



Meeting Notice

1333 Broadway, Suites 220 & 300, Oakland, CA 94612 • PH: (510) 208-7400 • www.AlamedaCTC.org

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Commission Vice Chair
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City of Oakland

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Vice Mayor Michael Gregory

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Planning, Policy and Legislation Committee

Monday, July 8, 2013, 10:30 a.m.

1333 Broadway, Suite 300
Oakland, CA 94612

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.


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.

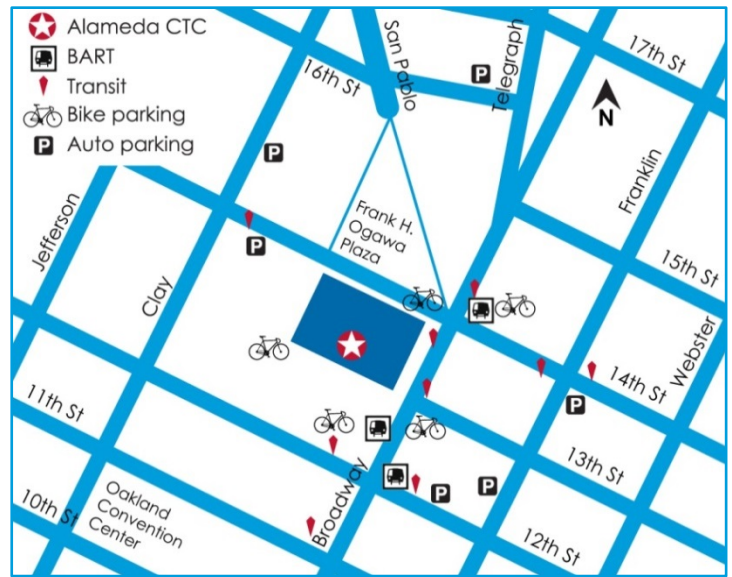
Glossary of Terms

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

Location Map

 Alameda CTC
1333 Broadway, Suite 300
Oakland, CA 94612

Alameda CTC is accessible by multiple transportation modes. The office is a few steps away from the City Center/12th Street BART station. There are bus stops for major AC Transit lines in front of the building and across the street. Bicycle parking is available inside the building and in electronic lockers at 14th Street and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org).



Garage parking is available for autos and bicycles in the City Center Garage (enter on 14th Street between Broadway and Clay). Visit the Alameda CTC website to access tools to plan your trip: <http://www.alamedactc.org/directions.html>.

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, July 8, 2013, 10:30 a.m.

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1. Pledge of Allegiance

2. Roll Call

3. Public Comment

Chair: Mayor Tim Sbranti, City of Dublin
Vice Chair: Supervisor Keith Carson, Alameda County District 5
Commissioners: Wilma Chan, Michael Gregory, John Marchand, Elsa Ortiz, Marvin Peixoto, Jerry Thorne
Ex-Officio Members: Scott Haggerty, Rebecca Kaplan
Staff Liaisons: Tess Lengyel, Beth Walukas
Executive Director: Arthur L. Dao
Clerk: Vanessa Lee

4. Consent Calendar

Page A/I

4.1. [June 10, 2013 PPLC Meeting Minutes](#)

1 A

Recommendation: Approve the June 10, 2013 meeting minutes.

5. Legislation

5.1. [Legislative Update](#)

5 A/I

6. Planning and Policy

6.1. Presentation of Goods Movement Collaborative and Plan Development Update

I

6.2. [Request for Qualifications \(RFQ\) for On-Call Consultants for Countywide Travel Demand Model Maintenance and Modeling Work](#)

15 A

Recommendation: Approve issuing a RFQ for selection of qualified consultants to provide on-call modeling services related to performing model maintenance and address modeling needs for the Countywide Travel Demand Model, and entering into an agreement with the selected consultants.

7. Committee Member Reports (Verbal)

8. Staff Reports (Verbal)

9. Adjournment

Next Meeting: September 9, 2013

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

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1. Pledge of Allegiance

2. Roll Call

A roll call was conducted and a quorum was confirmed.

3. Public Comment

There were no public comments.

