



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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Mayor Pauline Cutter

City of Union City

Mayor Carol Dufra-Vernaci

Executive Director

Arthur L. Dao

Planning, Policy and Legislation Committee

Monday, October 10, 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

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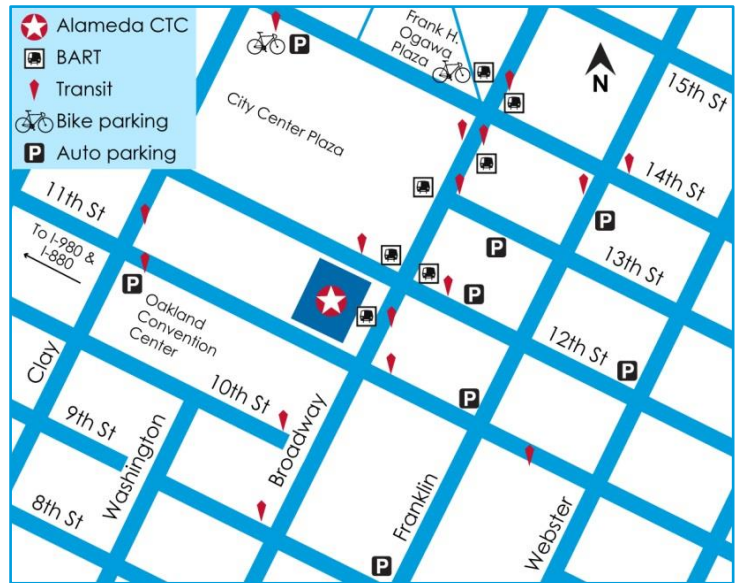
Glossary of Acronyms

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, October 10, 2016, 11:15 a.m.

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

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

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- | | | |
|--|---|---|
| 4.1. Approval of the September 12, 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 | 7 | I |

5. Legislation

- | | | |
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| 5.1. Receive an update on state, local and federal legislative activities | 9 | A/I |
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6. Planning and Policy

- | | | |
|--|----|---|
| 6.1. Authorize release of a Request for Proposal (RFP) for bicycle/pedestrian counting equipment purchase, and authorize the Executive Director, or a designee of the Executive Director, to negotiate and execute a purchase agreement for bicycle/pedestrian counting equipment | 23 | A |
| 6.2. 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 \$1,480,000 for a total not-to-exceed amount of \$6,680,000 for project implementation of the Safe Routes to School Program | 25 | A |

7. Committee Member Reports (Verbal)

8. Staff Reports (Verbal)

9. Adjournment

Next Meeting: November 14, 2016

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

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1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present.

Commissioner Campbell-Washington was present as an alternate for Commissioner Chan.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approval of the July 11, 2016 meeting minutes

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

Commissioner Campbell-Washington moved to approve the Consent Calendar. Commissioner Saltzman seconded the motion. The motion passed with the following vote:

Yes: *Atkin, Halliday, Capitelli, Campbell-Washington, Haggerty, Marchand, Saltzman, Kaplan, Harrison*
No: *None*
Abstain: *None*
Absent: *None*

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 updated the committee on the \$7.4 billion transportation funding proposals by Senator Beall (SBX 1) and Assembly member Frazier (ABX 26), which are identical bills. She also provided information on the cap-and-trade program, statewide propositions, transportation sales tax measures in California and local measures to fund infrastructure on the November ballot.

Tess recommended that the Commission take the following positions:

- Prop 53 – oppose position
- SBX 1 (Beall) – support position
- ABX 26 (Frazier) – support position

There was a public comment on this item made by Commissioner Elsa Ortiz regarding AC Transit's parcel tax measure that will be placed on the November ballot.

Commissioner Saltzman moved to amend the recommendation to include support positions on all local measures listed in the report as well as the AC Transit and BART measures. Commissioner Kaplan seconded the motion. Commissioner Haggerty abstained on the vote on BART Bond Measure RR.

