



## Planning, Policy and Legislation Committee Meeting Agenda Monday, February 14, 2022, 11:30 a.m.

Pursuant to AB 361 and the findings made by the Commission governing its meetings and the meetings of its Committees in light of the current statewide State of Emergency, the Commission and its Committees will not be convening at Alameda CTC’s Commission Room but will instead convene remote meetings.

Members of the public wishing to submit a public comment may do so by emailing the Clerk of the Commission at [vlee@alamedactc.org](mailto:vlee@alamedactc.org). Public comments received by 5:00 p.m. the day before the scheduled meeting will be distributed to Commissioners or Committee members before the meeting and posted on Alameda CTC’s website; comments submitted after that time will be distributed to Commissioners or Committee members and posted as soon as possible. Submitted comments will be read aloud to the Commission or Committee and those listening telephonically or electronically; if the comments are more than three minutes in length the comments will be summarized. Members of the public may also make comments during the meeting by using Zoom’s “Raise Hand” feature on their phone, tablet or other device during the relevant agenda item, and waiting to be recognized by the Chair. If calling into the meeting from a telephone, you can use “Star (\*) 9” to raise/ lower your hand. Comments will generally be limited to three minutes in length, or as specified by the Chair.

Committee Chair:	Elsa Ortiz, AC Transit	Executive Director:	Tess Lengyel
Vice Chair:	Barbara Halliday, City of Hayward	Staff Liaison:	<a href="#">Carolyn Clevenger</a>
Members:	Dave Brown, Keith Carson, Pauline Cutter, Marilyn Ezzy Ashcraft, Melissa Hernandez, Rebecca Kaplan, Rochelle Nason, Rigel Robinson	Clerk of the Commission:	<a href="#">Vanessa Lee</a>
Ex-Officio:	John Bauters, Elsa Ortiz		

### Location Information:

Virtual Meeting Information: <https://us06web.zoom.us/j/86507747079?pwd=KzFscnQ3aGcrL2p0ZjNKN0VoaEdlZz09>  
**Webinar ID:** 865 0774 7079  
**Password:** 129614

For Public Access  
Dial-in Information: **(669) 900-6833**  
**Webinar ID:** 865 0774 7079  
**Password:** 129614

To request accommodation or assistance to participate in this meeting, please contact Vanessa Lee, the Clerk of the Commission, at least 48 hours prior to the meeting date at: [vlee@alamedactc.org](mailto:vlee@alamedactc.org)

## 1. Call to Order

<b>2. Roll Call</b>	
<b>3. Public Comment</b>	
<b>4. Consent Calendar</b>	<b>Page/Action</b>
4.1. <a href="#">Approve January 10, 2022 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</a>	3 I
<b>5. Regular Matters</b>	
5.1. <a href="#">Federal, state, regional, and local legislative activities update</a>	9 I/A
<b>6. Committee Member Reports</b>	
<b>7. Staff Reports</b>	
<b>8. Adjournment</b>	

Next Meeting: Monday, March 14, 2022

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, or at the discretion of the chair), submit a speaker card to the clerk, or follow remote instructions listed in the agenda preamble.
- 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.
- 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 February through March 2022

**Commission Chair**  
Mayor John J. Bauters  
City of Emeryville

**Commission Vice Chair**  
Board President Elsa Ortiz  
AC Transit

**Alameda County**  
Supervisor David Haubert, District 1  
Supervisor Richard Valle, District 2  
Supervisor David Brown, District 3  
Supervisor Nate Miley, District 4  
Supervisor Keith Carson, District 5

**BART**  
President Rebecca Saltzman

**City of Alameda**  
Mayor Marilyn Ezzy Ashcraft

**City of Albany**  
Councilmember Rochelle Nason

**City of Berkeley**  
Councilmember Rigel Robinson

**City of Dublin**  
Mayor Melissa Hernandez

**City of Fremont**  
Mayor Lily Mei

**City of Hayward**  
Mayor Barbara Halliday

**City of Livermore**  
Mayor Bob Woerner

**City of Newark**  
Councilmember Luis Freitas

**City of Oakland**  
Councilmember At-Large  
Rebecca Kaplan  
Councilmember Sheng Thao

**City of Piedmont**  
Mayor Teddy Gray King

**City of Pleasanton**  
Mayor Karla Brown

**City of San Leandro**  
Mayor Pauline Russo Cutter

**City of Union City**  
Mayor Carol Dutra-Vernaci

**Executive Director**  
Tess Lengyel

### Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	February 24, 2022 March 24, 2022
9:30 a.m.	Finance and Administration (FAC)	March 14, 2022
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
9:30 a.m.	Alameda CTC Commission Retreat	March 30, 2022

### Advisory Committee Meetings

5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	February 17, 2022
1:30 p.m.	Joint Paratransit Advisory and Planning Committee (PAPCO) and Paratransit Technical Advisory Committee (ParaTAC)	February 28, 2022
9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	March 8, 2022
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	March 10, 2022
5:30 p.m.	Independent Watchdog Committee (IWC)	March 14, 2022

Pursuant to AB 361 and the findings made by the Commission governing its meetings and the meetings of its Committees in light of the current statewide State of Emergency, the Commission and its Committees will not be convening at Alameda CTC's Commission Room but will instead convene remote meetings.

