



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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Commission Vice Chair

Mayor Bill Harrison, City of Fremont

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Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

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Mayor John Marchand

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Mayor Jerry Thorne

City of San Leandro

Mayor Pauline Cutter

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

Planning, Policy and Legislation Committee

Monday, September 12, 2016, 11:15 a.m.

**1111 Broadway, Suite 800
Oakland, CA 94607**

Mission Statement

The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund, and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Public Comments

Public comments are limited to 3 minutes. Items not on the agenda are covered during the Public Comment section of the meeting, and items specific to an agenda item are covered during that agenda item discussion. If you wish to make a comment, fill out a speaker card, hand it to the clerk of the Commission, and wait until the chair calls your name. When you are summoned, come to the microphone and give your name and comment.

Recording of Public Meetings

The executive director or designee may designate one or more locations from which members of the public may broadcast, photograph, video record, or tape record open and public meetings without causing a distraction. If the Commission or any committee reasonably finds that noise, illumination, or obstruction of view related to these activities would persistently disrupt the proceedings, these activities must be discontinued or restricted as determined by the Commission or such committee (CA Government Code Sections 54953.5-54953.6).

Reminder

Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

Glossary of Acronyms

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

Location Map

★ Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

Alameda CTC is accessible by multiple transportation modes. The office is conveniently located near the 12th Street/City Center BART station and many AC Transit bus lines. Bicycle parking is available on the street and in the BART station as well as in electronic lockers at 14th Street and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org).



Garage parking is located beneath City Center, accessible via entrances on 14th Street between 1300 Clay Street and 505 14th Street buildings, or via 11th Street just past Clay Street. To plan your trip to Alameda CTC visit www.511.org.

Accessibility

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome. Call 510-893-3347 (Voice) or 510-834-6754 (TTD) five days in advance to request a sign-language interpreter.



Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at www.AlamedaCTC.org/events/upcoming/now.

Paperless Policy

On March 28, 2013, the Alameda CTC Commission approved the implementation of paperless meeting packet distribution. Hard copies are available by request only. Agendas and all accompanying staff reports are available electronically on the Alameda CTC website at www.AlamedaCTC.org/events/month/now.

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Planning, Policy and Legislation Committee Meeting Agenda Monday, September 12, 2016, 11:15 a.m.

1111 Broadway, Suite 800, Oakland, CA 94607

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Chair: Councilmember Ruth Atkin, City of Emeryville
Vice Chair: Mayor Barbara Halliday, City of Hayward
Commissioners: Laurie Capitelli, Wilma Chan, Scott Haggerty, John Marchand, Rebecca Saltzman
Ex-Officio Members: Rebecca Kaplan, Bill Harrison
Staff Liaison: Tess Lengyel
Executive Director: Arthur L. Dao
Clerk: Vanessa Lee

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Consent Calendar

Page A/I

4.1. [Approve the July 11, 2016 meeting minutes](#)

1 A

4.2. [Receive an update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments](#)

3 I

5. Legislation

5.1. [Receive an update on state, local and federal legislative activities and approve legislative positions](#)

9 A/I

6. Planning and Policy

6.1. [Approve the 2017 Congestion Management Program \(CMP\) update scope and schedule, and 2015-2016 Congestion Management Program conformity findings](#)

29 A

6.2. [Approve and authorize the Executive Director to execute Amendment No. 3 to Professional Services Agreement No. A13-001 with Alta Planning + Design, Inc. for Project Implementation of the Safe Routes to Schools Program](#)

45 A

6.3. [Receive an update on the Affordable Student Transit Pass Pilot Program](#)

51 I

7. Committee Member Reports (Verbal)

8. Staff Reports (Verbal)

9. Adjournment

Next Meeting: October 10, 2016

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

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Planning, Policy and Legislation Committee Meeting Minutes Monday, July 11, 2016, 11:15 a.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

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

Subsequent to the roll call:

Commissioner Saltzman arrived during Item 5.1. Commissioner Campbell-Washington arrived as an alternate for Commission Chan.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. May 9, 2016 PPLC Meeting Minutes: Approval of the May 9, 2016 meeting minutes

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

Commissioner Haggerty moved to approve the Consent Calendar. Commissioner Marchand seconded the motion. The motion passed with the following vote:

Yes:	Atkin, Halliday, Haggerty, Marchand, Capitelli, Harrison, Kaplan
No:	None
Abstain:	None
Absent:	Saltzman, Chan

5. Legislation

5.1. Receive an update on state and federal legislative activities and approve legislative position

Tess Lengyel provided an update on state and federal legislative activities. On the state side, Tess update the committee on transportation trailer bills and the Governors transportation proposal which was rejected by both the Senate and Assembly. She also covered the FAST Act, Cap and Trade as well as local measures that are scheduled to go to the ballot in November. Tess updated the committee on actions Alameda CTC has taken to address transportation funding. On the federal level, Tess stated that the session closed at the end of the week and legislators will likely pass a continuing resolution until March since they were not able to finalize all the appropriations bills. She concluded by stating that the FASTLANE grant application for improvements at the Port of Oakland that was derived from the Goods Movement plan was not awarded to the agency.

Commissioner Halliday asked if the City of Oakland's vote regarding coal shipments and the Port of Oakland will adversely affect the agency's ability to garner future funding. Tess stated that the vote has likely had an effect of clarifying where local

agencies stand on the issue of coal, which could place the area in a better position to get federal grants due to clarity on the issue at the local level.

Commissioner Kaplan asked for an update on the state's transportation funding bills. Tess stated that, to date, there were no scheduling hearings or updates regarding the bills.

This item was for information only.

6. Committee Member Reports

7. Staff Reports

Art Dao stated that Regional Measure 3 is coming up and freight will be a major part of the measure. He stated that staff will begin researching the measure and present information to the Commission at a later date.

Commissioner Capitelli asked for information on the final opening date for the I-80 ICM project. Art stated that the system is being turned on incrementally between now and the end of August.

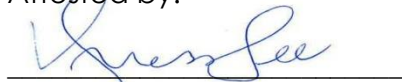
8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: September 12, 2016 at 11:15 a.m.

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

Attested by:



Vanessa Lee,
Clerk of the Commission condolences



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

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• www.AlamedaCTC.org

DATE: September 6, 2016

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

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

Summary

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

Since the last update in July 2016, the Alameda CTC reviewed a Draft Environmental Impact Report. Comments were submitted on this document and the comment letter is included as Attachment A.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. Response to Draft Environmental Impact Report for City of San Leandro's General Plan Update

Staff Contact

[Saravana Suthanthira](#), Principal Transportation Planner

[Daniel Wu](#), Assistant Transportation Planner

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July 13, 2016

Tom Liao
Deputy Community Development Director
Community Development Department
City of San Leandro
835 E. 14th Street,
San Leandro, CA 94577

SUBJECT: Comments on Draft Environmental Impact Report for the City of San Leandro's General Plan Update

Dear Mr. Liao,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the City of San Leandro's General Plan Update. The proposed Plan would replace the City's existing General Plan (updated in 2002). The proposed General Plan Update will guide development and conservation in the city through the 2035 buildout horizon of the General Plan. For most of San Leandro, the current land use designations established by the 2002 General Plan would remain unchanged. The proposed Plan removes the Office land use designation and includes the following new land use designations: 1) medium-high density residential, 2) Bay Fair Transit-Oriented Development, and 3) Industrial Transition. The majority of proposed changes consist of the redesignation of sites that were previously designated as Office or the application of the new land use designations to sites that were previously designated for other uses. Implementation of the proposed General Plan is projected to result in 5,595 new housing units, 14,790 new residents, and 12,130 new jobs in 2035.

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

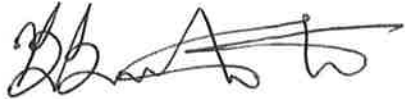
Comments on the DEIR

- The document should reflect the following status update of some of Alameda CTC and the regional planning processes:
 - Alameda CTC adopted its latest Countywide Transportation Plan (CTP) in 2016, and projects listed in the CTP served as Alameda County's input to MTC's current update to Plan Bay Area 2040 (scheduled for adoption in Summer of 2017).
 - Alameda CTC has completed and approved several Countywide plans as of June 2016, including the Countywide Multimodal Arterial Plan, the Countywide Transit Plan, and the Countywide Goods Movement Plan.
 - In order to assess the existing circulation conditions in San Leandro, the DEIR gathered information on freeway and highway segments from Alameda CTC's 2014 Level of Service Monitoring; note that the most recent 2016 Level of Service Monitoring has been completed and results are available on this webpage:
http://www.alamedactc.org/app_pages/view/8091

- Alameda CTC notes that the DEIR has included a VMT assessment in line with the pending update of the California Environmental Quality Act (CEQA) guidelines by the Office of Planning and Research (OPR). Alameda CTC has not set thresholds for a VMT assessment and is also closely monitoring the development of the CEQA guidelines update.
- The Alameda CTC's Congestion Management Program (CMP) does not establish significance performance analysis thresholds for designated roadways for the purposes of Land Use Analysis Program (LUAP). Please modify the language on pages 4.13-32 and 4.13-34 to reflect that.
- The Alameda CTC's CMP requires that the DEIR address potential impacts to not only roadways on the Metropolitan Transportation System (MTS) network, but also potential impacts on MTS transit operators (AC Transit and BART in this case), Countywide Bicycle Network, and Pedestrian Areas of Countywide Significance. The CMP Land Use Analysis (DEIR Impact TRAF-2) identified potential impacts on the roadway network and transit operators, but did not identify potential impacts on the Countywide Bicycle Network and the Pedestrian Areas of Countywide Significance. See Appendix J of the 2015 CMP document for more details on how these impacts should be assessed:
http://www.alamedactc.org/files/managed/Document/17417/CMP_AppendixJ_TranspImpactAnalysis_TechGuidelines_2015.pdf
- The DEIR's CMP Land Use Analysis found that northbound Doolittle Drive north of Davis Street in the AM Peak is the only MTS arterial segment that would experience significant traffic impact. The DEIR identified two mitigations: widening northbound Doolittle Drive and providing shuttle service between key city sites. However, the DEIR could not determine the benefits of these improvements nor the feasibility of road widening, therefore this impact was considered significant and unavoidable.
 - Please clarify whether the identified mitigation of shuttle service would be an expansion of the existing Links Shuttle service. Also, provide an explanation for the type of analysis used to determine that the provision of shuttle service would lessen the project related traffic impacts on this roadway segment.
 - Alameda CTC suggests that the DEIR identify improvements to the existing Class II bicycle facility on this segment of Doolittle Drive, such as buffered bicycle lane or cycle track, as to encourage mode shift from auto to bicycling in this corridor.
- The DEIR's CMP Land Use Analysis found that the Proposed Plan would not cause transit ridership to exceed available transit capacity during peak hours on AC Transit and BART. However, the proposed plan is still expected to generate more than 2,200 daily riders at the San Leandro and Bay Fair BART stations.
 - Alameda CTC suggests that the DEIR assess how this daily ridership increase would affect demand at the parking lot of both BART stations. The DEIR could also identify strategies and improvements to encourage BART passengers to use alternative modes to access both stations.

Thank you for the opportunity to comment on this DEIR. Please contact me at (510) 208-7426 or Daniel Wu of my staff at (510) 208-7453 if you have any questions.

Sincerely,

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

Saravana Suthanthira
Principal Transportation Planner

cc: Daniel Wu, Assistant Transportation Planner

file: CMP/Environmental Review Opinions/2016

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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

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• www.AlamedaCTC.org

DATE: September 6, 2016

SUBJECT: September Legislative Update

RECOMMENDATION: Receive an update on state, local, and federal legislative activities and approve legislative positions.

Summary

The September 2016 legislative update provides information on state, local, and federal legislative activities including state activities before the final recess, local legislative activities to date, and federal activities, as well as recommended positions on legislation. This is an action item.

Background

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

State Update

The state legislature reconvened from summer recess on August 1, and August 31 was the last day for each house to pass bills, except bills that take effect immediately or bills in the Extraordinary Session. September 30 is the last day for the governor to sign or veto bills passed by the legislature. The last day of the Transportation Extraordinary Session is November 30, 2016.

Platinum Advisors, Alameda CTC's state lobbying firm, provided the following summary of state legislative activities in August.

End of Session Update: The Legislature completed the 2015-16 legislative session finally gaveling to a close at about 1:00 a.m. As the clock wound down, the Legislature ended up sending the Governor a multitude of bills on reducing short lived climate pollutants, installing sub-meters on apartments, and creating a state run retirement program for all residents. Governor Brown now has until September 30th to sign or veto the measures sent to his desk, and the Legislature is not scheduled to return to Sacramento until December 5th. There remains, however, a slight chance that they will return for a lame duck session after to the November elections to complete its work in the transportation special session.

Fits & Starts: As with any end of session, dead bills find new life as deals are struck in the waning hours. This included two transportation bills related to goods movement and funding the high speed rail bookend projects.

Assemblyman Frazier dropped AB 2170, when it was amended against his wishes by the Senate Appropriations Committee. The Committee inserted language that would require the expenditure of any federal freight funding provided by FAST Act to be consistent with CARB's Sustainable Freight Movement Plan. AB 2170 proposed to simply allocate the freight funds in FAST Act in accordance with the Trade Corridors Investment Fund process.