The motion passed with the following vote:

Yes: *Atkin, Halliday, Capitelli, Campbell-Washington, Marchand, Saltzman, Kaplan, Harrison*
No: *None*
Abstain: *Haggerty (BART Bond Measure RR)*
Absent: *None*

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

Saravana Suthanthira recommended that the Commission approve the 2017 CMP update, scope and schedule, and 2015-2016 CMP conformity findings. She reviewed the five elements of the CMP including the traffic level of service standards and the CMP network, the multimodal performance element, travel demand management element, land use analysis program and capital improvement program. Saravana also provided information on the 2017 scope and schedule and the 2016-2016 CMP conformity findings.

Commissioner Saltzman wanted to know why the LOS service work was being done before there was a recommendation made on state bill SB 743. Saravana stated that the schedule allows for flexibility and allows staff to assess SB 743 implementation if it is approved. Tess Lengyel noted that current CMP law requires Congestion Management Agencies to perform LOS as part of the five elements of the CMP. However, the timeline for this CMP update allows Alameda CTC to assess the rulemaking on SB743 and how it will affect the county. Staff will determine next steps on LOS once we see the rulemaking at the state level.

Commissioner Haggerty asked how the CMP feeds into the Plan Bay Area. Tess stated that CMP legislation is separate from Plan Bay Area but the model used for the CMP has to be consistent with the regional model for Plan Bay Area. Projects in the CMP capital improvement program are consistent with the countywide transportation plan which is submitted to MTC for consideration in the regional transportation plan.

Commissioner Kaplan moved to approve the item. Commissioner Capitelli seconded the motion. The motion passed with the following vote:

Yes:	<i>Atkin, Halliday, Capitelli, Campbell-Washington, Haggerty, Marchand, Saltzman, Kaplan, Harrison</i>
No:	<i>None</i>
Abstain:	<i>None</i>
Absent:	<i>None</i>

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

Tess Lengyel recommended that the Commission 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 overall contract amount of \$6,580,000 for project implementation of the Safe Routes to School Program (which would be a \$1.9 million overall annual budget for FY 16-17). Tess reviewed the national framework of the program and provided the committee with details on the program elements. She provided information on the growth and evolution of the program and provided statistics on mode splits and trends. Tess noted that while we have seen a shift in the right direction on mode split, many parents continue to have concerns over safety of their children walking and biking to school because of infrastructure issues and safety experience of children. Tess noted that the program has evolved to be more focused on direct safety education through walking and biking safety training and integration of capital funding for the program to increase safety with infrastructure improvements. This is in response to a direction the Commission requested the program take last year. Tess noted that the program includes growing school participation through a resource center, which will allow easy access to resources (including requesting bike mobile, safety training, educational materials) and a particular focus on working with new schools to get them on-board with the Safe Routes to Schools program. An increase in school site assessments is included in the contract to leverage state, local and federal funding, and there is also capital funding in the CIP specifically for capital improvements at schools. . She stated that the scope of work includes a mid-year program evaluation to ensure we continue the success of the program. Approval of the item will program \$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.

Commissioner Kaplan asked if the contract was for five years and wanted to know how often the program was evaluated. Tess stated that the program is evaluated annually. Art Dao stated that the funding cycle is for five years and the recommended approval today is to align available funding with the contract amendment.

Commissioner Harrison noted that the program appears to be more balanced by providing important capital improvements while continuing to support education at

schools. Commission Atkin noted that a school like Emeryville would need the educational support for a successful program.

Commissioner Saltzman questioned if the program was going to be cut. Tess responded that the program will not be cut and that we will continue to ensure program success and expansion to additional schools. Tess noted that the annual average budget was around \$1.5 million and this budget for the year, with the approval of this item, would be at about \$1.9 million.

Commissioner Saltzman moved to defer the item to October and recommended that staff bring back the item at next month's meeting with an additional option to fund the program and continue the same level of service of education at school sites. Commissioner Kaplan seconded the motion. A roll call vote was conducted. The motion passed with the following vote:

Yes: *Atkin, Halliday, Capitelli, Campbell-Washington, Haggerty, Marchand, Saltzman, Kaplan, Harrison*
No: *None*
Abstain: *None*
Absent: *None*

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

Cathleen Sullivan presented an update on the Affordable Transit Pass Pilot Program. She stated that the Commission approved the pilot school sites for year one of the program in May 2016 as well as general program parameters for each site and the shortlist of 36 schools. During the 2016 summer, the program parameters were refined in close coordination with each school site and staff entered into agreements and contracts with the applicable transit agencies and school districts. Cathleen stated that pilot programs were launched at the school sites in Alameda County that students are receiving and using the transit passes. She reviewed the program parameters in North, Central, South and East county and concluded by reviewing the evaluation framework and implementation schedule.