4. Consent Calendar

4A. Approval of Minutes of May 13, 2013

4B. Congestion Management Program: Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

Commissioner Marchand motioned to approve the consent calendar. Commissioner Kaplan seconded the motion. The motion passed unanimously.

5. Legislation and Policy

5A. Approval of Legislative Positions and Update

Tess Lengyel provided an update on state and federal legislative initiatives. Ms. Lengyel recommended that the Commission take the following positions on federal and state bills:

- AB 466 (Quirk-Silva)- Support position.
- AB 210 (Wieckowski)- Ms. Lengyel noted that staff testified in support of the bill in the Senate Governance and Finance Committee and is seeking letters of support from all partner agencies in Alameda County to show broad support for this bill.

Commissioner Haggerty motioned to approve this Item. Commissioner Carson seconded the motion. The motion passed unanimously.

5B. Approval of Transportation Expenditure Plan Ad Hoc Committee Formation and Implementation Schedule

Tess Lengyel recommended that the Commission approve the creation of the Transportation Expenditure Plan Ad Hoc Committee and Implementation Schedule. Ms. Lengyel stated that the Ad Hoc committee will discuss reauthorization of the current transportation sales tax program, sales tax measure ballot development and framework for a transportation expenditure plan and the new sales tax program. She stated that the composition of the committee will be determined by the Alameda CTC chair and the committee will hold its first meeting in July. Committee members asked what is being done to identify lessons learned from last time to avoid making the same mistakes. Ms. Lengyel reported that polling is being done and will provide important information to the Commission regarding the timing of going to voters, as well as to test other policy considerations, such as duration of a tax, and projects and programs.

Commissioner Kaplan motioned to approve this Item. Commissioner Marchand seconded the motion. The motion passed unanimously.

6. Planning

6A. Approval of Goods Movement Collaborative and Authorization to Release a Request for Proposals for Development of an Alameda County Goods Movement Plan

Staff recommended that the Commission approve the Goods Movement Collaborative and authorize the Release of a Request for Proposals for Development of an Alameda Countywide Goods Movement Plan. Ms. Lengyel and Ms. Walukas presented the approach to forming the collaborative and developing the Plan. Ms. Lengyel stated that the Alameda CTC will develop a two pronged, integrated approach to address the goods movement needs in the County that will be guided by four objectives: advance economic competitiveness on a global, national and regional level by establishing partnerships; ensure an integrated, reliable, efficient, and effective use of the existing and future transportation systems to support goods movement by identifying funding priorities; develop a sustainable goods movement system that supports a clean, healthy environment through safe movement of goods; identify short and long term goods movement priorities and establish advocacy methods to implement projects. She stated that development will be established through identifying potential partners, creation of a Leadership and a technical team and by conducting a series of focus groups.

Ms. Walukas reviewed the work tasks for the Plan which included developing near term priorities to meet the draft State Freight Plan development deadline of December 2013 and identifying long term priorities for projects, policies and programs to improve goods movement on the transportation system and maximize benefit and minimize impact to the economy, environment and our communities.

The committee made the following comments:

- The committee requested clarification on the timing, meeting schedule, and identification of members for the collaborative efforts, specifically the Committee identified the following stakeholders that should be included in the process: jurisdictions, particularly Public Works staff and jurisdictions with major freight facilities, labor representatives, trucking industry representatives, and Alameda County Public Health department staff.
- The development of the Collaborative and the Plan should reflect all areas of Alameda County that are impacted by freight and goods movement, including local streets, as well as the impact of trucks and truck parking.
- The committee requested more details on the process and what the milestones are particularly for the identification of short term priorities.

Public comments were heard on this Item by the following:

- Jane Krammer noted the importance of public engagement in the process.
- Issac Kos-Reid, Port of Oakland, supported staff's recommendation and emphasized the importance of this effort.

Commissioner Kaplan motioned to approve this Item. Commission Marchand seconded the motion. The motion passed unanimously.