Late night negotiations led to movement on a deal to amend AB 2170. However, moments prior to amending AB 2170, the Senate's computers crashed. Since the clock still worked, there was no time to waste. Public comments were made Pro Tem de Leon that legislation would be introduced next year to clean-up the bill, and Senator Beall is submitting a letter to Journal stating this intention and the intention that the amendments would not impact jobs at California ports. With that the bill was whisked through both houses, and sent to the Governor for consideration. It is unclear what if any role the Governor played in these negotiations, so it is unknown if the Governor will sign or veto this bill and any clean-up legislation.

Another stalemate was broken with Assemblyman Mullin's AB 1889. This bill was substantially redrafted in the Senate. AB 1889 was approved by Assembly Transportation late Wednesday afternoon, and subsequently approved by the Assembly. As sent to the Governor, AB 1889 allow for funds to be spent and the bookend projects to proceed.

Appropriating Prior Proceeds: On the final day of session, an agreement was announced by the Governor, Senate Pro Tem de Leon, and Speaker Rendon to appropriate \$900 million in cap & trade funds. This is much less than the \$1.2 billion originally proposed by the Senate in its effort to push negotiations forward. The funding plan has been amended into AB 1613 and SB 830, whereby both houses approved and sent AB 1613 to the Governor.

The compromise agreement settled on a lower appropriation in order to provide a reserve to cushion against continued poor auction returns. The lack of an agreement last year and failure to agree on an expenditure plan as part of the budget in June increased the pressure to get these funds on the streets before the end of session. AB 1613 would appropriate \$900 million of the \$1.4 billion in available auction revenue. This amount represents the 40% of auction revenue that is annually appropriated, with the 60% being continuously appropriated to the various transportation programs.

The agreement includes the following appropriations:

- \$135 million to the Transportation Agency for the Transit and Intercity Rail Program. *While these funds can be used for new projects, given the poor auction returns these funds will likely be used to keep the recent announcement awarding \$390 million to projects whole.*
- \$10 million to the Department of Transportation for the Active Transportation Program.
- \$368 million to the Air Resources Board, including:
 - \$133 million to the Clean Vehicle Rebate Program.
 - \$80 million to the Enhanced Fleet Modernization Program, Plus-Up Pilot Project and up to \$20 million of this amount may be used for other light-duty equity pilot projects
 - \$150 million for heavy-duty vehicles and off-road equipment investments. *These funds can be used to fund those projects approved by CARB contingent upon an appropriation. This includes a \$22 million project purchasing 20 fuel cell buses that will be split between AC Transit and Orange County Transit.*
 - \$5 million for black carbon wood smoke programs
- \$140 million to the Office of Planning and Research for the Strategic Growth Council to provide transformative climate communities grants. *This is a new program created by AB 2722 (Burke) that is also pending on the Governor's desk. The program does not identify specific projects or plans, but it would provide funding for neighborhood level projects that involve multiple stakeholders, reduce GHGs and benefit disadvantaged communities. This could include investments in transportation, transit, active transportation, housing, energy, water efficiency, and urban greening.*
- \$80 million to the Natural Resources Agency for the Urban Greening program. *This is another new program that would be implemented by provisions within SB 859, which is pending on the Governor's desk. This program would also fund a wide range of greening projects, but priority would be given to project that expand or provide recreational opportunities to underserved areas.*
- \$65 million to the Department of Food and Agriculture, including:
 - \$50 million for the early and extra methane emissions reductions from dairy and livestock operations.
- \$7.5 million for the Healthy Soils Program.
- \$7.5 for the State Water Efficiency and Enhancement Program (SWEET).
- \$40 million to the Department of Forestry and Fire Protection, including:
 - \$25 million for the Healthy Forest Program.

- \$15 million for urban forestry programs.
- \$40 million to the Department of Resources Recycling and Recovery for waste diversion and greenhouse gas reduction financial assistance.
- \$20 million to the Department of Community Services and Development for weatherization and renewable energy projects.
- \$2 million to the Office of Planning and Research for the Strategic Growth Council to provide technical assistance to disadvantaged communities.

STA Fix: The Legislature finally moved to the Governor the transportation budget trailer bill. The Senate approved SB 838, which is currently pending in the Governor's office. SB 838 contained numerous provisions necessary to implement the 2016-17 budget. This included the "time-out" language on the State Controller's Office (SCO) reinterpretation of how the revenue portion of STA funds is allocated.

The language would put a freeze on how the revenue portion of STA funds is allocated. The language would direct the Controller's Office to allocate the remaining 2015-16 funds (the 3rd and 4th quarter funds) and all of the 2016-17 and 2017-18 funds pursuant to the formula used to allocate the STA revenue funds in the 2014-15 fiscal year. This "timeout" would provide time for transit operators to work with the Controller on implementing any needed statutory changes next year. The California Transit Association has already commenced working on the "fixes" needed in anticipation of introducing legislation next year.

Transportation Funding: The biggest disappointment from the last two-years was the inability to reach an agreement on transportation funding. However, we must applaud Senator Beall and Assemblyman Frazier on their tireless efforts to craft a proposal to address the dire funding outlook for transportation and transit projects.

While the regular session has ended, the special session called by the Governor to address transportation funding remains viable until the end of November. There is talk/hope that the Legislature will reconvene after the November elections in an effort to push through a funding package. The likelihood of them returning will largely depend on the outcome of the elections. If the Democrats in either house secure a 2/3 majority in either house, they will likely wait until the new session to start again on developing a consensus package.

During the final weeks of session, Senator Beall and Assemblyman Frazier released a joint proposal that would generate \$7.4 billion in revenue to repair and maintain our highways and local roads, invest in trade corridors, and support public transit and active transportation. Below is a summary from the authors' outlining this package. This proposal was amended into Senator Beall's SBX 1, and Assemblyman Frazier introduced ABX 26 -- both measures are identical. There are many similarities with prior proposals; however there are some key changes.

- \$200 million annually allocated to a State and Local Partnership Program that would be open to all existing and future transportation sales tax counties. The language specifies eligible matching sources include voter approved taxes or fees, including uniform developer fees dedicated to transportation improvements.
- \$150 million annually dedicated to Active Transportation Program projects. The language would allocate \$80 million from the Road Maintenance & Rehabilitation Program account and \$70 million from savings identified by Caltrans through operational efficiencies. These funds would be subject to annual budget act appropriations.
- \$900 million annually for goods movement investments derived from increasing and indexing the diesel fuel excise tax by 30 cent per gallon. The proposal updates the Trade Corridors Improvement Fund (TCIF) statutes, which would be how \$900 million is allocated.
- \$516 million annually for transit capital and operations. This total is a combination of revenue sources including an increase from 5% to 10% the amount of GGRF funds dedicated to the Low Carbon Transit Operations Program, and a 3.5% increase to the diesel fuel sales tax. The \$216 million generated by the sales tax increase must be used for capital projects, but transit operation is eligible if the service complements local transportation infrastructure improvements.
- \$534 million annually to regions to restore cuts to the STIP. These funds are partially the result of recapturing gasoline excise tax revenue sold for off highway uses.

Summary of Frazier/Beall Transportation Funding Package: A \$7.4 billion annual funding package to repair and maintain our state and local roads, improve our trade corridors, and support public transit and active transportation.

- A \$706 million repayment of outstanding transportation loans for state and local roads.
- Eliminates the BOE “true up” that causes funding uncertainty and is responsible for drastic cuts to regional transportation projects.
- Indexes transportation taxes and fees to the California CPI to keep pace with inflation.
- Reforms and accountability for state and local governments to protect taxpayers.
- Streamlines transportation project delivery to help complete projects quicker and cheaper.
- Protects transportation revenue from being diverted for non-transportation purposes. ^{1 *}

^{1 *}These provisions will be in companion bills.

- Helps local governments raise revenue at home to meet the needs of their communities.*

New Annual Funding

- **State** -- \$2.9 billion annually for maintenance and rehabilitation of the state highway system.
- **Locals** -- \$2.5 billion annually for maintenance and rehabilitation of local streets and roads.
- **Regions** -- \$534 million annually to help restore the cuts to the State Transportation Improvement Program (STIP).
- **Transit** -- \$516 million annually for transit capital projects and operations.
- **Freight** -- \$900 million annually for goods movement.
- **Active Transportation** -- \$80 million annually, with up to \$150 million possible through Caltrans efficiencies, for bicycle and pedestrian projects.
- Constitutional Amendment to help locals raise funding at home by lowering the voter threshold for transportation tax measures to 55 percent.*

Reforms and Accountability

- Restores the independence of the California Transportation Commission (CTC).
- Creates the Office of Transportation Inspector General to oversee all state spending on transportation.
- Increases CTC oversight and approval of the State Highway Operations and Protection (SHOPP) program.
- Requires local governments to report streets and roads projects to the CTC and continue their own funding commitments to the local system.

Streamlining Project Delivery

- Permanently extends existing CEQA exemption for improvements in the existing roadway.
- Permanently extends existing federal NEPA delegation for Caltrans.
- Creates an Advance Mitigation program for transportation projects to help plan ahead for needed environmental mitigation.

New Annual Funding Sources

- Gasoline Excise Tax -- \$2.5 billion (17 cents per gallon increase)
- End the BOE "true up" -- \$1.1 billion
- Diesel Excise Tax -- \$900 million (30 cents per gallon increase)
- Vehicle Registration Fee -- \$1.3 billion (\$38 per year increase)
- Zero Emission Vehicle Registration Fee -- \$16 million (\$165 per year starting in 2nd year)
- Truck Weight Fees -- \$1 billion (Return to transportation over five years)

- Diesel Sales Tax -- \$216 million (3.5% increase)
- Cap and Trade -- \$300 million (from unallocated C&T funds)
- Miscellaneous transportation revenues -- \$149 million

Keeping Promises and Protecting Revenues

- One-time repayment of outstanding loans from transportation programs over two years. (\$706 million)
- Return of truck weight fees to transportation projects over five years. (\$1 billion)
- Constitutional amendment to ensure new funding cannot be diverted for non-transportation uses.

Recommendation: Staff recommends a support position on SBX 1 and ABX 26.

Dismal cap and trade auction results: It was not shocking that the August 16th cap & trade auction resulted in a dismal return of only of \$8 million. This represents the sale of only 1% of the available allowances. The LAO states there are likely several factors for the poor results. These factors include the oversupply of allowances and the continued legal uncertainty of the auction as reasons for suppressing demand for allowances. The oversupply factor could continue to impact future auctions.

The past two auctions generated only \$18 million of an expected \$1 billion in auction revenue. This meager amount will impact programs. CalSTA recently awarded a multi-year allocation of Transit & Intercity Rail Program funds totaling \$390 million. This includes nearly \$200 million in auction revenue generated in 2015-16, but the balance is expected to come from auctions in 2016-17 fiscal year. In addition, these low auction returns will impact available funds for High Speed Rail, the Low Carbon Transit Operations Program, and the Sustainable Communities & Affordable housing program.

The Future of Cap & Trade: SB 32 (Pavley) and AB 197 (Garcia, Eduardo) are heading to Governor Brown who has already vowed to sign them.

SB 32 was approved by the Assembly on a 48-31 vote, and the Senate's passage was by a strict party line vote. In the Assembly, Assemblywoman Catherine Baker was the lone Republican to vote in favor of SB 32. While Assemblywoman Baker abstained on the companion measure, AB 197, two other Republican Assembly members, Brian Dahle and David Hadley, voted for AB 197.

While SB 32 builds on the California Global Warming Solutions Act of 2006 (AB 32), it was scaled back from prior versions to provide the minimum authority needed for CARB to set emission reduction targets beyond 2020. SB 32 does not mention the cap & trade program, nor does it address any of the legal uncertainty surrounding the cap & trade program. However, Governor Brown tried to insert language to shore-up the cap & trade program, but it was not included in the final passage of the bill. It is believed that even this scaled back version sends strong market signals that should help with future

cap & trade auctions. As approved, SB 32 would simply require CARB to ensure that statewide greenhouse gas emissions are reduced to 40% below the 1990 level by 2030.

In addition, there is widespread concern, particularly within the Assembly, on the broad authority AB 32 granted CARB. To take a step toward addressing these concerns and insert some legislative oversight and transparency into CARB's decisions, SB 32 was joined to AB 197. AB 197 was characterized as a first step toward providing greater legislative control. AB 197 does not go far enough for many, and several of the more moderate Democrats voted "No" or abstained on this bill.

AB 197 would create a legislative oversight committee, place 6 year terms (but no term limits) on CARB board members, and add two legislators to the Board as non-voting members. The bill requires CARB to prioritize regulations that result in direct emission reductions at large stationary, mobile, and other sources. In addition, AB 197 would require CARB to place on its website the emissions of GHGs, criteria pollutants, and toxic air contaminants throughout the state broken down to a local and sub-county level for stationary sources and to at least a county level for mobile sources. Requires the emissions reported to include data on the emissions of criteria pollutants and toxic air contaminants emitted by stationary sources as provided to ARB by air districts. At a policy hearing prior to the Assembly Floor vote, oil industry representatives stated that AB 197 will result in certain litigation given the ambiguity of the language in the bill.