Commissioner Atkin asked if it was possible to track student's travel via Clipper card. Cathleen stated that Clipper does not provide individualized information due to very strict user protection regulations; however, aggregate data is available, which allows us to understand general trends without having information about an individual's travel.

Commissioner Saltzman wanted to know if BART was included in the program. Tess stated that BART is included in the program and staff is working with schools and students to identify needs and cost associated with implementing the BART component into the pilot. The BART portion of the program will be implemented later this year.

This item was for information only.

7. Committee Member Reports

8. Staff Reports

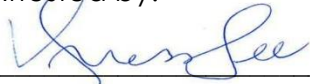
9. Adjournment/ Next Meeting

The next meeting is:

Date/Time: October 10, 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

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Memorandum

4.2

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

DATE: October 3, 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 on September 6, 2016, the Alameda CTC has not reviewed any environmental documents.

Fiscal Impact: There is no fiscal impact.

Staff Contact

[Saravana Suthanthira](#), Principle Transportation Planner

[Chris Van Alstyne](#), Assistant Transportation Planner

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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

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DATE: October 3, 2016

SUBJECT: October Legislative Update

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

Summary

The October 2016 legislative update provides information on state, local, and federal legislative activities including state activities after the final recess, local legislative activities to date, and federal activities. This is an information 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

At this time, activity at the state level is primarily focused on the Governor addressing bills that made it through the legislature and on regulatory activities. 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 was the last day for the governor to sign or veto bills passed by the legislature. Bills enacted on or before September 30 take effect January 1, 2017, or immediately if they are urgency bills. Staff will report at the Committee meeting on the outcome of legislation on which the Commission took positions.

After the November 8 general election, Alameda CTC will report on the outcome of the transportation-related measures on the ballot sponsored by Self-help Counties

throughout the state and on local and regional measures related to transportation and infrastructure.

Although the Legislature is gone until December, there are several regulatory proceedings that continue during this interim. This includes updating the AB 32 Scoping Plan, soon to be the SB 32 Scoping Plan, updating the State Implementation Plan (SIP), and developing the Advanced Clean Transit regulations.

AB 32 Scoping Plan: Pursuant to Governor Brown's Executive Order, the California Air Resources Board (CARB) commenced working on an update to the AB 32 Scoping Plan to include 2030 targets long before SB 32 was enacted. CARB has held six workshops so far this year, including one on transportation where two discussion draft documents were released in September aimed at developing strategies to assist in making local land use decisions. The first was prepared by the Natural Resources Agency titled Vibrant Communities and Landscapes (hyperlink below). This document contains general policy goals for the state to develop that are aimed at assisting local and regional governments achieve their GHG reduction goals. This includes developing financing and regulatory tools to promote infill development and protect working lands. In addition, this document expresses support for expanding the use of express lanes, reduce parking requirements and provide transit incentives.

The other discussion document presented by the Strategic Growth Council focuses on developing state strategies that will reduce vehicle miles travelled (hyperlink below). This document lists general policy goals that the state could pursue to help local and regional governments reduce vehicle miles travelled. In particular it suggests developing performance measures and targets in the selection of transportation capital projects, exploring the use of transit pass subsidies, expanding the development of express lanes, and implementing green construction practices for transportation projects.

Vibrant Communities and Landscapes:

<https://www.arb.ca.gov/cc/scopingplan/meetings/091316/vibrant%20communities.pdf>

Potential State-Level Strategies to Advance Sustainable, Equitable Communities & Reduce VMTs:

https://www.arb.ca.gov/cc/scopingplan/meetings/091316/Potential%20VMT%20Measures%20For%20Discussion_9.13.16.pdf

Advanced Clean Transit: CARB has proposed developing regulations that would transition all public transit vehicles to zero emission vehicles by 2030. To develop these regulations CARB has embarked on a process that relies less on the traditional workshop process. In its place CARB has created workgroup headed by public transit operators and includes representatives from vehicle manufacturers,

environmental groups, and environmental justice organizations. The first workgroup meeting was held in January of this year, and the fifth meeting is scheduled for October 4.