6B. Approval of Draft After Study for I-680/JPA Express Lane Project Evaluation

Saravana Suthanthira recommended that the Commission approve the draft southbound I-680 Express Lane Evaluation "After" Study report. Ms. Suthanthira stated that there is a three-year requirement for an evaluation of operations of the I-680 Express Lane corridor. She highlighted key components of the after-study and stated that the after study included data collected through traffic counts, travel time surveys using "floating car" runs, manual vehicle classification and occupancy surveys at selected locations, aerial photograph, and video recordings at selected locations. She reported that the comparison of the Before and After study results showed that the implementation of the Express Lane improved the performance of the general purpose lanes and the Express Lane as well as overall corridor performance and summarized how the Express Lane Demonstration Program objectives were met.

Commissioner Kaplan motioned to approve this Item. Commission Marchand seconded the motion. The motion passed unanimously.

6C. Review of Sustainable Communities Technical Assistance Program Call for Projects

Beth Walukas provided a brief review of the Sustainable Communities Technical Assistance Program Call for Projects. She stated that the call for projects will enable jurisdictions and project partners time to develop work scopes and budgets and that project applications will be due on September 17, 2013 and the Alameda CTC will host a workshop for potential applicants on July 16, 2013. This Item was for information only.

7. Strategic Planning and Programming Policy

7A. Approval of Capital Investment Program and Programs Investment Plan Methodology and Review of Draft Screening and Prioritization Criteria

John Hemiup provided an update on the Congestion Management Program CIP/PIP methodology and reviewed the draft screening and prioritization criteria. The update included information regarding the development of methodology for the plan including prioritization and evaluation of projects and programs. Art Dao stated that this item was taken to the Alameda County Technical Advisory Committee (ACTAC), where concerns were expressed regarding the development of the plan, therefore, staff is proposing to submit a revised schedule in July that will allow for additional discussion with ACTAC as well as the PPLC, and PPC Committee before any Commission approval would be sought. This Item was for information only.

8. Committee Member Reports

There were no committee member reports.

9. Staff Reports

There were no staff reports.


10. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, July 8, 2013 @10:30 a.m.

Location: Alameda CTC Offices, 1333 Broadway, Suite 300, Oakland, CA 94612

Attested by:



Vanessa Lee,
Clerk of the Commission



Memorandum

5.1

1333 Broadway, Suites 220 & 300, Oakland, CA 94612 • PH: (510) 208-7400 • www.AlamedaCTC.org

DATE: July 1, 2013

SUBJECT: Legislative Update

RECOMMENDATION: Receive an update on state and federal legislative activities.

Summary

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

Alameda CTC's legislative program was approved in December 2013 establishing legislative priorities for 2013 and is included in summary format in Attachment A. The 2013 Legislative Program is divided into five sections: Transportation Funding, Project Delivery, Multi-Modal Transportation and Land Use, Climate Change, and Partnerships. The program was designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, DC. Each month, staff brings updates to the Commission on legislative issues germane to the adopted legislative program, including recommended positions on bills as well as legislative updates.

Background

Federal Update

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

Federal budget update: Even though the House and Senate are moving forward with mark ups on FY14 bills, it appear that Congress may have to pass some type of Continuing Resolution (CR) to keep the government funded past September 30 into the new fiscal year. At this time, the House and Senate are more than \$90 billion apart on the overall appropriations numbers for discretionary spending. In addition to this discrepancy, the Senate leadership has said that the full Senate will not take up any appropriations bills until after Labor Day. Due to the spending disagreements and delay on the Senate side,

the possibility of a CR to fund the government for the first few weeks of the new fiscal year that will begin on October 1 appears likely.

House Transportation Housing and Urban Development (THUD) Appropriations: The House THUD bill provides \$44.1 billion in discretionary spending for both Transportation and Housing and Urban Development – a reduction of \$7.7 billion below the FY13 enacted level and \$13.9 billion below the President’s budget request. This level is approximately \$4.4 billion below the level caused by automatic sequestration cuts for these programs.