November 2016 Transportation Sales Tax Measures in California

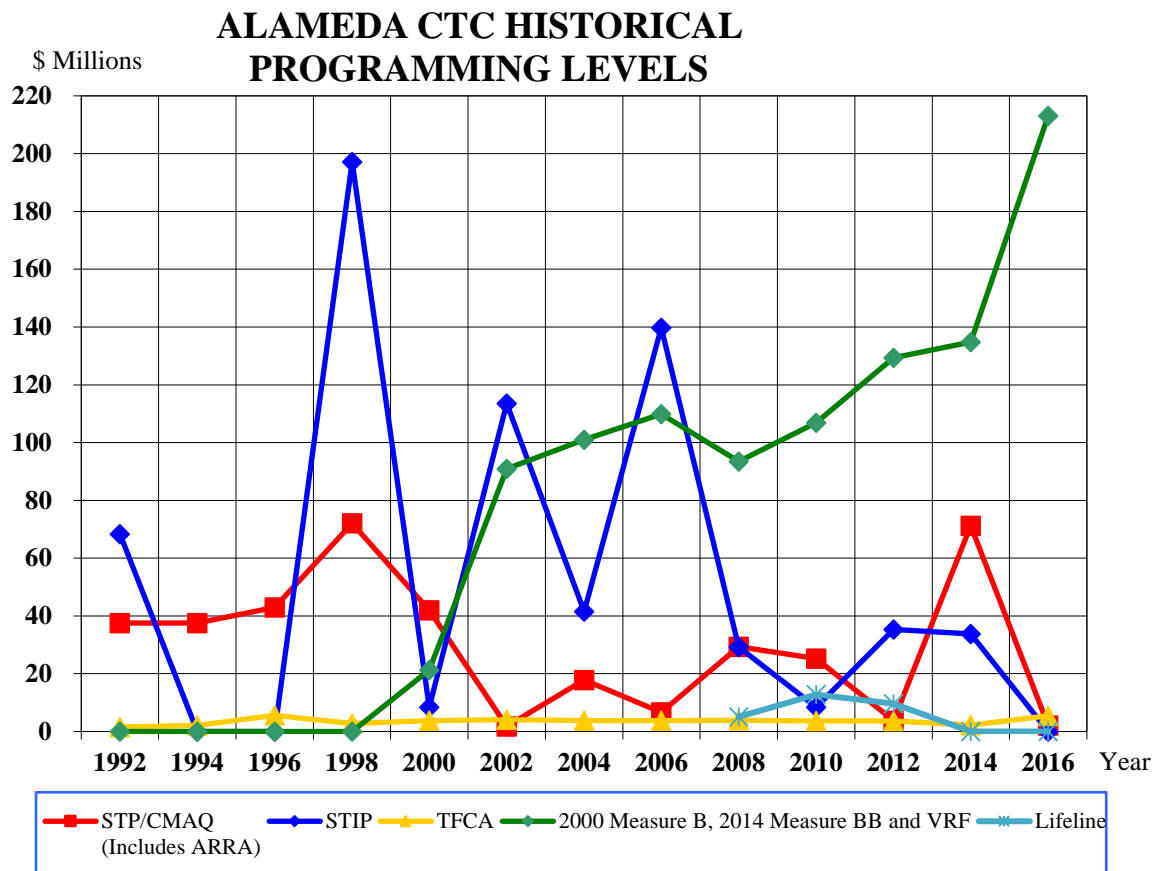
The following provides an informational update on transportation-related measures that will be on the ballot on November 8. The dollar amounts are based on 2016 estimates.

Expenditure Plan Info	Description	Term	Amount	Total
CCTA	Measure X : Contra Costa County sales tax measure to fund transportation improvements.	30 years	1/2 cent	\$2.9B
Metro	Measure M : Los Angeles County extension of half-cent sales tax measure to fund transportation projects and half-cent augmentation to improve light rail and subway lines.	No exp.	1 cent	\$3B/yr
PCTPA	Measure M : Placer County sales tax measure to fund transportation projects.	30 years	1/2 cent	\$1.6B
Sacramento County	Measure B : Sacramento County half-cent augmentation of half-cent sales tax measure for regional bus and light rail projects.	30 years	1/2 cent	\$3.6B
SANDAG	Measure A : San Diego County sales tax measure to fund transportation projects.	40 years	1/2 cent	\$18.2B
San Luis Obispo County	Measure J-16 : San Luis Obispo County sales tax measure to fund transportation projects.	9 years	1/2 cent	\$225M
SCCRTC	Measure D : Santa Cruz County sales tax measure to fund transportation projects.	30 years	1/2 cent	\$500M
StanCOG	Measure L : Stanislaus County sales tax measure to fund transportation projects.	25 years	1/2 cent	\$960M
Ventura County	Measure AA : Ventura County sales tax measure to fund transportation projects.	30 years	1/2 cent	\$3.3B
VTA	Measure B : Santa Clara County sales tax measure to fund transportation projects.	30 years	1/2 cent	\$6.5B
TAMC	Measure X : Monterey County sales tax measure to fund transportation projects.	30 years	3/8 percent	\$600M
Total:				\$41.4B

Local Update

Local transportation sales taxes are reliable funding sources that continue to exceed regional, state, and federal funding levels. Having local funding is critical to support essential transportation projects and programs.

Fortunately, in Alameda County, voters have already supported Measure B, Measure BB, and Vehicle Registration Fee funding, while the State Transportation Improvement Program has decreased to almost zero.



If approved by voters on November 8, 2016, the following local measures will fund transportation operations and maintenance, capital improvements, streets and sidewalks, and pedestrian, bicycle, and traffic safety.

Sponsor	Description	Term	Total
AC Transit	Measure C1 : Extension of the parcel tax for AC Transit operations and maintenance.	20 years	\$600M
BART	Bond Measure RR : An increase in homeowners' property taxes to fund capital improvements in Alameda, Contra Costa, and San Francisco counties.	40 years	\$3,500M

Sponsor	Description	Term	Total
City of Alameda	Measure K1 : Reaffirms the existing annual transfer of funds from Alameda Municipal Power to the City's General Fund budget dedicated to essential services including public safety, fire and emergency response, recreation and parks, street and sidewalk maintenance, libraries, and streetlights.	No exp.	\$3.7M/yr
City of Berkeley	Measure T1 : Infrastructure and facilities bond measure that would support streets and sidewalks, storm drains, senior centers, parks and rec facilities, public buildings and facilities.	40 years	\$100M
City of Oakland	Measure KK : Bond measure that would support streets, sidewalks, and pedestrian, bicycle, and traffic safety; public safety and quality of life; and housing and anti-displacement.	10 years	\$600M
			+\$4,800M

Statewide Propositions

In November 2016, 17 statewide propositions will be on the ballot for voters to consider regarding a variety of issues. One that affects transportation and infrastructure is Proposition 53.

Proposition 53, also known as the Cortopassi Initiative, would require voter approval before the state may issue over \$2 billion in bonds to finance a project. The initiative process that led to the Proposition was called the "No Blank Checks Initiative" and is intended to place more voter controls on long-term bond debt issuance for infrastructure improvements in the state. According to the Secretary of State website, Proposition 53 "Requires statewide voter approval before any revenue bonds can be issued or sold by the state for projects that are financed, owned, operated, or managed by the state or any joint agency created by or including the state, if the bond amount exceeds \$2 billion. Prohibits dividing projects into multiple separate projects to avoid statewide voter approval requirement. "

Proposition 53 could negatively affect the state's ability to issue debt by requiring a statewide vote for infrastructure projects financed through revenue bonds, and could slow down much-needed transportation improvements. In addition, the proposition defines the "'State' as the State of California, any agency or department thereof, and any joint powers agency or similar body created by the State or in which the State is a member." While this definition does not include a city, county, city and county, school district, community college district, or special district, it does explicitly include joint powers authorities where the state is a partner. This could present a challenge for Alameda CTC and for transportation and infrastructure improvements in general where local agencies partner with state agencies to deliver infrastructure improvements.

A large number of agencies and organizations representing local governments, water providers, public safety, businesses, labor unions, agriculture, health and infrastructure have taken oppose positions on this initiative. Opponents to Proposition 53 include more than 200 organizations, including the League of California Cities, Self-Help Counties Coalition, and other transportation agencies across the state.

Recommendation: Staff recommends that Alameda CTC take an oppose position on Proposition 53.

Local Actions

Alameda CTC has already taken the following actions to protect toll revenues, support goods movement with Fixing America's Surface Transportation (FAST) Act funding, and protect the efficiency of intelligent transportation systems in major corridors as well as Alameda CTC's ability to contract with design professionals for upfront legal defense costs against claims:

- Sent a letter to Governor Brown requesting his signature on AB 1919 (an Alameda CTC sponsored bill), which will make a critical change regarding financing transportation projects. As of August 22, 2016, this bill passed the Assembly and Senate and had been enrolled to go the Governor.
- Sent a letter to support AB 516, which will ensure all vehicles are equipped with a uniquely identifiable license plate at the point of sale to improve safety for vehicles involved in a crime or traffic accident and curb toll cheating by cars without plates, a rapidly growing problem. This bill was signed by the Governor and became law in late July.
- Sent a letter to support AB 2170, which specifies that FAST Act funds for freight projects be allocated through the Trade Corridor Improvement Fund (TCIF) and will allow state and local entities to build on the TCIF foundation and make needed improvements to our freight system. This bill was passed by the Senate and Assembly on the last day of session and sent to the Governor.
- Sent a letter to support AB 2289, which makes an important clarification that the operations of the state highway system including intelligent transportation systems may be included in the State Highway Operations & Protection Program. This bill became law in late July.
- Sent a letter to oppose SB 885, related to contract indemnity, which eliminates the ability of a public agency to contract with engineers and architects, known as design professionals, for upfront legal defense costs against claims related to a project's design work. This bill was pulled by the author and is now dead.

Attachment B provides information on activities and issues at the federal level from Alameda CTC's federal lobbyist, CJ Lake.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC 2016 Legislation Program
- B. Federal Update

Staff Contact

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

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2016 Alameda County Transportation Commission Legislative Program

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

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

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

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none"> Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures. Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled, or other reliable means. Support efforts that protect against transportation funding diversions and overall increase transportation funding. Support new funding sources for transportation.
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations. Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs. Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures. Support efforts that streamline financing and delivery of transportation projects and programs. Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems. Seek, acquire, and implement grants to advance project and program delivery.
Project Delivery	Advance innovative project delivery	<ul style="list-style-type: none"> Support environmental streamlining and expedited project delivery. Support contracting flexibility and innovative project delivery methods. Support high-occupancy vehicle/toll lane expansion in Alameda County and the Bay Area and efforts that promote effective implementation. Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> Support efforts that reduce project and program implementation costs. Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs. Support local flexibility and decision-making on land-use for transit oriented development (TOD) and priority development areas (PDAs). Support innovative financing opportunities to fund TOD and PDA implementation.
	Expand multimodal systems and flexibility	<ul style="list-style-type: none"> Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people, including addressing parking placard abuse, and do not create unfunded mandates. Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education.

Issue	Priority	Strategy Concepts
		<ul style="list-style-type: none"> • Support parity in pre-tax fringe benefits for public transit/vanpooling and parking.
Climate Change	Support climate change legislation to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> • Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions, and support economic development. • Support cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy. • Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions. • Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.
Goods Movement	Expand goods movement funding and policy development	<ul style="list-style-type: none"> • Support a multimodal goods movement system and efforts that enhance the economy, local communities, and the environment. • Support a designated funding stream for goods movement. • Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy. • Ensure that Bay Area transportation systems are included in and prioritized in state and federal planning and funding processes. • Support rewarding Self-Help Counties that directly fund goods movement infrastructure and programs.
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> • Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional transportation problems and support governmental efficiencies and cost savings in transportation. • Support policy development to advance transportation planning, policy, and funding at the county, regional, state, and federal levels. • Partner with community agencies and other partners to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs. • Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.

MEMORANDUM

TO: Art Dao
Alameda County Transportation Commission

FROM: CJ Lake, LLC

DATE: August 4, 2016

RE: Federal Legislative Update

Introduction

The month of July saw developments on a variety of fronts before both major parties held their national nominating conventions. Specifically, action was taken on opioid abuse prevention legislation, mental health reform, and an extension of policy and spending authority for the Federal Aviation Administration (FAA). The FY17 appropriation process stalled in the Senate, although there was progress made by the House.

This week, the House and Senate enter into their traditional August District/State work period and will resume legislative business after Labor Day. In the absence of direct legislative activity, we expect Members of Congress to make tours and visits in their Districts/States and to continue writing letters to support or oppose certain policy objectives. We will also continue to track federal regulatory activity as the executive branch will be publishing regulations during this time and announcing federal grant awards prior to the start of the new fiscal year on October 1. We also expect to see the 2016 election heat up as national candidates have been officially nominated, policy teams are assembled, and political statements are made.

Once Congress returns for legislative business, we expect further developments on appropriations legislation (most likely to include a continuing resolution that will start FY17 on October 1), the energy policy legislation conference, and the conference on the National Defense Authorization Act of FY17 with additional items expected if there is floor time available. After the legislative session in September, the Congress will engage in campaigning until the elections on November 8, followed by a lame duck session that will begin on November 14.

Budget and Appropriations

While July began with the House out of session for the Independence Day recess, the Senate hoped to move ahead in the appropriations process, specifically focused on the FY17 Military Construction-VA funding bill that included emergency funding to combat the Zika Virus. However, a procedural vote in the Senate failed when Democrats objected to the measure due to the inclusion of “poison pill” rider language. The controversial provisions included limits on family-planning services, a suspension of Clean Water Act rules on the use of some pesticides without the Environmental Protection Agency’s (EPA) approval, a funding level for the Department of Veterans Affairs that was \$500 million below what

the Senate passed, and the deletion of a provision sought by Democrats to prohibit the Confederate battle flag at veterans' cemeteries.