Meeting materials, directions and parking information are all available on the [Alameda CTC website](http://www.AlamedaCTC.org). Meetings subject to change.

*This page intentionally left blank*



**1. Call to Order**

**2. Roll Call**

A roll call was conducted. All members were present with the exception of Commissioners Droste, Ezzy Ashcraft, and Halliday.

Commissioner Cox was present as the alternate for Commissioner Brown.

**Subsequent to the roll call:**

Commissioner Halliday arrived during item 4.

Commissioner Ezzy Ashcraft arrived during item 5.1.

**3. Public Comment**

There were no public comments.

**4. Consent Calendar**

**4.1. Approve November 8, 2021, 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**

*Commissioner Carson moved to approve the consent calendar. Commissioner Nason seconded the motion. The motion passed with the following roll call votes:*

Yes: *Bauters, Cox, Cutter, Halliday, Hernandez, Kaplan, Nason, Ortiz*

No: *None*

Abstain: *None*

Absent: *Droste, Ezzy Ashcraft*

**5. Regular Matters**

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

Maisha Everhart provided the update, which included discussion of Assembly Bill 550, which the Commission had previously taken a support position on. Ms. Everhart also provided an update on the status of the federal Bipartisan Infrastructure Law. This was an informational item only.

**5.2. Approve the 2021 Priority Development Area Investment & Growth Strategy**

Shannon McCarthy presented this item, and recommended that the Commission approve the 2021 Priority Development Area Investment & Growth Strategy (PDA IGS), which provides information on planned transportation projects in Priority Development Areas in Alameda County and documents housing data, for submittal

to the Metropolitan Transportation Commission (MTC) by their deadline of January 30, 2022. The 2021 PDA IGS is a reporting requirement for MTC's One Bay Area Grant Program.

*Commissioner Kaplan moved to approve the item. Commissioner Halliday seconded the motion. The motion passed with the following roll call vote:*

Yes: Bauters, Carson, Cox, Cutter, Ezzy Ashcraft, Halliday, Hernandez,  
Kaplan, Nason, Ortiz  
No: None  
Abstain: None  
Absent: Droste

**5.3. Approve I-580 Transit and Multimodal Strategy Contract Award and Execution**

Kristen Villanueva recommended that the Commission approve and authorize the Executive Director to execute Professional Services Agreement A22-0057 with Fehr & Peers for a not-to-exceed amount of \$1,250,000 to provide services for the I-580 Transit and Multimodal Strategy.

*Commission Nason moved to approve the item. Commissioner Carson seconded the motion. The motion passed with the following roll call votes:*

Yes: Bauters, Carson, Cox, Cutter, Ezzy Ashcraft, Halliday, Hernandez,  
Kaplan, Nason, Ortiz  
No: None  
Abstain: None  
Absent: Droste

**6. Committee Member Reports**

**7. Staff Reports**

Tess Lengyel congratulated AC Transit on its award as "Employer of the Year" by the Women's Transportation Seminar.

**8. Adjournment/ Next Meeting**

The next meeting is: February 14, 2022, at 11:30 a.m.



# Memorandum

4.2

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

**DATE:** February 7, 2022

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

**FROM:** Shannon McCarthy, Associate 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 a 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. 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 the potential impact of proposed land development on the regional transportation system.

Alameda CTC submitted comments on one NOP since the last update on January 3, 2022, included as Attachment A.

**Fiscal Impact:** There is no fiscal impact. This is an information item only.

## Attachment:

- A. Response to the NOP of a Draft EIR for the Mowry Village Project

*This page intentionally left blank*





January 3, 2022

Art Interiano  
City of Newark  
37101 Newark Blvd.  
Newark, CA, 94560

**SUBJECT: Response to the Notice of Preparation (NOP) of a Draft Environmental Impact Report for the Mowry Village Project**

Dear Art Interiano,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) for the Mowry Village Project. The project site is located within the City of Newark on a 29-acre parcel, currently developed as an auto parts and scrap salvage lot.