- *Transportation:* The bill includes \$15.3 billion in discretionary appropriations for the Department of Transportation for fiscal year 2014. This is \$2.6 billion (-15%) below the fiscal year 2013 enacted level and \$7.4 billion below the President’s request. Each year, approximately 90 percent of the USDOT discretionary budget comes from just seven accounts – TIGER grants, Federal Aviation Administration (FAA) Operations, FAA Facilities and Equipment, Amtrak Operations, Amtrak Capital and Debt Service, Federal Transit Administration (FTA) Capital Investment Grants (New Starts), and Federal Rail Administration (FRA) High Speed Rail. These accounts take the brunt of the cuts due to the sequester. Both TIGER and High Speed Rail would be not be funding in the House bill.
 - *Highways:* The bill provides nearly \$41 billion from the Highway Trust Fund to be spent on the Federal Highway program – the same level authorized in the MAP-21 transportation authorization legislation, which expires on September 30, 2014. This is an increase of \$557 million from the fiscal year 2013 level.
 - *Transit:* The Formula and Bus Grants account (100 percent of HTF contract authority) would receive the full MAP-21 amount of \$8.595 billion. Outside of this account, FTA is funded by the general fund and is subject to both sequestration and the post-sequestration lowered discretionary caps in the House. The bill contains a total of nearly \$2 billion for FTA, which is \$329.7 million below the fiscal year 2013 enacted level. This includes \$1.8 billion for New Starts which would fully fund all of the projects that have signed full funding grant agreements (FFGAs) for FY14, but gives a one-year delay to the new FFGAs.

The House Committee report addresses future funding concerns for surface transportation programs and states the following, “...for fiscal year 2015, the Committee directs the Department to include with budget materials, a comprehensive legislative proposal for reauthorization of the surface transportation and safety programs. Such proposal must include a credible funding source proposal (not a General Fund transfer)...”

- *Housing and Urban Development (HUD)*: The legislation includes a total of \$28.5 billion for the Department of Housing and Urban Development, a decrease of \$5 billion below the FY13 enacted level and \$3 billion below the level caused by sequestration. The bill does not contain funding for any new, unauthorized “sustainable,” “livable,” or “green” community development programs (Integrated Investment Planning Grants as included in the President's Budget request).

Senate THUD Appropriations: The full Senate Appropriations Committee adopted its FY14 spending allocations, which is approximately \$90 billion more than what the House bill spending levels for FY14. The Senate Appropriations Committee adopted a \$1.058 trillion funding level. The Senate allocations provide every subcommittee more funding than the House Appropriations Committee. For the Transportation-HUD subcommittee, the Senate number is \$54.045 billion, which is almost \$10 billion more than the \$44.1 billion that the House THUD subcommittee used in drafting its bill.

- The Senate THUD Subcommittee bill includes funding highway and transit at similar levels to the House bill and consistent with MAP-21. The bill also provides funding for TIGER grants as well as rail and high speed rail, which the house bill eliminates. The Senate bill funds mass transit new starts at \$1.943 billion, ahead of the House's \$1.817 billion, and also includes funding for HUD Integrated Planning and Investment Grants to promote integrated housing and transportation planning, formerly known sustainable communities programs.

Policy

DOT Secretary: Charlotte, North Carolina Mayor Anthony Foxx' was confirmed by the Senate on June 27th by a vote of 100-0 as the new Secretary of the Department of Transportation.

Freight Advisory Panel: In February DOT announced the establishment of the National Freight Advisory Committee. The Committee is tasked with providing recommendations to the Secretary aimed at improving the national freight transportation system. The Committee held its first meeting on June 25. Under the law, DOT is required to develop a National Freight Strategic Plan by September 2015 and update it every five years. The plan will address the following issues:

- Assess the condition and performance of the national freight network;
- Identify highway bottlenecks that cause significant freight congestion;
- Forecast freight volumes;
- Identify major trade gateways and national freight corridors;
- Assess barriers to improved freight transportation performance;
- Identify routes providing access to energy areas;

- Identify best practices for improving the performance of the national freight network and mitigating the impacts of freight movement on communities; and
- Provide a process for addressing multistate projects and strategies to improve freight intermodal connectivity

The Committee is chaired by Secretary Ann Schneider (Illinois DOT) and Mort Downey of the Coalition for America's Gateways and Trade Corridors is vice chair. Members from California include the following:

- Kristin Decas, *CEO & Port Director, Port of Hueneme, California*
- Genevieve Giuliano, *Professor, Director, & Senior Associate Dean, University of Southern California Sol Price School of*
- Fran Inman, *Senior Vice President, Majestic Realty Co. and Member, California Transportation Commission Public Policy*
- Randell Iwasaki, *Executive Director, Contra Costa Transportation Authority*
- Bonnie Lowenthal, *State Assembly Member, State of California*