When both chambers returned from recess in the second week of July, the House began consideration of the FY17 Financial Services and General Government Appropriations Act, which had been previously delayed before the recess due to House Democrats' 25-hour sit-in to demand a vote on gun control legislation. The measure drew controversy due to provisions to cut funding for the Internal Revenue Service (IRS) and the Securities and Exchange Commission (SEC), but the House ultimately passed the spending bill in a largely party-line vote of 239-185. In total, the bill provides \$21.7 billion for various agencies and programs in FY17, which is \$1.5 billion less than the FY16 enacted level. The cut to IRS funding would be \$236 million, and the cut to SEC funding would be \$50 million. The bill also includes a number of provisions to place limits on the IRS, including a prohibition on regulations concerning the tax-exempt status of 501(c)(4) social welfare organizations. Instead of receiving funding directly from the Federal Reserve, the bill would also make the Consumer Financial Protection Bureau (CFPB) subject to annual appropriations. Finally, among dozens of considered amendments, the House included a measure to bar funds from being used to change the requirements for registration for the draft and to bar funds from being used to help "sanctuary cities." The Obama Administration has threatened to veto the bill because of its funding cuts to federal agencies and the policy riders.

At the committee level in the House, the House Appropriations Subcommittee on State and Foreign Operations passed their FY17 spending bill on July 6 by voice vote. The bill would provide \$37.1 billion in regular appropriations, which is a decrease of \$595 million from the current level. Multilateral assistance would be cut by \$877 million and funding for the State Department would be cut by \$182 million. The bill also blocks funds for the UN Human Rights Council, the UN Population Fund, and the Green Climate Fund.

The House Appropriations Subcommittee on Labor, Health and Human Services (HHS), and Education approved their FY17 appropriations bill on July 7. The \$16.1 billion spending bill then headed to full committee markup on July 13, before the House departed for their seven-week recess, which marked the official end of the committee's appropriations work. The spending bill reflects a \$569 million decrease in funding from the FY16 enacted level and \$2.8 billion below the President's budget request. Members of the Committee spent nearly 2 days voting on more than two dozen amendments to the bill. Partisan fights ensued within the Committee over ObamaCare, birth control coverage, cancer research funding, and the Zika virus. The bill also includes language blocking the Department of Labor from enforcing certain provisions of the April 2015 H-2B regulations, continuing the riders that were included in the House's FY16 funding measure. However, the legislation does provide a few bipartisan priorities, including a \$1.25 billion funding increase for the National Institutes of Health (NIH). Unlike the Senate's bipartisan version of the Labor/HHS/Education package, the House bill has numerous controversial provisions and a veto threat issued by the White House.

The Senate failed to move forward in the appropriations process again in the second week of July, blocking the FY17 Defense spending bill on a procedural vote of 50 to 44. Following the vote, Senate Democrats issued a statement that they would delay further action on any future bills to fund the

government if Republican leaders did not commit to adhering to the bipartisan budget framework agreed to last year.

Although the House has passed six of the 12 spending bills compared to the Senate's three, the overall lack of finalized appropriations bills will result in Congress passing a continuing resolution when they return in September and more than likely an omnibus spending package in December. The House has still not taken up its Transportation HUD appropriations bill; as a result this final bill will likely be packaged into a final omnibus bill in December.

Initial Review of FAST Act Implementation

The Senate Commerce, Science, and Transportation Committee met in July to explore the diverse stakeholder perspectives on the implementation of the FAST Act and its role in improving the nation's infrastructure, increasing safety, and enhancing economic growth. In addition, the Committee discussed emerging economic and policy opportunities and challenges for freight and passenger transportation providers, shippers, and transportation safety officials.

Among the witnesses sharing their stakeholder perspectives was CEO of the Kansas City Southern Railway Company Patrick Ottensmeyer, Arkansas Highway Police and President of the Commercial Vehicle Safety Alliance Major Jay Thompson, Supply Chain Manager of BASF David Eggermann, and Executive Vice President and Chief of NEC Business of Amtrak Stephen Gardner. A few of the programs that drew praise from the panel included the provisions to strengthen regulations for the transportation of hazardous materials, provisions designed to shorten the time it takes for otherwise lengthy reviews of rail expansion projects in ways that do not adversely affect the quality of those reviews, provisions addressing emergency response efforts, accident prevention, and rail liability. Witnesses also lauded the fact that passenger rail programs have been included in a comprehensive federal surface transportation bill for the first time.

The Executive Vice President of Amtrak Stephen Gardner joined in the praise of the FAST Act's implementation thus far, but offered a different perspective than the other stakeholders. Because the Act called for direct changes to Amtrak, the company has faced both benefits and challenges in meeting certain requirements. Several positive outcomes of implementing FAST Act changes include the alignment of Federal funding and Amtrak revenues into two separate national Network and NEC accounts to support their associated services and business activities that has increased transparency, the creation of a single funding authorization for each grant program account that has provided more flexibility to use federal dollars in supporting the network's most pressing needs, the changes to the Railroad Rehabilitation and Improvement Financing loan program, and the establishment of the State-Supported Route Committee that strengthens the cooperation between Amtrak, the Federal Railway Administration, and the States. The representative of Amtrak also offered support for continued and increased funding for the TIGER grant program and the Federal-State Partnership for the State of Good Repair program. Despite the benefits thus far, Mr. Gardner said that Amtrak has already faced and expects to continue to face the challenge of funding all of the requirements detailed in the FAST Act without funding support from the Federal government.

FY16 FASTLANE Awards

The Department of Transportation notified the authorizing committees the first week of July of the grants the department intends to award under the new Nationally Significant Freight and Highway Projects program, also known as the FASTLANE program. The FASTLANE program was created by the FAST Act, signed into law on December 4, 2015; the program is intended to provide financial assistance to nationally and regionally significant freight and highway projects that align with program goals. The act also required the Department to notify the authorizing committees of jurisdiction of projects being awarded under the program; the list of projects must then remain with the committee for a 60-day review period before awards can be issued. The department notified the committees on July 5 of 18 projects selected to receive a total of \$759 million in FY16. Although Alameda CTC's GOPort! proposal was not successful, staff plans to debrief with the Department on how the application can be improved and will begin working on a strategy for the coming year.

FY16 TIGER VIII Awards

The Department of Transportation officially announced the recipients of the TIGER VIII awards on July 29. Demand for the 2016 TIGER grant program continued to far exceed available funds; with the Department receiving 585 eligible applications collectively requesting over \$9.3 billion in funding. During the previous seven rounds, the Department received more than 7,300 applications requesting more than \$143 billion for transportation projects across the country. The Department ultimately awarded \$500 million to 40 recipients. Approximately two-thirds of the new TIGER grantees were repeat applicants that had been rejected in previous years. Although Alameda CTC's I-680 Sunol Northbound Express Lanes Project was not successful, Alameda CTC may want to request a debrief from DOT and decide whether to submit the same proposal next year.

ACTC Specifics:

- CJ Lake provided communication on FAST Act implementation, 2016 priorities, and legislative outlook for 2016.
- CJ Lake provided federal legislative update.
- CJ Lake worked with Alameda CTC staff regarding visit from Representative Swalwell's staff on August 31.



Memorandum

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 6, 2016

SUBJECT: Congestion Management Program (CMP): Elements, Scope, and Schedule for the 2017 CMP Update and 2015-2016 Annual Conformity Findings

RECOMMENDATION: Approve the 2017 CMP update scope and schedule, and 2015-2016 CMP conformity findings.

Summary

As the congestion management agency (CMA) for Alameda County, Alameda CTC is required to biennially update and implement the legislatively mandated Congestion Management Program (CMP) that identifies strategies to address congestion issues in Alameda County. Alameda CTC's CMP goes beyond a mere legislative compliance program to being a forward-looking comprehensive strategy for congestion management that improves multimodal mobility and better connects transportation and land use in the county. Alameda CTC seeks approval for the next steps in development of the 2017 CMP and local jurisdictions' conformity with the CMP for the fiscal year 2015-2016.

Alameda CTC updates the CMP biennially and last updated and adopted its CMP in October 2015. The next update will be in 2017 and will occur from October 2016 through October 2017. The CMP's five elements are implemented at various time periods between the biennial updates. The five core elements of the CMP are: 1) the biennial level of service monitoring on the CMP roadway network, 2) multimodal performance review and report; 3) travel demand management, 4) Land Use Analysis Program (ongoing review of land development projects and their effect on the transportation network); and 5) a Capital Improvement Program. Each of these is described further below. In addition, Alameda CTC assesses the conformance of jurisdictions in implementing the CMP elements, as applicable, with the CMP requirements. Conformity findings are also included in this report.

Discussion

Alameda CTC uses the CMP elements to achieve an in-depth understanding of the county's multimodal transportation system, to make informed transportation investment decisions, and to facilitate addressing larger policy and regulatory requirements, such as climate change legislation.

The CMP legislation stipulates that the following five specific elements (Attachment A) form the core CMP and specifies certain other requirements and exemptions for the CMP.

- Traffic Level of Service Standards and the CMP Network
- Multimodal Performance Element
- Travel Demand Management Element
- Land Use Analysis Program
- Capital Improvement Program

It should be noted that based on the directive from the Senate Bill 743, Governor's Office of Planning and Research (OPR) is developing an update to the CEQA guidelines for traffic impact assessment in terms of identifying a new metric, moving away from LOS, and related thresholds, to support greenhouse gas reduction goals. Alameda CTC has been actively engaged in this process with OPR. While the metric will likely be Vehicle Miles Traveled, the details of implementation are yet to be finalized as part of a draft guidance to the CEQA guidelines. If and when the guidelines become final, two of the CMP elements will be in contradiction with the updated CEQA guidelines - LOS Monitoring and the Land Use Analysis Program. Considering this potential change, Alameda CTC, in collaboration with the regional and state partners, is working to identify ways to address this issue and revamp the Congestion Management Program as a program that continues to be current and effective. Additionally, the proposed update to the CMP will consider this likely change and will make updates in such a way that they will still be useful even after SB 743 outcome is final.

Alameda CTC's Congestion Management Program Elements

1. Traffic Level of Service Standards – Designation of the CMP roadway system.

This element requires designation of the CMP roadway system, a regionally significant core roadway network for Alameda County to move people and goods. This system is monitored biennially using the adopted level of service (LOS) standards, and if any segment fails to meet the minimum required standards (subject to application of mandated exemptions), then preparation of a deficiency plan is required to improve the segment.

Attachment B shows the CMP roadway network for Alameda County. The law mandates that the designated CMP roadway network include all state highways and "principal arterials." Alameda CTC and predecessor agencies adopted and monitored approximately 232 miles of CMP network Tier 1 roadways, from 1991 until 2010.

Alameda CTC expanded the CMP network in 2010 by including approximately 90 miles of principal and major arterials across the county, known as Tier 2 roadways for informational monitoring only and which are not subject to CMP deficiency plans requirements. Since the 2014 monitoring cycle, Alameda CTC has also additionally monitored 84 miles of the managed lanes, also known as express lanes, for informational purpose. In 2016, Alameda CTC used commercial travel time data for nearly two thirds of the CMP network. Using commercial data provides robust data samples, cost efficiency, and performance analysis options.

2. *Multimodal Performance Element – Required application of performance measures.*

CMP law states that a set of performance measures are required to be adopted that will evaluate current and future multimodal transportation system performance for the movement of people and goods. At a minimum, these measures must incorporate highway and roadway system performance, and measures must be established for the frequency and routing of public transit and for the coordination of transit service provided by separate operators. Alameda CTC develops a Performance Report annually on the state of the countywide multimodal transportation system. Realizing the value of performance measurements in understanding the demand on and health of the multimodal transportation system in the county, Alameda CTC has continued to expand the performance analysis. The 2015 Performance Report, released in April 2016, included information on broader countywide and regional commute patterns, paratransit services, and countywide housing permitting and production, in addition to the above state of performance assessment of the multimodal transportation system.

3. *Travel Demand Management Element – Promoting alternative transportation methods.*

CMP legislation states that the travel demand management (TDM) element be adopted to promote alternative transportation methods, including but not limited to carpools, vanpools, bicycles, and park-and-ride lots; improvements in the balance between jobs and housing; and other strategies, including but not limited to flexible work hours, telecommuting, and parking management programs. To meet this requirement, Alameda CTC implements the Guaranteed Ride Home program and distributes a checklist to local jurisdictions to follow-up on their locally required elements as part of the annual conformity finding process. The Guaranteed Ride Home program has been successful and resulted in a reduction of 65,056 drive-alone round trips per year in 2015. Other Alameda CTC TDM-related programs include the Safe Routes to Schools Program, the [Commute Choices website](#), and Bicycle Education Training. The 2015 CMP included a countywide comprehensive TDM strategy with a comprehensive menu of TDM activities that can reduce automobile trips.

4. Land Use Analysis Program – Assessment and mitigation of land use development impact on the transportation network.

The intent of the legislation for the Land Use Analysis Program is to analyze the impacts of land use development decisions made by local jurisdictions on the regional transportation systems.. It encourages, to the extent possible, identification of the impacts to the transportation system using the performance measures adopted in the CMP. The legislation also states that this program may be implemented through the California Environmental Quality Act analysis to avoid duplication.

Alameda CTC's CMP Land Use Analysis Program requires local jurisdictions to inform the agency about all (1) General Plan Amendments and (2) Notice of Preparations for Environmental Impact Reports for projects consistent with the General Plan. If Alameda CTC determines that a CMP analysis is required based on applying trip generation criteria, a separate CMP analysis must be included in the environmental document using the countywide model to analyze the impact of the project on selected regional roadways, the regional transit system, and countywide bicycle and pedestrian networks.