The proposed project would demolish the existing structures, remediate the site, and construct 203 single-family, detached, 2-story homes. The proposed project would also widen Mowry Ave south of the Union Pacific Railroad Tracks from 49.5 feet to 54 feet to accommodate two 12-foot general purpose lanes in each direction, a median, and turn pockets as well as a six-foot bike lane with a three-foot buffer, a five-foot parking strip and five-foot sidewalks.

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, and 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 Newark and the Alameda CTC signed a Countywide Model Agreement on April 1, 2009. 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 May 2019 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: I-880, SR-84 and Mowry Ave.
  - 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.
- 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
  - 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.
- The DEIR should address potential impacts of the project to people biking and walking in and near the project area, especially nearby roads included in the Countywide High-injury Network and major barriers identified in the Countywide Active Transportation Plan.
  - 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.

## Mitigation Measures

- Alameda CTC's policy regarding mitigation measures is that to be considered adequate they must:
  - Adequately sustain CMP roadway and transit service standards;
  - Be fully funded; and
  - Be 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 use, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered.

Thank you for the opportunity to comment on this NOP. Please contact me at (510) 208 7484 or Chris G. Marks, Associate Transportation Planner at (510) 208-7453, if you have any questions.

Sincerely,

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

Cathleen Sullivan  
Director of Planning

cc: Chris G. Marks, Associate Transportation Planner  
Shannon McCarthy, Associate Transportation Planner

*This page intentionally left blank*



# Memorandum

5.1

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

**DATE:** February 7, 2022

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

**FROM:** Carolyn Clevenger, Deputy Executive Director of Planning and Policy  
Maisha Everhart, Director of Government Affairs and Communications

**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.

### Background

The Commission approved the 2022 Legislative Program in December 2021. 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. Attachment A is the Alameda CTC 2022 adopted Legislative Program.

### Federal Update

The \$1.2 trillion Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act (IIJA) was signed by President Biden on November 15, 2021. The law reauthorizes federal surface transportation and water infrastructure programs. It also provides \$550 billion worth of new, additional spending for transportation, resiliency, energy, environment, broadband, and water investments over five years (FY 2022-2026). The law requires many programs to be established within 180 days, which will be May 14, 2022.

The \$1.75 trillion Build Back Better Act is still pending consideration in the Senate.

Congress passed a Continuing Resolution to fund the government through February 18, 2022, as discussions continue regarding Fiscal Year 2022 Appropriations and Budget.

## **State Update**

The 2022 legislative session is the second year of a two-year session. Two-year bills must be out of their house of origin by January 31, 2022. New bills must be introduced by February 18, 2022.

Staff will continue to track existing legislation and monitor bills as they are introduced.

The Governor's budget proposal was released on January 10th. The budget proposes investing \$9.1 billion in transportation programs, and includes significant focus on climate programs, transit, equity, and active transportation.

Staff and our state advocate will continue to monitor the Governor's budget proposal as it is heard in the Assembly and Senate.

**Fiscal Impact:** There is no fiscal impact.

### **Attachment:**

- A. Alameda CTC 2022 Legislative Program

2022 Legislative Program

The legislative program herein supports Alameda CTC's goals adopted for the 2020 Countywide Transportation Plan for a transportation system that is:

- *Accessible, Affordable and Equitable – Improve and expand connected multimodal choices that are available for people of all abilities, affordable to all income levels.*
- *Safe, Healthy and Sustainable – Create safe facilities to walk, bike and access public transportation to promote healthy outcomes and support strategies that reduce adverse impacts of pollutants and greenhouse gas emissions by reducing reliance on single-occupant vehicles.*
- *High Quality and Modern Infrastructure – Upgrade infrastructure such that the system is of a high quality, is well-maintained, resilient and maximizes the benefits of new technologies for the public.*
- *Economic Vitality – Support the growth of Alameda County’s economy and vibrancy of local communities through an integrated, reliable, efficient, cost-effective and high-capacity transportation system.”*

The Alameda County Transportation Commission will develop strategic partnerships and support efforts that encourage regional and mega-regional cooperation to increase transportation funding and support policies that advance this legislative program.