Legislation

Transit Parity: Representatives Grimm (R-NY), McGovern (D-MA), King (R-NY), and Blumenauer (D-OR) introduced H.R. 2288. The legislation would cap the parking and transit pre tax benefit at \$220. Under existing federal law, employers can offer their employees an option of up to \$245/month in pre-tax parking or transit benefits. In January 2014, the parking benefit will remain at \$245 a year, while the transit benefit will drop to \$125. The House bill would not require an offset because it would reduce both the parking and transit benefit to \$220 from the current \$245.

Senator Schumer (D-NY) introduced a similar bill (S.1116) on June 7. However, Senator Schumer's bill is slightly different than the House bill in that it would cap parking and transit pre tax benefits at the current level of \$245. Senator Schumer has not said how he would pay for the bill.

It is not anticipated that either bill will advance on their own, however, these are laying the groundwork for when tax extenders legislation is addressed with, likely at the end of 2013.

Complete Streets: Representatives Doris Matsui (D-CA) and David Joyce (R-OH), introduced H.R. 2468 on June 20. The legislation would require each state to implement a Complete Streets policy within two years that ensures all new federally-funded transportation projects accommodate the safety and convenience of all users, including pedestrians, bicyclists, transit users, children, older individuals, and individuals with disabilities. Caltrans has already incorporated complete streets into its work.

State Update

The following update provides information on activities and issues at the state level and includes information contributed from Alameda CTC's state lobbyist, Platinum Advisors.

Budget

On June 27, 2013, Governor Brown signed California's budget for FY 13-14. During the budget debates and up to the signing of the budget bills, there were several debates regarding the revenue assumptions used for the budget. The Legislative Analyst's Office (LAO) and the Administration had differing budget assumptions; however, the adopted budget uses the Governor's numbers. Any revenues above projections will be included in the development of the FY 14-15 budget that will be developed this fall.

Cap & Trade: The budget includes the Governor's proposal to loan \$500 million in Cap & Trade Funds to the General Fund. The May Revise did not contain any funds for greenhouse gas reduction programs. The Governor proposed loaning \$500 million in anticipated funds from the Greenhouse Gas Reduction Fund to the general fund. This amount reflects the amount of cap and trade auction proceeds for 2012-13 and 2013-14. The loan is intended to be short term, will be repaid with interest, and the main purpose of the loan is to pump up the state's reserve.

Active Transportation Account: The budget does not include the Governor's proposal to create the Active Transportation Account. The Governor's January budget proposed to consolidate into the Active Transportation Account the funds from the Bicycle Transportation Account, Safe Routes to School, the Environmental Enhancement & Mitigation Account (EEMP), as well as federal Transportation Alternative Program funds and federal Recreational Trails Program funds.

While this proposal was rejected by both the Senate and Assembly, the budget will include budget bill language directing the Transportation Agency to continue working on the development of the proposal.

For transportation, there were not major changes to funding levels with the exception of a \$36 million reduction to Capital Outlay Support staff, which equates to 184 positions. This reduction is in result to an anticipated decrease in workload due to the expiration of temporary ARRA funds and the declining amount of Prop 1B funds. In addition, there is an augmentation in funding for Amtrak service to comply with federal requirements that all short distance Amtrak service to be 100% state supported.

Policy

AB 32 Scoping Plan: On June 13th, the Air Resources Board held its “kick-off” workshop on updating the AB 32 Scoping Plan. The existing AB 32 Scoping Plan was adopted in 2008 and focused on 2020 reduction goals. The Updated Plan will set the path to achieve 2050 reduction goals. The schedule includes workshops on June 26th in Diamond Bar, July 18th in Fresno, and July 30th in the Bay Area. The location and agenda for the Bay Area workshop has not been posted yet.

The AB 32 Scoping Plan update provides an opportunity to review and revise the 2008 Scoping Plan, and establish near and long term goals for reducing greenhouse gas emissions. The update will focus on six sectors, which include 1) transportation and fuels (including infrastructure and land use); 2) energy generation (including transmission infrastructure and efficiency); 3) waste; 4) water; 5) natural lands; and 6) agriculture. The timeline for the update anticipates a draft Scoping Plan being released in late summer, and Board action scheduled for November.