- **Countywide Travel Demand Model – Model database consistent with the regional planning agency's database.** CMP legislation requires that Alameda CTC, as the CMA, develop a computer model consistent with the databases and assumptions used by the regional planning agency, the Association of Bay Area Governments (ABAG) land use and socio-economic database and the Metropolitan Transportation Commission (MTC) regional model assumptions for the county. Local jurisdictions are required to use Alameda CTC's model to determine the impacts of land use development on the transportation system.

In addition to the CMP-related legislatively-mandated development impacts assessment on the transportation system, Alameda CTC's countywide model is used for many planning studies and project transportation impact analyses by Alameda CTC and other agencies. Alameda CTC updates the Countywide Travel Demand Model every four years to be consistent with ABAG's most recently adopted land use and socio-economic database, and the modeling assumptions in MTC's regional model. Local jurisdictions are permitted to redistribute housing and employment data to be more consistent with their adopted land use plans. Alameda CTC continues to improve the Countywide Travel Demand Model as a reliable tool to develop multimodal forecasts. The countywide model was most recently updated in August 2014 to include the 2013 Plan Bay Area assumptions, in addition to improving the sensitivity of the model to forecast alternative modes.

5. Capital Improvement Program – A Comprehensive Investment Program using performance measures.

Legislation requires development of a Capital Improvement Program (CIP) using the adopted performance measures to determine effective projects that maintain or improve the performance of the multimodal system for the movement of people and goods and to mitigate transportation impacts identified pursuant to the CMP Land Use Analysis Program. Legislation also requires the program to conform to transportation-related vehicle emission air quality mitigation measures, and to include any project that will increase the capacity of the multimodal system. Alameda CTC ensures conformance of CIP-CMP projects to the air quality mitigation measures through MTC's Regional Transportation Improvement Program, wherein the CIP is included. Additionally, Alameda CTC developed a new Comprehensive Investment Plan that identifies all anticipated transportation funding over a five-year horizon and strategically matches the funding sources to multimodal investments in Alameda County's transportation system. The Comprehensive Investment Plan requires that each funded project and program include performance monitoring goals which allow Alameda CTC to evaluate their benefits to the transportation system as part of the Congestion Management Program's performance monitoring.

2017 CMP Update Scope and Schedule

Alameda CTC's CMP biennial update is scheduled for completion in 2017. This CMP update will incorporate progress made and relevant policy changes on all CMP elements since the adoption of the previous CMP in October 2015, and will identify appropriate next steps as action items. The update will occur from October 2016 through October 2017 as illustrated in the 2017 CMP schedule in Attachment C.

2017 CMP Update Scope

The following summarizes the proposed specific updates to the CMP elements and provides a general progress update.

- *LOS Monitoring and Network Update:*
 - Review and update the CMP network based on the three countywide modal plans—the Countywide Multimodal Arterial Plan, Countywide Transit Plan, and Countywide Goods Movement Plan, and 2016 LOS Monitoring Study results and recommendations. Particularly, update the roadway segmentation for CMP network segments and roadway arterial class used for LOS Monitoring to better reflect existing conditions.
 - As appropriate, identify countywide multimodal transportation facilities and metrics for monitoring alternative modes based on the modal plans and develop recommendations based on the Senate Bill 743 (SB 743) outcome, which is a change to determining performance metric and related thresholds for assessing transportation impacts as part of land use developments.

- *Multimodal Performance*: Explore opportunities to better integrate the Performance Report and LOS Monitoring Report. Explore opportunities to report on goods movement system performance through the Performance Report document.
 - *Travel Demand Management*:
 - Update the strategic TDM plan to reflect the latest research on the effectiveness of these activities on reducing automobile trips. Based on the strategic plan, Alameda CTC will work with the Transportation Management Associations to expand the commute options available.
 - As necessary, reassess and update the contents of the TDM check list that is distributed to local jurisdictions to follow up on their locally required TDM elements as part of the annual conformity finding process.
 - Alameda CTC will collaborate with regional partners to improve the cohesiveness and effectiveness of the region's TDM programs to benefit users who cross jurisdictional boundaries.
 - *Land Use Analysis Program*: Provide a status update on the Land Use Analysis Program including an update on the SB 743 outcome and next steps, Sustainable Communities Technical Assistance Program-funded studies, regional priority development areas, and priority conservation areas. Alameda CTC's PDA Investment and Growth Strategy is required by MTC to be updated in 2017.
- Travel Demand Model*: Explore updating the Alameda CTC travel demand model with more recent regional travel survey data and modeling techniques, and explore other emerging analytical tools that can support better evaluating travel behaviors and demand on the County's transportation system.
- *Capital Improvement Program*: Incorporate the Comprehensive Investment Plan 2018, including program recommendations.
 - *Program Implementation and Monitoring*: Update conformance for the Land Use Analysis Program and the SB 743 outcome on the updated CEQA guidance.

2015-2016 CMP Conformity Findings

Annually, local jurisdictions must comply with four elements to be found in compliance with the CMP. Non-conformance with the CMP requirements means that respective local jurisdictions are at a risk of losing the Proposition 111 gas tax subvention funds. The four elements are:

1. Level of Service Monitoring Element: Prepare Deficiency Plans and Deficiency Plan Progress Reports, as applicable;
2. Travel Demand Management Element: Complete the TDM Site Design Checklist to report an update on TDM element implementation in their respective jurisdictions;
3. Land Use Analysis Element:

- a. Submit to Alameda CTC all Notice of Preparations, Environmental Impact Reports, and General Plan Amendments;
 - b. Review the allocation of ABAG land use projections to Alameda CTC's countywide travel model traffic analysis zones; and
4. Pay annual fees.

As of August 19, 2016, all jurisdictions have provided necessary documentation to establish conformity with the CMP for 2016, except for the City of Alameda. Staff continues to work with the City of Alameda to finalize all documentation, so that the Commission will find all jurisdictions in conformity at the Commission meeting on September 22, 2016. Attachment D summarizes the status of conformance documentation by jurisdiction. Activities undertaken to establish conformance and additional required documentation are described as follows.

Level of Service Monitoring Element

- *New Deficiency Plans:* following the 2016 Level of Service monitoring of the CMP network, Alameda CTC analyzed the CMP segments that performed at LOS F to determine deficiency after applying relevant exemptions, as outlined in the CMP statute. Based on this analysis, no new deficiency plans are required.
- *Deficiency Plan Progress Reports:* Three existing Deficiency Plans are currently active in Alameda County. The status of these is summarized as follows:

- 1. SR-260 Posey Tube Eastbound to I-880 Northbound Freeway Connection**

Lead Jurisdiction: City of Oakland

Participating Jurisdictions: City of Alameda and City of Berkeley

Status: Final Progress Report submitted by the City of Oakland and letter of concurrence obtained from the City of Berkeley. Letter of Concurrence is pending from the City of Alameda.

- 2. SR-185 (International Boulevard) Between 46th and 42nd Avenues**

Lead Jurisdiction: City of Oakland

Participating Jurisdiction: City of Alameda

Status: Final Progress Report submitted by the City of Oakland. Letter of Concurrence is pending from the City of Alameda.

- 3. Mowry Avenue Eastbound from Peralta Boulevard to SR-238 (Mission Boulevard)**

Lead Jurisdiction: City of Fremont

Participating Jurisdiction: City of Newark

Status: Final Progress Report and letter of concurrence obtained.

Travel Demand Management Element

Jurisdictions reviewed and updated the Site Design Checklists as needed.

Land Use Analysis Element

- *Development project review:* Jurisdictions reviewed a listing of environmental documents for land use projects that Alameda CTC had reviewed and commented on during FY15-16. Additional projects were identified as missing from this list but were determined to be below the LUAP threshold for which Alameda CTC reviews the project.
- *Land use forecast review:* Jurisdictions reviewed Plan Bay Area 2013 (Sustainable Communities Strategy) land use allocations as part of the Alameda Countywide Travel Demand Model update completed in August 2014.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. CMP and Elements
- B. CMP Roadway Network
- C. 2017 CMP Update Schedule
- D. 2015-2016 CMP Conformance

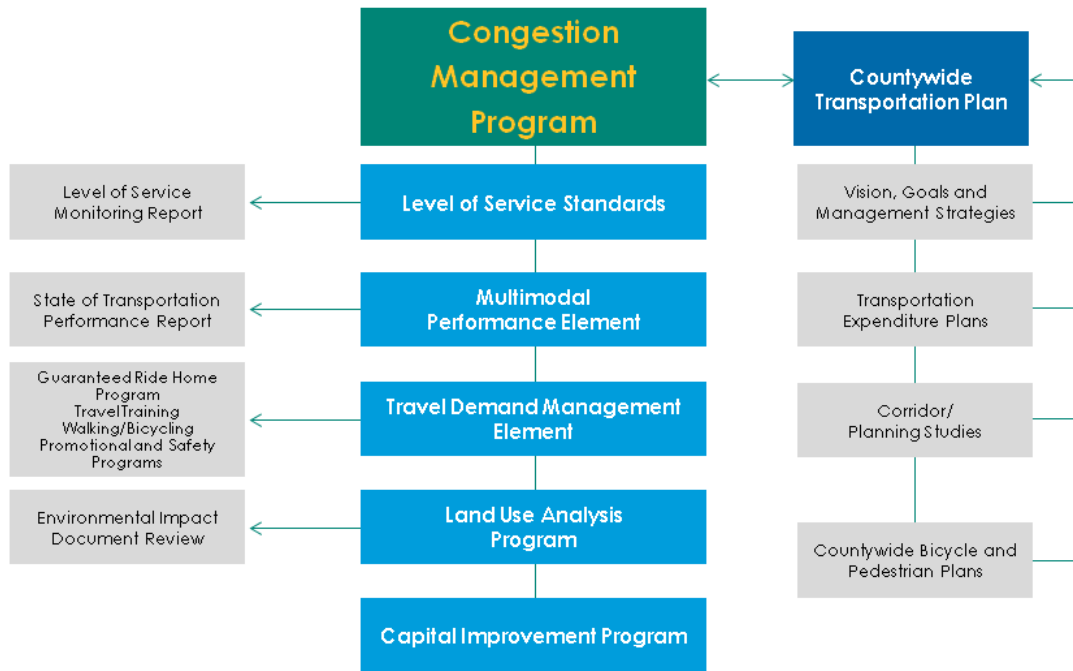
Staff Contacts

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

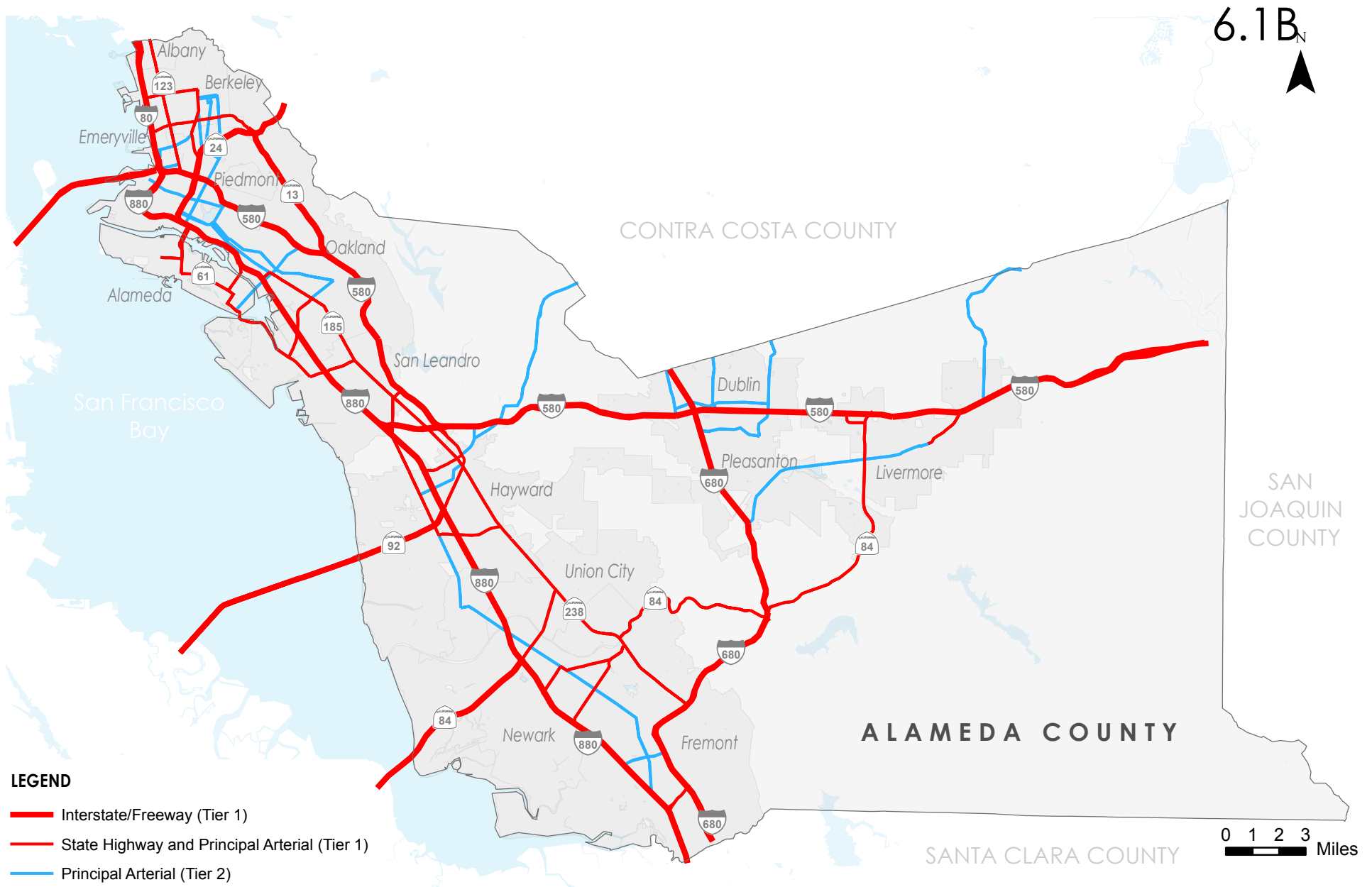
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[Daniel Wu](#), Assistant Transportation Planner

