li> <li>• Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures.</li> <li>• Support the implementation of more stable and equitable long-term funding sources for transportation.</li> <li>• Ensure fair share of sales tax allocations from new laws and regulations</li> <li>• Seek, acquire, accept and implement grants to advance project and program delivery.</li> </ul>
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs, including funding to expand the Affordable Student Transit Pass program.</li> <li>• Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.</li> <li>• Support efforts that streamline financing and delivery of transportation projects and programs.</li> <li>• Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.</li> <li>• Support statewide principles for federal surface transportation reauthorization and/or infrastructure bills that expand funding and delivery opportunities for Alameda County</li> </ul>
Project Delivery and Operations	Advance innovative project delivery	<ul style="list-style-type: none"> <li>• Support environmental streamlining and expedited project delivery, including contracting flexibility and innovative project delivery methods.</li> <li>• Support high-occupancy vehicle (HOV)/express lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation.</li> <li>• Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.</li> </ul>
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> <li>• Support efforts that reduce project and program implementation costs.</li> <li>• Support funding and policies to implement transportation projects that create jobs and economic growth, including for apprenticeships and workforces training programs.</li> </ul>
	Protect the efficiency of managed lanes	<ul style="list-style-type: none"> <li>• Support HOV/managed lane policies that protect toll operators' management of lane operations and performance, toll rate setting and toll revenue reinvestments, deployment of new technologies and improved enforcement.</li> <li>• Support legislation that clarifies and enables effective toll processing, resolution of unpaid tolls, and interoperability.</li> <li>• Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.</li> </ul>
	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> <li>• Support legislation that increases flexibility and reduces barriers for infrastructure improvements that link transportation, housing, and jobs.</li> </ul>

Issue	Priority	Strategy Concepts
Multimodal Transportation, Land Use and Safety		<ul style="list-style-type: none"> <li>Support local flexibility and decision-making regarding land-uses for transit oriented development (TOD) and priority development areas (PDAs).</li> <li>Support funding opportunities for TOD and PDA implementation, including transportation corridor investments that link PDAs.</li> </ul>
	Expand multimodal systems, shared mobility and safety	<ul style="list-style-type: none"> <li>Support policies that provide increased flexibility for transportation service delivery through programs that address the needs of commuters, youth, seniors, people with disabilities and low-incomes, and do not create unfunded mandates.</li> <li>Support policies that enable shared mobility innovations while protecting the public interest, including allowing shared data (such as data from transportation network companies and app based carpooling companies) that could be used for transportation and land use planning and operational purposes.</li> <li>Support investments in active transportation, including for improved safety and Vision Zero strategies.</li> <li>Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education.</li> <li>Support parity in pre-tax fringe benefits for public transit, carpooling, and vanpooling and other modes with parking.</li> <li>Support legislation to modernize the Congestion Management Program, supporting the linkage between transportation, housing, and multi-modal performance monitoring</li> </ul>
Climate Change and Technology	Support climate change legislation and technologies to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> <li>Support funding for infrastructure, operations, and programs to relieve congestion, improve air quality, reduce emissions, expand resiliency and support economic development, including transitioning to zero emissions transit fleets.</li> <li>Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions.</li> <li>Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.</li> <li>Support legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County, including data sharing that will enable long-term planning.</li> <li>Support the expansion of zero emissions vehicle charging stations.</li> <li>Support efforts that ensure Alameda County jurisdictions are eligible for state funding related to the definition of disadvantaged communities used in state screening tools.</li> </ul>
Goods Movement	Expand goods movement funding and policy development	<ul style="list-style-type: none"> <li>Support a multimodal goods movement system and efforts that enhance the economy, local communities, and the environment.</li> <li>Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy.</li> <li>Support legislation and efforts that improve the efficiency and connectivity of the goods movement system, including passenger rail connectivity.</li> <li>Ensure that Alameda County goods movement needs are included in and prioritized in regional, state and federal goods movement planning and funding processes.</li> <li>Support rewarding Self-Help Counties that directly fund goods movement infrastructure and programs.</li> <li>Leverage local funds to the maximum extent possible to implement goods movement investments in Alameda County through grants and partnerships.</li> </ul>
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> <li>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.</li> <li>Partner with community and national organizations and other partners to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs.</li> <li>Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.</li> </ul>

## CASA-Related Bill Matrix

Attachment B  
Agenda Item 6a

CASA Compact Item	Related Bill(s)	Summary
1. Just Cause Eviction	AB 1481 (Bonta)	Spot bill
2. Rent Cap		Not yet in print; discussions ongoing with authors
3. Rent Assistance & Legal Counsel	SB 18 (Skinner)	Substantive; statewide
4. Accessory Dwelling Units (ADUs)	AB 68 (Ting)	Substantive; statewide
	AB 69 (Ting)	Substantive; statewide
5. Minimum Zoning Near Transit	SB 50 (Wiener)	Substantive; statewide
6. Good Government	AB 1483 (Grayson)	Housing data reporting/fees and pipeline; statewide
	AB 1484 (Grayson)	Impact fee methodology; statewide
	SB 330 (Skinner)	Restrictions on downzoning and building moratoria. Contains significant non-CASA items; statewide
7. Streamlining	AB 1485 (Wicks)	Spot bill
	AB 1706 (Quirk)	Spot bill
8. Public Lands	AB 1486 (Ting)	Substantive; statewide
9. Funding		Not yet in print; discussions ongoing with authors
10. Regional Housing Enterprise		Not yet in print; discussions ongoing with authors

Note: "Spot bill" denotes a bill that is a placeholder

Inclusion of a bill on this matrix does not necessarily mean the bill is consistent with the CASA Compact or supported by the CASA Co-Chairs.

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