<b>Core Legislative Priorities</b>
<b>Transportation Funding:</b> Advocate for increased transportation funding to support projects, programs, and operations and seek to leverage local funds to the maximum extent possible to implement transportation improvements in Alameda County through grants and partnerships with regional, state and federal agencies.
<b>Equity:</b> Advocate for resources, legislation, and initiatives that provide accessible, affordable and equitable transportation opportunities and elevate the needs of equity priority communities. Prioritizing and advancing equity will be considered throughout each policy area of this legislative program.
<b>Safety:</b> Advocate for resources and legislation that enable Alameda CTC to deliver safe, multimodal infrastructure that prioritizes the safety of all users and advances Vision Zero policies and strategies.
<b>Sustainability:</b> Support legislation, strategies and investments that reduce greenhouse gas (GHG) emissions to create sustainable and healthy communities and increase the resiliency of our transportation system and communities, especially for historically impacted equity communities; support investments and funding for alternative fuels and technology to reduce GHG emissions and pollution.
<b>Effective Project Delivery and Operations:</b> Support policies that facilitate efficient and expedited project development and delivery processes, effective operations of the transportation system including Express Lane and HOV operations, and support innovative project delivery.

**Transportation Funding:** Advocate for increased transportation funding to support projects, programs, and operations and seek to leverage local funds to the maximum extent possible to implement transportation improvements in Alameda County through grants and partnerships with regional, state and federal agencies.

- Seek, acquire, accept and implement grants to advance project and program delivery.
- Support efforts to increase transportation funding and advance priority projects and programs in Alameda County.
- Support efforts that protect against transportation funding diversions.
- Ensure fair share of sales tax allocations from new laws and regulations.
- Protect and enhance voter-approved funding. Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures.
- Support rewarding Self-Help Counties and states that provide significant transportation funding.
- Support efforts to increase funding and advance policies that support transit, paratransit, and multimodal transportation.
- Support efforts to increase funding to advance safety and active transportation.
- Support policies and funding that enhance Bay Area goods movement and passenger rail funding, delivery and advocacy that enhance the economy, local communities, and the environment.
- Support policies and programs that improve transportation services and infrastructure and do not create unfunded mandates.

**Equity:** Advocate for resources, legislation, and initiatives that provide accessible, affordable and equitable transportation and elevate the needs of equity priority communities and youth, seniors, disabled, low income and communities of color.

- Providing accessible, affordable and equitable transportation resources will be considered throughout each policy area of this legislative program.
- Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education.
- Support means-based fare programs while being fiscally responsible.
- Support projects and programs that reduce emissions with a particular emphasis on communities historically disproportionately burdened by pollution from the transportation sector.
- Expanding economic opportunities for small and local businesses by leveraging our procurement, contracting and hiring processes and supporting those historically disenfranchised such as women and minority owned businesses.

**Safety:** Advocate for resources and legislation that enable Alameda CTC to deliver safe, multimodal infrastructure that prioritizes the safety of all users and advances Vision Zero policies and strategies.

- Expand multimodal options, shared mobility and innovative technology.



- Support investments in active transportation, including for improved safety and advance Vision Zero strategies to reduce speeds and protect communities.
- Support allowing cities the discretion to use more effective methods of speed enforcement within their jurisdictions.
- Support policies that advance safety for all users of the transportation system.
- Support advocacy of cooperation and partnership with railroads to advance projects, with a particular interest in rail safety projects.

**Sustainability:** Support legislation, strategies and investments that reduce greenhouse gas (GHG) emissions to create sustainable and healthy communities and increase the resiliency of our transportation system and communities, especially for historically impacted equity communities; support investments and funding for alternative fuels and technology to reduce GHG emissions and pollution.

- Support funding for infrastructure, operations, and programs to relieve congestion, improve air quality, reduce emissions, expand resiliency and support economic development, including to support transitioning to a zero-emission transportation system.
- Support emerging technologies such as alternative fuels and technology to reduce GHG emissions.
- Support legislation to modernize the Congestion Management Program, supporting the linkage between transportation, housing, and multi-modal performance monitoring.
- Support efforts to increase transit priority throughout the transportation system, such as on freeway corridors and bridges.
- Support efforts to address sea level rise adaptation including planning, funding and implementation support.
- Support legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County, including data sharing that will enable long-term planning.
- Support legislation that increases flexibility and reduces barriers for infrastructure improvements that support the linkage between transportation, housing and jobs and leverage opportunities for TOD and PDA implementation, including transportation corridor investments that link PDAs.

**Effective Project Delivery and Operations:** Support policies that facilitate efficient and expedited project development and delivery processes, effective operations of the transportation system including Express Lane and HOV operations, and support innovative project delivery.

- Advance innovative and cost-effective project delivery.
- Support environmental streamlining, efforts that reduce project and program implementation costs, and expedited project delivery, including contracting flexibility and innovative project delivery methods.

- Support funding and policies to implement transportation projects that create jobs and economic growth, including for apprenticeships and workforce training programs.
- Support HOV/managed lane policies and efforts that promote effective and efficient lane implementation and operations, protect toll operators' management of lane operations and performance, toll rate setting and toll revenue reinvestments, deployment of new technologies and improved enforcement.
- Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.