Congestion Management Program and Elements




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CONGESTION MANAGEMENT PROGRAM ROADWAY NETWORK



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 DRAFT 2017 Congestion Management Program (CMP) Update Schedule														
Activity	2016				2017									
	September	October	November	December	January	February	March	April	May	June	July	August	September	October
2017 Update Process	Approve by Commission scope and schedule								2017 CMP Report Development	Complete Draft 2017 CMP report			Approve Final 2017 CMP report by Commission	Prepare and submit report to MTC
1 CMP-designated Roadway System		Review and update arterial network and segmentations based on Countywide Modal Plans and 2016 LOS Monitoring results												
2 Traffic Level of Service (LOS) Standards Element		Review application of recommendations from the 2016 LOS Monitoring Study												
								Develop recommendations based on SB 743 outcomes						
		Use Countywide Modal Plans to identify countywide facilities and metrics for monitoring alternative modes												
3 Multimodal Performance Element		Explore opportunities to better integrate Performance Report & LOS Monitoring Report, and opportunities to report on Goods Movement System performance					Develop the 2016 Performance Report							
4 Travel Demand Management (TDM) Trip Reduction				Update TDM element on progress made since 2015 CMP adoption										
5 Land Use Analysis Program							Provide status update on Land Use Analysis Program including updates regarding SB 743 outcomes and next steps, SC-TAP funded plans, and regional PDA and PCA programs							
6 Countywide Travel Demand Model				Explore updating the travel demand model with more recent data and modeling techniques, and explore other emerging tools that can support travel demand evaluation										
7 Capital Improvement Program									Develop and incorporate the 2018 Comprehensive Investment Plan including the recommended projects for STIP					
8 Program Implementation and Monitoring									Update conformance for the Land Use Analysis Program regarding SB 743 outcomes					

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FY 2015-2016 CMP CONFORMANCE
Land Use Analysis, Site Design, Payment of Fees and Deficiency Plans

	Land Use Analysis Program		TDM Element	Payment of Fees	Deficiency Plans/LOS Standards	Meets All Requirements
Jurisdiction	GPA & NOP Submittals	Land Use Forecast Review*	Checklist Complete	Payments thru 4th Qts FY 14/15	Deficiency Plan Progress Reports or Concurrence	
Alameda County	Yes	Yes	Yes	Yes	N/A	Yes
City of Alameda		Yes		Yes	Yes	
City of Albany	Yes	Yes	Yes	Yes	N/A	Yes
City of Berkeley	Yes	Yes	Yes	Yes	Yes	Yes
City of Dublin	Yes	Yes	Yes	Yes	N/A	Yes
City of Emeryville	Yes	Yes	Yes	Yes	N/A	Yes
City of Fremont	Yes	Yes	Yes	Yes	Yes	Yes
City of Hayward	Yes	Yes	Yes	Yes	N/A	Yes
City of Livermore	Yes	Yes	Yes	Yes	N/A	Yes
City of Newark	Yes	Yes	Yes	Yes	Yes	Yes
City of Oakland	Yes	Yes	Yes	Yes	Yes	Yes
City of Piedmont	Yes	Yes	Yes	Yes	N/A	Yes
City of Pleasanton	Yes	Yes	Yes	Yes	N/A	Yes
City of San Leandro	Yes	Yes	Yes	Yes	N/A	Yes
City of Union City	Yes	Yes	Yes	Yes	N/A	Yes

N/A indicates that the city is not responsible for any deficiency plan in the past fiscal year.

* This requirement has been met through jurisdictions review of land use allocation in 2013-15 travel demand model update

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Memorandum

6.2

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• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 6, 2016

SUBJECT: Alameda County Safe Routes to Schools Program

RECOMMENDATION: Approve and authorize the Executive Director to execute Amendment No. 3 to Professional Services Agreement No. A13-0001 with Alta Planning + Design, Inc. for an additional \$1,380,000 for a total not-to-exceed amount of \$6,580,000 for project implementation of the Safe Routes to School Program.

Summary

The Alameda County Safe Routes to Schools (SR2S) Program is now entering its 11th year of programming. The SR2S program has historically focused on education and encouragement activities within a model of one-on-one site coordination activities provided by SR2S consultant staff. Over the past decade, schools have become accustomed to the program and have integrated it into their annual activities. Over the past year, Alameda CTC has been assessing and evaluating the long-term viability and structure of the SR2S program in Alameda County. During the last fiscal year, Alameda CTC, with the SR2S consultant team, developed a new method of engaging schools that is less resource intensive recognizing that there has been a "tipping point" for school engagement and participation in the SR2S program. Since the program has become part of the culture within schools, a shift in resources will enable the program to continue developing in a sustainable way that incorporates direct safety education programs, on-line resources for schools, and a new capital investment element to increase the safety at school sites. In 2015-2016, the Commission directed staff to increase opportunities for capital improvements at schools in Alameda County. This recommendation for Amendment #3 to the Alta Planning + Design, Inc. contract will implement SR2S activities throughout the county during the FY 2016-2017 school year.

This memorandum also provides background on the following areas of the SR2S program:

- Growth and evolution of the SR2S Program;
- An update on the High School Program;
- How students are traveling; and,
- A look ahead to 2016-2017 school year and future of the SR2S Program.

Background

Alameda County's SR2S Program is a countywide program that promotes and encourages safe walking, bicycling, carpooling, and riding transit to school. The program began in 2006 as a pilot at four schools, funded with a Caltrans SR2S grant and Measure B funds and was not implemented by Alameda CTC. As part of the Metropolitan Transportation Commission's Climate Initiatives program in 2010, the program received federal funding to implement and expand the program. With the inclusion of federal funds for the program, Alameda CTC determined that the program should be taken in-house and delivered through a competitively bid consultant procurement process. In 2011, Alameda CTC hired Alta Planning + Design, Inc. to support the implementation and growth of the SRS2 program in Alameda County. This contract was competitively bid and has been renewed within Alameda CTC's five year annual contract renewal process that goes to the Commission each January. For fiscal year, 2017-2018, the contract will be required to go out to a competitive bid per Alameda CTC's contract procurement process. The current program is administered by Alameda CTC and funded by Federal Congestion Mitigation and Air Quality funds, Federal Surface Transportation Program funds, and local Measure B funds as matching funds to the federal dollars.

During the initial contract term with Alta Planning + Design, Inc., the program focused on outreach, education, and expansion. As a result, a significant amount of consultant and staff time was required to educate and support the schools to integrate the program as part of an annual safety and educational effort. There were no capital funds used during this growth and expansion time. During this period, the program has successfully expanded, reaching over 170 schools across the County during the 2015-2016 school year, engaging students from kindergarten through 12th grade.

Growth and Evolution of the SR2S Program

During the 2015-2016 school year, Alameda County's SR2S team organized and delivered over 600 individual events at 170 schools, an increase over the prior school year. A school selection process was carried forward for the 2015-2016 school year with the dual goals of distributing the programming equitably throughout the County and selecting schools with optimal chances of success. Schools were evaluated based on socio-economic characteristics, land use, barriers to active transportation, collision history, and the presence of a school champion and task force to assist with program implementation. Schools have noted that the application process can be a barrier to entry in the SR2S program, therefore the program has shifted from an application-based program with a selection process to a registration-based program for the 2016-2017 school year. The updated registration process obtains valuable information from schools as they sign up for the program, but it reduces the barrier to entry for schools wanting to participate in, and benefit from, SR2S activities.

The Alameda County SR2S program has historically been structured primarily around three countywide events: International Walk and Roll to School Day in October, the Golden

Sneaker Contest in March, and Bike to School Day in May, with some high schools also celebrating “Cocoa for Carpools” in December. These events are aimed at getting families to try new forms of transportation and are supported by ongoing events, such as Walking School Buses or Monthly Walk to School Days, throughout the school year. These events will continue in the upcoming school year, but with improved access to online resources to enable schools to organize their own events, therefore empowering schools to embrace the program and reducing the demand on SR2S program staff.

As the program continues to evolve, the primary focus is on improving safety around schools. In this effort, the program has been expanding its provision of school site assessments and direct safety education to students and their families. During the 2015-2016 school year, the program provided site assessments at 30 schools, compared to eight or fewer in each of the prior school years. Schools are prioritized to receive a site assessment based on the following factors: history, frequency and severity of collisions, student health data, and income. These factors are aligned with the Active Transportation Program grant application to support local, regional, and state opportunities to increase school site safety capital improvements. Site assessments engage the local school community in identifying physical barriers to walking and biking near schools and result in an improvement plan that can be used to apply for funds to make improvements.

Alameda County SR2S High School Program

The high school component of the countywide SR2S program is another unique and innovative aspect of the program. During the 2015-2016 school year, the high school program expanded from eight to 11 schools, and is expanding again for the 2016-2017 school year. Integrating Alameda County SR2S into existing clubs and classes has helped establish program activities as part of the ongoing school curriculum, which is important for sustaining the program. This model is now being used in middle schools as well, with implementation of “Go Green” curriculum, taught by SR2S consultant staff at some middle schools involved in the program. The high school program also includes a Youth Task Force, made up of representatives from each school that meet monthly at Alameda CTC to discuss the program at their schools, plan events, learn from guest speakers in the transportation field, and learn from each other. The Youth Task Force will continue for the 2016-2017 school year.

How Students are Traveling

The primary goal of the Alameda County SR2S program is to increase the percentage of students that travel to and from school by walking, biking, carpooling, and taking public transit. To measure these changes, the program has conducted student hand tallies and parent surveys since 2008. Beginning with the fall semester in 2012, the evaluation effort expanded to request that all schools enrolled in the comprehensive program complete student hand tallies and parent surveys. The fall 2012 semester serves as a baseline against which to measure mode shift.

According to student tally data from Fall 2015, 34 percent of trips are via active transportation, consisting of 28 percent of trips by foot, 4 percent of trips by bike, and 2 percent of trips by skateboard, scooter, or other active mode. Shared trips, including school bus, public transit, and carpool, currently account for 14 percent of trips.

2016-2017 School Year

The recommended amendment to the Alta Planning + Design, Inc. contract will allow implementation of the 11th year of the SR2S program for the 2016-2017 school year beyond August and September which is included in the current contract. This year the SR2S program will focus on providing direct education to students and adults, with an emphasis on safety and capital improvements. The upcoming year also provides an opportunity to leverage other Alameda CTC programs, such as the Affordable Student Transit Pass Pilot Program.

The basic SR2S program will continue with the following elements:

- BikeMobile
- Bike Rodeos
- On Call Site Coordinators
- Pedestrian Rodeos
- Theater Shows

During the 2016-2017 school year, Alameda County SR2S will focus on the following improvements and sustainable strategies:

- Transition from application to registration process for schools to reduce barriers to entry in the program.
- Expand the number of School Site Assessments available to schools. Assessments will be provided based on established metrics that align with Active Transportation Program (ATP) funding.
- Coordinate SR2S activities with other Alameda CTC programs, such as the Affordable Student Transit Pass Pilot Program and Alameda CTC's request for projects as part of the Comprehensive Investment Plan, which includes \$1.3 million for SR2S related capital improvement projects, which is almost equivalent to the funding for this year's operations of the SR2S program.
- Enhance the on-line Resource Center that provides all resources on the SR2S program website to support self-driven SR2S activities.
- Continue education around the tiered recognition system for schools that will encourage program sustainability as well as more school-initiated participation in activities and events. The system includes different levels of engagement in the program including: Partner School, Bronze, Silver, Gold, and Platinum level schools, based on their participation in SR2S programming throughout the school year.
- Provide and present information to School Districts and Cities about the program in their respective jurisdiction to facilitate better coordination and further growth of the program.

Fiscal Impact:

The action will encumber \$1,380,000 of Project grant funds (STP/CMAQ funds, and local Measure B matching funds) which was approved as part of the FY2016-17 Budget.

Staff Contact:

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Memorandum

6.3

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• 510.208.7400

• www.AlamedaCTC.org

DATE: September 6, 2016

SUBJECT: Affordable Student Transit Pass Pilot Program Update

RECOMMENDATION: Receive an update on the Affordable Student Transit Pass Pilot Program.

Summary

The 2014 Transportation Expenditure Plan (TEP) includes implementation of an affordable student transit pass pilot program in Alameda County. Its purpose is to test and evaluate different pilot program designs of an affordable transit pass program over a three-year horizon to identify successful model programs that could be expanded and sustained with additional funding sources after the pilot program period.

In May 2016, the Commission approved the school sites for Year One of the program (2016-2017 school year), general program parameters for each site, and the shortlist of 36 schools which is the potential pool for additional school sites in year 2 of the pilot program if feasible and if funding is available. During summer 2016, the program parameters were refined in close coordination with each school site to support an effective pilot approach to meet the program goals, and staff entered into agreements and contracts with the applicable transit agencies and school districts. Pilot programs were launched at the school sites in Alameda County that are receiving transit passes.