The updated Scoping Plan will influence the Cap & Trade expenditure plan that will hopefully be included in the Governor's 2014-15 budget proposal. This raises the importance of Alameda CTC and its partners in participating in these workshops and submitting comments on the types of programs the AB 32 Scoping Plan should focus on to achieve the greenhouse gas reduction goals. Comments can be submitted between now and up until 5:00 p.m. on August 30th. The Update Plan will serve as the foundation for future expenditure plan decisions. Alameda CTC is working with the Bay Area Congestion Management Agencies and MTC on this issue and will bring recommendations to the Commission in July on advocacy for the updated Scoping Plan.

The Sacramento Workshop provided an overview of the progress made toward the 2020 reduction goals, such as the Low Carbon Fuel Standard, shore power, heavy duty truck retrofits and replacement, Cap & Trade Regulations, and the implementation of SB 375. An overview of each sector was provided by representatives from various agencies. These summaries provided an overview of the 2020 goals and outlined a vision for the 2050 goals.

While the Sacramento Workshop provided a broader view of the update process, the regional workshops will include a discussion of local issues and priorities. The agenda for the Fresno and Bay Area workshop have not been posted, but the agenda for the Diamond Bar workshop included a panel of local stakeholders to provide an opportunity for local and regional representatives to present a more focused discussion on particular programs and goals for the region. The Bay Area workshop should include a similar panel discussion and Alameda CTC is working with the Air District to understand who will be included on the local panel.

For the transportation sector discussion, it was discussed that the 2050 goal includes an 80% reduction in transportation related greenhouse gas emissions. To accomplish this goal, the 2050 vision will focus on sustainable communities, freight transportation, and fuels. The vision for sustainable communities includes improving access to public transit, expanding the use of zero emission buses and rail, and development of active transportation infrastructure. This will require close coordination local and regional entities. The freight strategy will largely rely on moving goods more efficiently with zero or near zero emission vehicles.

Legislation

Update on AB 210: AB 210 (Wieckowski with coauthors: Bonta, Buchanan, Quirk, and Skinner) Transactions and use taxes: County of Alameda and the County of Contra Costa
Update: Alameda CTC's bill to allow the Commission to exceed the 2% limit on local sales taxes and is now on the Senate Floor awaiting a third reading. Once off the Senate Floor it will head to the Governor for signature. Alameda CTC staff has been working with all our partners to gather letters of support for this bill. As of this writing, the following support positions from Alameda County-related jurisdictions and organizations have been received:

- Albany
- Dublin
- Emeryville
- Fremont
- Hayward
- Livermore
- Oakland
- Pleasanton
- San Leandro
- Union City
- Alameda County
- AC Transit
- BART
- LAVTA
- MTC
- East Bay Regional Park District
- Building and Construction Trades Council
- East Bay Bicycle Coalition

Legislative coordination efforts: Alameda CTC leads and participates in many legislative efforts at the local, regional, state and federal levels, including both on coordinating with other agencies and partners as well as seeking grant opportunities to support transportation investments in Alameda County.

Coordination activities: In addition to the local legislative coordination activities, Alameda CTC is leading an effort to develop and provide statewide information on the benefits of Self-Help Counties and is also coordinating the legislative platform and priorities with the Bay Area Congestion Management Agencies.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC Legislation Program

Staff Contact

[Tess Lengyel](#), Deputy Director of Policy, Public Affairs and Legislation



2013 Alameda County Legislative Priorities

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

“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 measurable 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”
 [This legislative program table will be updated on a monthly basis]