Background

The Alameda County Transportation Commission (Alameda CTC) has undertaken the development, implementation, and evaluation of an Affordable Student Transit Pass Program (Affordable STPP) which it is piloting in middle schools and high schools in the four Alameda County planning areas starting this 2016-2017 school year. This pilot program provides a vital opportunity to assess student transportation needs in the county and develop an approach to meet those needs through implementation of a pass program. The program has developed passes that are being distributed or sold at a discount to Commission-approved school sites for use on the various transit systems that provide transit services near these schools. Students may also use the pass for any trip, including afterschool activities, school fieldtrips, and to access job locations in Alameda County. This pilot program is identified in the 2014 TEP and is funded by Measure BB. The TEP specifies that the funds will be used to implement "successful models aimed at

increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County.”¹

The Affordable STPP aims to do the following:

- Reduce barriers to transportation access to and from schools
- Improve transportation options for Alameda County's middle and high school students
- Build support for transit in Alameda County
- Develop effective three-year pilot programs (funding permitting)

Site Selection Background

In March 2016, the Commission approved frameworks to select model program sites in each of four planning areas in the county and to evaluate the effectiveness of each of the resulting model programs. In the spring, the program team solicited feedback from interested stakeholders, the Commission, and workshop participants. This process resulted in a short list of 36 schools as shown in Attachment A.

All model programs include the following characteristics:

- Information and training for students on using transit and the applicable passes
- All passes will be effective year-round, and not be limited by day or time, with the exception of BART Tickets which will be provided upon request. BART transit pass distribution will begin after the launch of bus transit passes.
- A designated on-site administrator at each school, who will receive training associated with the applicable pass program

The general program parameters being implemented and evaluated are shown in the following table.

¹ TEP, 2014

Parameters	Options Tested	North	Central	South	East
Pass Format	Clipper	X	X	X	
	Flash pass			X	X
Applicability	Universal (all students)	X			X
	Specific grades		X	X	
Pass Cost	Free	X	X		X
	Discounted			X	X
	Information only	X			
Transit Service	AC Transit	X	X	X	
	BART	X	X	X	
	Union City Transit			X	
	LAVTA				X

The Year One Pilot sites are as follows:

North County – Two pilots are being implemented due to the number and diversity of schools. Programs will test utilization of free and universal passes, sustained impact of passes during transition from middle to high school, and effectiveness of information only programs in increasing transit ridership

- **Pilot Program A:** Free and universal (all students) pass on Clipper to be provided to two high schools and one middle school in Oakland with a feeder relationship to provide access to AC Transit's services: Fremont High School, Castlemont High School, and Frick Middle School.
- **Pilot Program B:** Informational program to be provided at a middle and high school in Berkeley with a feeder relationship. The program team will provide outreach and engagement activities to support transit use and share information about available services, including AC Transit and BART: Berkeley REALM Charter High School and Berkeley REALM Charter Middle School.

Central County – This pilot tests the effectiveness in selected grades (due to large school enrollment) and the sustainability of use during transition from middle to high school

- **Pilot Program C:** Free transit pass on Clipper, to provide access to AC Transit services, provided to select grades in one middle and one high school in San Leandro: San Leandro High School and John Muir Middle School.

South County – This pilot tests the use of different fare media on multiple transit agencies, and is limited to specific grades due to size of school enrollment

- **Pilot Program D:** Discounted transit passes available for use on either AC Transit and/or Union City Transit provided to select grades in one middle and one high school in Fremont: James Logan High School and Cesar Chavez Middle School

East County – This pilot tests a two tier subsidy using a universal pass with one tier for students who are eligible for free or reduced meal programs and the other offers reduced fare passes for all other students. The pilot tests the use of a flash pass on LAVTA/Wheels service since Clipper Cards are not available in East County during the first year of this pilot.

- **Program E:** Discounted, means-based flash pass available to all students at one middle and one high school for use on LAVTA/Wheels. Students who qualify for Free and Reduced Price Meals (FRPM) eligible to receive their transit pass for free: Livermore High School and East Avenue Middle School

Update on Implementation

After Commission approval in May, the program team spent the summer working with each Year One pilot school site and the transit agencies to refine the program parameters to fit the specific needs of each school and participating transit agency. During August, the program launched at all schools receiving transit passes.

Since the May update to the Commission the following activities have been completed:

- Finalized pass pricing and cost with participating transit agencies
- Entered into agreements with participating transit agencies and school districts
- Developed informational materials for students, including language translation, and distributed to schools
- Identified and trained on-site school administrators
- Designed, created, printed, and distributed passes
- Attended 25 orientations at schools in all planning areas
- Began process of gathering baseline data at recommended school sites
- Establish school site committees for ongoing outreach and communication
- Distributed passes to students (actual pass numbers will be presented at the meeting, as of this writing, passes are still being distributed)

Stakeholder Workshop

An update on the implementation process was presented to stakeholders at an Affordable STPP Workshop on July 20, 2016. Participants provided comments on the implementation of the program. Overall, participants were enthusiastic that the program is moving forward as promised for this 2016-17 school year. Some had questions about use of funds for other purposes.

Fiscal Impact: There is no fiscal impact. All funding for the ASTPP has been allocated by the Commission through previous Commission actions, including:

- October 2015: \$2 million was approved by the Commission to initiate the program and hire the consultant team in October 2015.

- May 2016: Authorization for allocation of the full Affordable Student Transit Pass program was included in the Comprehensive Investment Plan (CIP) and approved by the Commission in May 2016.

Attachments

- A. List of School Sites
- B. Affordable STPP Workshop Invite List
- C. Sign in Sheet for the Affordable Student Transit Pass Program Workshop on Wednesday, July 20, 2016

Staff Contact

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

[Cathleen Sullivan](#), Principal Planner

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ATTACHMENT A – Shortlisted Schools Following Phase I of the Site Selection Process

Tier I schools demonstrate a high level of student need, high presence of regular transit service within a quarter-mile of the school, and pairing with another Tier I school. Tier II schools demonstrate at least a moderate level of student need and transit service, and Tier III schools possess either lower student need, less transit service, or both.

	Planning Area	School District	School Name	School Type	Charter	School Level	Grades	Enrollment	SR2S	+Traditional/ Continuation School Day	Existing Bus Stop within 1/4 mile of School	Income Opportunity (percent of FRMP eligible students)	# of Bus Routes	Phase I Tiering
1	North	Berkeley Unified	REALM Charter High	Traditional	Charter	High	9 - 12	361	No	Yes	Yes	74%	9	2
2	North	Berkeley Unified	REALM Charter Middle	Traditional	Charter	Middle	6 - 8	310	No	Yes	Yes	74%	9	2
3	North	Oakland Unified	Castlemont High	Traditional	Non-charter	High	9 - 12	505	No	Yes	Yes	89%	8	1
4	North	Oakland Unified	Fremont High	Traditional	Non-charter	High	9 - 12	811	No	Yes	Yes	76%	6	1
5	North	Oakland Unified	McClymonds High	Traditional	Non-charter	High	9 - 12	286	No	Yes	Yes	89%	6	2
6	North	Oakland Unified	Oakland High	Traditional	Non-charter	High	9 - 12	1515	No	Yes	Yes	88%	20	1
7	North	Oakland Unified	Roosevelt Middle	Traditional	Non-charter	Middle	6 - 8	526	No	Yes	Yes	95%	3	1
8	North	Oakland Unified	Westlake Middle	Traditional	Non-charter	Middle	6 - 8	524	Yes	Yes	Yes	93%	9	2
9	North	Oakland Unified	Bret Harte Middle	Traditional	Non-charter	Middle	6 - 8	538	No	Yes	Yes	83%	10	2
10	North	Oakland Unified	Aspire Berkley Maynard Academy	Traditional	Charter	Middle	K - 8	566	No	Yes	Yes	82%	4	3
11	North	Oakland Unified	Oakland Military Institute	Traditional	Charter	Middle/High	6 - 12	646	No	Yes	Yes	79%	19	2
12	North	Oakland Unified	Alliance Academy	Traditional	Non-charter	Middle	6 - 8	390	No	Yes	Yes	94%	1	3
13	North	Oakland Unified	Elmhurst Community Prep	Traditional	Non-charter	Middle	6 - 8	380	No	Yes	Yes	92%	1	3
14	North	Oakland Unified	Frick Middle	Traditional	Non-charter	Middle	6 - 8	241	No	Yes	Yes	94%	7	2
15	North	Oakland Unified	Urban Promise Academy	Traditional	Non-charter	Middle	6 - 8	323	No	Yes	Yes	70%	6	1
16	Central	San Leandro Unified	San Leandro High	Traditional	Non-charter	High	9 - 12	2601	Yes	Yes	Yes	72%	5	1
17	Central	San Leandro Unified	John Muir Middle	Traditional	Non-charter	Middle	6 - 8	962	Yes	Yes	Yes	64%	3	1
18	Central	Hayward Unified	Cesar Chavez Middle	Traditional	Non-charter	Middle	6 - 8	529	Yes	Yes	Yes	87%	5	2
19	Central	Hayward Unified	Bret Harte Middle	Traditional	Non-charter	Middle	7 - 8	504	Yes	Yes	Yes	69%	9	2
20	Central	Hayward Unified	Hayward High	Traditional	Non-charter	High	9 - 12	1644	No	Yes	Yes	74%	3	2
21	Central	San Lorenzo Unified	Bohannon Middle	Traditional	Non-charter	Middle	6 - 8	842	Yes	Yes	Yes	65%	4	2
22	Central	San Lorenzo Unified	San Lorenzo High	Traditional	Non-charter	High	9 - 12	1407	Yes	Yes	Yes	60%	2	3
23	South	New Haven Unified	Cesar Chavez Middle	Traditional	Non-charter	Middle	6 - 8	1283	Yes	Yes	Yes	51%	5	1
24	South	New Haven Unified	James Logan High	Traditional	Non-charter	High	9 - 12	3912	No	Yes	Yes	40%	16	1
25	South	Newark Unified	Newark Junior High	Traditional	Non-charter	Middle	7 - 8	906	No	Yes	Yes	54%	4	2
26	South	Newark Unified	Newark Memorial High	Traditional	Non-charter	High	9 - 12	1850	No	Yes	Yes	45%	8	2
27	South	Fremont Unified	William Hopkins Junior High	Traditional	Non-charter	Middle	7 - 8	990	No	Yes	Yes	51%	2	2

	Planning Area	School District	School Name	School Type	Charter	School Level	Grades	Enrollment	SR2S	+Traditional/ Continuation School Day	Existing Bus Stop within 1/4 mile of School	Income Opportunity (percent of FRMP eligible students)	# of Bus Routes	Phase I Tiering
28	South	Fremont Unified	American High	Traditional	Non-charter	High	9 - 12	1985	Yes	Yes	Yes	19%	6	3
29	East	Dublin Unified	Wells Middle	Traditional	Non-charter	Middle	6 - 8	863	Yes	Yes	Yes	53%	2	2
30	East	Dublin Unified	Dublin High	Traditional	Non-charter	High	9 - 12	2062	Yes	Yes	Yes	10%	2	3
31	East	Livermore Valley Joint Unified	Del Valle Continuation High	Continuation	Non-charter	High	7 - 12	143	No	Yes	Yes	58%	2	2
32	East	Livermore Valley Joint Unified	East Avenue Middle	Traditional	Non-charter	Middle	6 - 8	624	Yes	Yes	Yes	33%	2	1
33	East	Livermore Valley Joint Unified	Livermore High	Traditional	Non-charter	High	9 - 12	1771	No	Yes	Yes	24%	4	1
34	East	Livermore Valley Joint Unified	Andrew N. Christensen Middle	Traditional	Non-charter	Middle	6 - 8	661	No	Yes	Yes	21%	1	3
35	East	Pleasanton Unified	Thomas S. Hart Middle	Traditional	Non-charter	Middle	6 - 8	1164	Yes	Yes	Yes	38%	5	1
36	East	Pleasanton Unified	Foothill High	Traditional	Non-charter	High	9 - 12	2127	Yes	Yes	Yes	5%	4	3

Student Transit Pass Program Contacts

6.3B

First Name	Last Name	Affiliation
Alameda County Technical Advisory Committee		
Chris	Andrichak	AC Transit
Nathan	Landau	AC Transit
Art	Carrera	Alameda County
Cindy	Horvath	Alameda County
Ruben	Izon	Alameda County
Albert	Lopez	Alameda County
Miriam	Chion	Association of Bay Area Governments
Donna	Lee	BART
Anthony	Fournier	Bay Area Air Quality Management District
Cameron	Oakes	Caltrans
Fredrick	Schermer	Caltrans
V.	Patel	City of Alameda
Gail	Payne	City of Alameda
Jeff	Bond	City of Albany
Aleida	Chavez	City of Albany
Farid	Javandel	City of Berkeley
Hamid	Mostowfi	City of Berkeley
Beth	Thomas	City of Berkeley
Jeff	Baker	City of Dublin
Marnie	Delgado	City of Dublin
Obaid	Khan	City of Dublin
Amber	Evans	City of Emeryville
Diana	Keena	City of Emeryville
Rene	Dalton	City of Fremont
Hans	Larsen	City of Fremont

Student Transit Pass Program Contacts

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Jeff	Schwob	City of Fremont
Noe	Veloso	City of Fremont
Fred	Kelley	City of Hayward
Abhishek	Parikh	City of Hayward
David	Rizk	City of Hayward
Debbie	Bell	City of Livermore
Steve	Stewart	City of Livermore
Bob	Vinn	City of Livermore
Soren	Fajeau	City of Newark
Terrence	Grindall	City of Newark
Iris	Starr	City of Oakland
Bruce	Williams	City of Oakland
Kevin	Jackson	City of Piedmont
Mike	Tassano	City of Pleasanton
Adam	Weinstein	City of Pleasanton
Keith	Cooke	City of San Leandro
Tom	Liao	City of San Leandro
Michael	Stella	City of San Leandro
Carmela	Campbell	City of Union City
Thomas	Ruark	City of Union City
Sean	Dougan	East Bay Parks District
Erich	Pfuehler	East Bay Parks District
Christy	Wegener	Livermore Amador Valley Transit Authority
Matt	Maloney	Metropolitan Transportation Commission
Ross	McKeown	Metropolitan Transportation Commission
Matthew	Davis	Port of Oakland

Student Transit Pass Program Contacts

First Name	Last Name	Affiliation
Staff and Consultants from Transportation Agencies, Commissioners, Cities and County		
Beverly	Greene	AC Transit
Michele	Joseph	AC Transit
Nathan	Landau	AC Transit
Sue	Lee	AC Transit
Paul	Keener	Alameda County
Charlotte	Barham	BART
Pam	Herhold	BART
Donna	Lee	BART
Val	Menotti	BART
Julie	Yim	BART
Dawn	Argula	Board of Supervisor Office - District 1
Christopher	Miley	Board of Supervisor Office - District 2
Dave	Brown	Board of Supervisor Office - District 3
Jeanette	Dong	Board of Supervisor Office - District 3
Steven	Jones	Board of Supervisor Office - District 3
Eileen	Ng	Board of Supervisor Office - District 4
Paul	Sanftner	Board of Supervisor Office - District 4
Amy	Shrago	Board of Supervisor Office - District 5
Roselle	Loudon	City of Emeryville
Ipsita	Banerjee	City of Fremont
Juliet	Naishorua	City of Oakland
Matthew	Nichols	City of Oakland
Sheng	Thao	City of Oakland (Office of Vice Mayor Rebecca Kaplan)
Kirsten	Foley	City of San Leandro
Jan	Cornish	Livermore Amador Valley Transit Authority

Student Transit Pass Program Contacts

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Michael	Tree	Livermore Amador Valley Transit Authority
Jennifer	Largaespada	Metropolitan Transportation Commission
Anne	Richman	Metropolitan Transportation Commission
Melanie	Choy	Metropolitan Transportation Commission
Darryl	Yip	Metropolitan Transportation Commission
Christine	Maley-Grubl	Metropolitan Transportation Commission
Calli	Cenizal	Nelson Nygaard
Joey	Goldman	Nelson Nygaard
Richard	Weiner	Nelson Nygaard
Steve	Adams	Union City Transit (City of Union City)
Wilson	Lee	Union City Transit (City of Union City)
Community-based and Business Organizations		
Keiva	Hummel	Alliance of Californians for Community Empowerment
Alia	Phelps	Alliance of Californians for Community Empowerment
Brett	Hondrop	Alta Planning/Alameda County Safe Routes to Schools
Kaley	Lyons	Alta Planning/Alameda County Safe Routes to Schools
Lisa	Hagerman	DBL Investors
Vanessa	Hernandez	Eden Housing
John	Claassen	Genesis
Michelle	Jordan	Genesis
Mary	Lim-Lampe	Genesis
Mahasin	Abdul-Salaam	Genesis
Mim	Hawley	League of Women Voters
Lana	Adlawan	Oakland Public Library
Winifred	Walters	Oakland Public Library
Wendy	Alfsen	Sierra Club

Student Transit Pass Program Contacts

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Matt	Williams	Sierra Club
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Nora	Cody	TransForm/Alameda County Safe Routes to Schools
Alissa	Kronovet	TransForm/Alameda County Safe Routes to Schools
James Martin	Perez Work	TransForm/Alameda County Safe Routes to Schools
Bob	Allen	Urban Habitat
Gayle	Eads	Volunteer Tutor
Sikander	Iqbal	Youth Uprising
Alice	Alvarado	
Kumar	Malini	
See e-mail address		
See e-mail address		
Educational Organizations and Other Schools		
Unique S.	Holland	Alameda County Office of Education
Dan	Bellino	Alameda County Office of Education
L Karen	Monroe	Alameda County Office of Education
Mark	Salinas	California State University East Bay
K-12 School Districts		
Kerri	Lonergan	Alameda Unified School District
Kristen	Zazo	Alameda Unified School District
Dr. Sean	McPhetridge	Alameda Unified School District
Marsha	Brown	Albany Unified School District
Valerie	Williams	Albany Unified School District
Susan	Craig	Berkeley Unified School District
Dr. Donald	Evans	Berkeley Unified School District

Student Transit Pass Program Contacts

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Parvin	Ahmadi	Castro Valley Unified School District
Rinda	Bartley	Castro Valley Unified School District
Aimee	Cayere	Castro Valley Unified School District
Dr. Candi	Clark	Castro Valley Unified School District
Shelley	Fischer	Dublin Unified School District
Tess	Johnson	Dublin Unified School District
Dr. Leslie	Boozer	Dublin Unified School District
Diane	Lang	Emeryville Unified School District
Debbra	Lindo	Emeryville Unified School District
Dr. John	Rubio	Emeryville Unified School District
Greg	Bailey	Fremont Unified School District
James	Morris	Fremont Unified School District
Katherine	Brown	Hayward Unified School District
Stan	Dobbs	Hayward Unified School District
Kelly	Bowers	Livermore Valley Joint Unified School District
Marianne	Griffith	Mountain House Elementary School District
John	Mattos	New Haven Unified School District
Blanca	Snyder	New Haven Unified School District
Dr. Arlando	Smith	New Haven Unified School District
Akur	Varadarajan	New Haven Unified School District
Dr. David	Marken	Newark Unified School District
William	Whitton	Newark Unified School District
Yusef	Carrillo	Oakland Unified School District
Julia	Gordon	Oakland Unified School District
Tom	Hughes	Oakland Unified School District
Jacqueline P.	Minor	Oakland Unified School District

Student Transit Pass Program Contacts

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Antwan	Wilson	Oakland Unified School District
Carlene	Naylor	Oakland Unified School District
Brenda	Saechao	Oakland Unified School District
Kimberly	Raney	Oakland Unified School District
Sara	Barz	Oakland Unified School District
Randall	Booker	Piedmont Unified School District
Sandy	Eggert	Piedmont Unified School District
Rick	Rubino	Pleasanton Unified School District
Kevin	Johnson	Pleasanton Unified School District
Brenda	Montgomery	Pleasanton Unified School District
Lynn	Novak	Pleasanton Unified School District
Roseanne	Pryor	Pleasanton Unified School District
Mike	McLaughlin	San Leandro Unified School District
Fred	Brill	San Lorenzo Unified School District
Mo	Brosnan	San Lorenzo Unified School District
Linda	Freccero	San Lorenzo Unified School District
Janette	Hernandez	San Lorenzo Unified School District
Ammar	Saheli	San Lorenzo Unified School District
Molleen	Barnes	Sunol Glen Unified School District
Lowell	Hoxie	Sunol Glen Unified School District
High Schools		
Victor	Quilimaco	Berkeley REALM Charter High School
Tim	Sbranti	Dublin High School
Carol	Shimizu	Dublin High School
Darrel	Avilla	Livermore - Del Valle Continuation High School
Vicky	Scudder	Livermore - Livermore High School
Philip	Morales	Newark - Memorail High School
William	Chavarin	Oakland - Castlemont High School

Student Transit Pass Program Contacts

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Jorge	Wahner	Oakland - Castlemont High School
Steve	Henderson	Oakland - Castlemont High School
Karen	Seals	Oakland - Oakland High School
Johnna	Grell	Oakland - Oakland Military institute
Pamela	Watson	Oakland - Fremont High School
Ronald	Richardson	San Leandro - San Leandro High School
Dana	Wickner	San Lorenzo - San Lorenzo High School
James	Rardin	Union City - Logan High School
Middle Schools		
Lucy	Bryndza	Albany - Albany Middle School
Peter	Parenti	Albany - Albany Middle School
Marty	Place	Albany - Albany Middle School
Amber	Evans	Berkeley - King Middle School
Janet	Levenson	Berkeley - King Middle School
Ean	Ainsworth	Dublin - Wells Middle School
Charles	Patterson	Emeryville - Emery Secondary School
Louisa	Lee	Fremont - Centerville Junior High
Sherry	Strausbaugh	Fremont - Centerville Junior High
May	Miller	Fremont - William Hopkins Junior High
Lisa	Davies	Hayward - Bret Harte Middle School
Sean	Moffatt	Hayward - Cesar Chavez Middle School
Hellen	Gladden	Hayward - East Avenue Middle School
Pat	Avilla	Livermore - Christensen Middle School
Scott	Vernoy	Livermore - Junction Avenue K-8 School
Mireya	Casarez	New Haven - Cesar Chavez Middle School
Mark	Neal	Newark - Newark Junior High School
Jason	Stack	Oakland - Aspire Berkley Maynard Academy
Bianca	D'Allesandro	Oakland - Bret Harte Middle School

Student Transit Pass Program Contacts

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Carissa	Cooksey	Oakland - Elmhurst Middle School
Laura	Robell	Oakland - Elmhurst Middle School
Clifford	Hong	Oakland - Roosevelt Middle School
Terry	Conde	Pleasanton - Hart Middle School
Patty	Reichhorn	Pleasanton - Hart Middle School
Margaret	Arman	San Lorenzo - Bohannon Middle School
Elementary Schools		
Tess	Johnson	Dublin - Dublin Elementary
Lauren	McGovern	Dublin - Dublin Elementary
Lynn	Medici	Dublin - Kolb Elementary
Douglas	Whipple	Fremont - Gomes Elementary
Judy	Nye	Fremont - Grimmer Elementary
Julie	Asher	Fremont - Hirsch Elementary
Jennifer	Casey	Fremont - Hirsch Elementary
Mary Liu	Lee	Fremont - Leitch Elementary
Tammy	Eglinton	Fremont - Mattos Elementary
Jim	Hough	Fremont - Niles Elementary
Irma	Torres-Fitzsimons	Hayward - Burbank Elementary
Pete	Wilson	Hayward - Burbank Elementary
Irene	Preciado	Hayward - Cherryland Elementary
Juan	Flores	Hayward - Eden Gardens Elementary
Daisy	Palacios	Hayward - Longwood Elementary
Fernando	Yanez	Hayward - Longwood Elementary
Brian	White	Hayward - Southgate Elementary
Denise	Nathanson	Livermore - Emma C Smith Elementary

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Affordable Student Transit Pass Program

Workshop

ROSTER OF ATTENDANCE

Wednesday, July 20, 2016, 3:30 to 5:30 p.m.

6.3C

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

	NAME	JURISDICTION/ORGANIZATION
1.	Bill Whitton	Nevada USD
2.	James Perez Work	Safe Routes + Schools / Transform
3.	Christy Wegener	LAVTA
4.	Julie Vann	BART
5.	Joel Ramos	Transform
6.	Lana Adelman	Oakland Public Library
7.	Pat Pias	Sierra Club
8.	Katey Lyons	Alta Planning + Design
9.	Serena DeTorres	GENESIS
10.	Mary Lim Lampe	GENESIS
11.	Gayle Eads	Genesis
12.	Jaymie Lollo	OSD - Fric
13.	Kimberly Roney	OSTD / Transportation / Light
14.	Stacy GRANGER-BEVAN	—
15.	Juanita Rumbalaca	—

	NAME	JURISDICTION/ORGANIZATION	TELEPHONE	E-MAIL
16.	BARBARA Halliday	City of Hayward		
17.	Tim Longyel			
18.	Cathleen Sullivan	ACTC		
19.	Richard Weiner	Nelson/Nyggaard		
20.	Calli Benital	Nelson/Nyggaard		
21.	Wilson Lee	Union City		
22.	Abhishav Parikh	City of Hayward		
23.	Jennifer Early	OUSD/Castlemont		
24.	Sheng Thao	Chen Hsiao Councilmember Kaplan		
25.	PAUL SAMFTNER	SUPERVISOR MILEY'S OFFICE		
26.	Scott Vernoy	Livermore VJUSD		
27.	Helen Gadden	Livermore School District		
28.	Nichole Laynes	Actransit		
29.				
30.				
31.				
32.				
33.				

	NAME	JURISDICTION/ORGANIZATION	TELEPHONE	E-MAIL
34.	Laurel Poeton	Alameda CTC		
35.	Sara Barr	City of Oakland		
36.	KRYSTIE PASCO	ALAMEDA CTC		
37.	STEVEN C JONES	Alameda Co. Supv. Wilma Chan		
38.	Bob Allen	Urban Habitat		
39.	Larisa Casillas	Urban Habitat		
40.	Christine Moley-Gruhl	ICTC		
41.	Victoria Einhaus	AC Transit		
42.	Paul J. Keener	Alameda County Public Works Agency		
43.	Dawn Argyle	Ala. Co Bos #1		
44.	Allan Zhao	"		
45.	Nancy George	NHUSD Cesar Chavez MS		
46.	Amy SHRAED	Sup. KEITH CARSON		
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