Issue	Priority	Strategy	Actions	Legislation	Status
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 legislation that increases the buying power of the gas tax Support efforts to increase transportation revenues through vehicle license fees, vehicle miles traveled or other reliable means. Support legislation for alternative financing methods such as high-occupancy toll lanes, and allow funds collected on the HOT lanes by the California Highway Patrol to be reinvested within that corridor. 	<ul style="list-style-type: none"> Leading a portion of Self-Help Counties Coalition (SHCC) efforts to reduce voter-threshold requirements 	<ul style="list-style-type: none"> Support positions on SCA 8 (Corbett), SCA 4 (Liu), SCA 11 (Hancock) to reduce voter threshold to 55 percent; AB 210 (Wieckowski) to allow Alameda CTC to place another measure on the ballot 	<ul style="list-style-type: none">
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> Support legislation that provides increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring and improving transportation infrastructure and operations. Support legislation that protects against transportation funding diversions to the General Fund. 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 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. Support Alameda County as the recipient of funds to implement pilot programs with innovative project implementation or transportation-funding mechanisms. 	<ul style="list-style-type: none"> On-going monitoring 	<ul style="list-style-type: none"> AB 431: Oppose MPO authority to place sales tax measures on the ballot for transportation, housing and open spaces AB466: Support CMAQ current funding allocation AB 791: Oppose changes to current methods for adjusting the excise fuel tax 	<ul style="list-style-type: none">
Project Delivery	Advance innovative project delivery	<ul style="list-style-type: none"> Support legislation and policies that improve environmental streamlining and project reviews to expedite project delivery. Support legislation that improves the ability to deliver projects and programs in a timely, cost effective manner using contracting flexibility. Support innovative project delivery methods. Support HOT lane expansion in Alameda County and the Bay Area. Support policies that allow local agencies to advertise, award and administer state highway system contracts largely funded by locals 	<ul style="list-style-type: none"> On-going monitoring 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none">
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> Support legislation that reduces 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 legislation that accelerates funding for transportation infrastructure projects that create jobs and economic growth in Alameda County. 	<ul style="list-style-type: none"> On-going monitoring, and work through the SHCC to provide input to the Secretary of Transportation on streamlining project delivery 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none">

Issue	Priority	Strategy	Actions	Legislation	Status
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 and priority development areas. Support innovative financing opportunities to fund TOD and PDA implementation that will increase mobility and jobs and reduce GHGs. 	<ul style="list-style-type: none"> On-going monitoring 	<ul style="list-style-type: none"> SB 391: Support ability to create a revenue stream for low-income housing that will assist with SB 375 requirements to house all income levels of the population within the region 	<ul style="list-style-type: none">
	Expand multimodal systems and flexibility	<ul style="list-style-type: none"> Support policies that provide multimodal transportation systems with multiple choices and better access for all kinds of transportation users. 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. Support flexibility in transportation delivery to address climate change, senior population growth and transit maintenance and security, without creating unfunded mandates or dramatically increasing costs. 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. 	<ul style="list-style-type: none"> On-going work with agency coordination, grant development and legislative advocacy 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none">
Climate Change	Support climate change legislation	<ul style="list-style-type: none"> Support climate change legislation that provides funding for innovative infrastructure, operations, programs that relieve congestion, improve air quality, reduce emissions and support economic development. Support climate change legislation that expands transit services and supports safe, efficient, clear connections to transit services, including bike/ped infrastructure. To achieve necessary increases in public transit ridership to address GHG emissions from transportation sources, support legislation that augments but does not replace transit funding, nor create unfunded mandates. 	<ul style="list-style-type: none"> On-going monitoring 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none">
	Support cap-and-trade expenditure plan	<ul style="list-style-type: none"> Engage in development of the statewide cap-and-trade expenditure plan and advocate increased transportation funding statewide and in Alameda County. 	<ul style="list-style-type: none"> Working with the SHCC, MTC the CMAs and local agencies on this effort. Submitted a letter to CARB on March 8 supporting the Transportation Coalition for Livable Communities platform 	<ul style="list-style-type: none"> AB 574: Support allocation of Cap & Trade funds to the region for distribution to support implementation of the SCS 	<ul style="list-style-type: none">
Partnerships	Support legislation and policies that support emerging technologies	<ul style="list-style-type: none"> Support legislation that offers incentives for emerging technologies, such as alternative fuels and fueling technology, and research for transportation opportunities to reduce GHG emissions. 	<ul style="list-style-type: none"> On-going monitoring 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none">
	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> Support efforts that encourage regional cooperation and coordination to develop, promote and fund solutions to regional transportation problems. Support legislation and policies that promote governmental efficiencies and cost savings in transportation. Support legislation that improves the ability to enhance or augment Alameda CTC projects and programs that affect bordering counties or regional networks. Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for state and local contracts. 	<ul style="list-style-type: none"> On-going coordination at the SHCC, the Bay Area CMAs, and with Alameda CTC's local partners legislative roundtable. An updated Alameda CTC procurement policy will support business participation efforts. 	<ul style="list-style-type: none"> Support AB 14 (Lowenthal) for the creation of a state freight plan and advisory committee 	<ul style="list-style-type: none">



Memorandum

6.2

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DATE: June 24, 2013

SUBJECT: Request for Qualifications (RFQ) for On-Call Consultants for Countywide Travel Demand Model Maintenance and Modeling Work

RECOMMENDATION: Approve issuing a Request for Qualifications (RFQ) for selection of qualified consultants provide on-call modeling services related to performing model maintenance and address modeling needs for the Countywide Travel Demand Model, and entering into an agreement with the selected consultants.

Summary

The Alameda CTC as the Congestion Management Agency for Alameda County is required to develop and maintain a Countywide Travel Demand Model as part of the Congestion Management Program (CMP). The CMP legislation mandates the countywide model to be consistent with the assumptions of the regional travel demand model developed by the Metropolitan Transportation Commission (MTC) and the most current land use and socioeconomic database adopted by the Association of Bay Area Governments (ABAG) for Alameda County. To comply with the legislative requirements, the current Alameda Countywide Travel Demand Model is in the process of being updated, and is scheduled to be completed by April 2014. To maintain the updated countywide model and to perform modeling tasks as needed, a list of on-call consultants is proposed to be established by December 2013.

Background

Alameda CTC is maintaining a countywide travel demand model that is consistent with the assumptions of the regional travel demand model and the most current land use and socioeconomic database adopted by the Regional Planning Agency. In the Bay Area, MTC maintains the regional travel demand model for the nine county Bay Area region, while ABAG develops the land use and socioeconomic database for the region. To comply with the legislative requirements, the existing Alameda countywide model is currently being updated to incorporate the soon to be adopted Sustainable Communities Strategy (SCS) database developed by ABAG and other key features of the regional model. The Santa

Clara Valley Transportation Authority (VTA) is performing the current update of the Alameda countywide travel demand model.

Since the Alameda CTC does not have in-house staff to maintain or operate the countywide travel demand model, consultant services are used for this purpose. Upon completion of the current model update, future maintenance and on-call modeling work related to the updated model will be done by on-call consultant(s), who will be established through the procurement process by releasing a Request for Qualifications. The Commission, while approving the model update contract in January 2013, directed establishing the on-call consultants list prior to completion of the model update so that the selected consultants will develop a better understanding of the model features and to promote a seamless transition into the maintenance and use of the model. The on-call consultant list is anticipated to be finalized by December 2013, and therefore will leave adequate time to coordinate with the selected consultant(s) during the final stages of the model update.

Proposed Scope of Work for establishing On-Call Modeling Consultants Team

The scope of work presented below describes the general work expected to be performed for the on-call modeling tasks related to the Countywide Travel Demand Model. The updated model will be available for use and therefore for the on-call modeling tasks by April 2014. Examples of the types of on-call modeling assistance needed include:

- performing model maintenance to maintain model output accuracy
- incorporating planned projects such as the adopted State Transportation Improvement Program (STIP)
- performing select link analysis for the Level of Service Monitoring and other purposes
- supporting modeling needs related to special transportation studies
- assisting in modeling needs to implement the Countywide Transportation Plan and the Congestion Management Program
- supporting modeling needs related to the development of the Countywide Goods Movement Plan, Countywide Transit Plan and Countywide Multimodal Arterial Corridor Plan

The services of the consultants will be utilized as an on-call as needed basis throughout the contract period and will be paid for on task-by-task basis. Depending on the scope of the individual task, one or more consultants will be selected from the established list to assist in the respective task. The contract period is anticipated to be up to three years ending in June 2016 with the option on the part of Alameda CTC to extend in one-year increments for up to a total of two additional years.

Fiscal Impact: The fiscal impact for approving this item is \$70,000 for the fiscal year 2013-14, which was included in the budget adopted for FY 2013-14.

Staff Contact

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