The workgroup has been a much more collaborative process that has spent a significant amount of time developing a base line understanding of the true cost of operating a zero emission bus. In addition, subgroups are working on addressing cost issues related charging battery electric buses. While draft language on this regulation has not been released, the goal is to issue draft language next year with the goal implementing this program in 2018.

State Implementation Plan: The federal clean air act requires California to submit a plan on how it intends to meet air quality standards. CARB staff updated the Board on the proposed 2016 SIP last week and will return for Board adoption in December. The SIP is not required to address GHG emissions. Given how intertwined California's air quality and GHG programs have become, the 2016 SIP will count on several GHG reduction programs to reach the state's SIP goals. This includes for the first time the emission reduction benefits from the proposed Advanced Clean Transit program, a proposal to transition all airport shuttle buses to zero emission, the zero emission forklift program, and incentive funding to reduce on-road heavy duty vehicles emissions. Placing these programs in the SIP underscores the state's commitment to implement these programs in the near term. More information on the 2016 SIP can be found at: <https://www.arb.ca.gov/planning/sip/2016sip/2016sip.htm>

Strategic Growth Council Proposed Rulemaking on Transformative Climate Community Program: As released on the SGC website, this notice of proposed rulemaking is for the Transformative Climate Community Program (TCCP) approved in AB 2722 this year that 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. \$140M was approved for this program. The proposed action is the first of several to implement the TCCP. Specifically, this action specifies a portion of total program funds for applications from specific geographic locations. SGC will develop program guidelines and selection criteria in a future rulemaking. According to the SGC website, "The Proposed Regulation and Initial Statement of Reasons are available on the Council's website at www.sgc.ca.gov. Please submit all comments by November 7, 2016, to tccpubliccomments@sgc.ca.gov. The Council will conduct a public hearing on the proposal on November 7, 2016, in the City of Fresno. Details on the hearing are included in the Notice of Proposed Action, which is available at: <http://sgc.ca.gov/resource%20files/NoticeofProposedTCCRulemakingFINAL092316.pdf>"

Transportation Extraordinary Session: While the regular session has ended, the special session called by the governor to address transportation funding remains viable until the end of November. The last day of the Transportation Extraordinary Session is November 30, 2016. The Senator Beall and Assemblyman Frazier transportation funding package is still on the table, and we will see if it gets any traction after the November elections.

There is 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 two-thirds majority in either house, they will likely wait until the new session to start again on developing a consensus package.

The joint proposal by Senator Beall and Assemblyman Frazier 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. 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 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 percent the amount of Greenhouse Gas Reduction funds dedicated to the Low Carbon Transit Operations Program, and a 3.5 percent 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.

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.

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. In September the Commission took support positions on the following local measures. Alameda CTC staff will report on the outcomes of these local measures after the November 8 general election.

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	\$3.5B
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 Albany	Measure P1 : Parcel tax to repair and upgrade aging and deteriorating public sidewalks and remove obstructions so that Albany sidewalks are safe and accessible.	10 years	\$2M
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
			+\$4.8B

Local Actions

Attachment B lists the positions that the Commission has taken on specific bills since January 2016.

Alameda CTC is in the process of developing our 2017 Legislative Program and is coordinating with partners to ensure our program is synergistic with their programs. Staff will present the Alameda CTC 2017 Legislative Program to the Commission in November 2016. Prior to that, Alameda will continue to support the main principles in our current legislative program, with an emphasis on continuing to leverage funding to support transportation improvements.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC 2016 Legislation Program
- B. Alameda CTC Bill Positions

Staff Contact

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



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

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
Climate Change	Support climate change legislation to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> • Support parity in pre-tax fringe benefits for public transit/vanpooling and parking. • 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.

Alameda CTC Bill Positions (9/15/16)

AB 1572 (Campos D) School transportation.	Would entitle a pupil who attends a public, noncharter school that receives Title 1 federal funding to free transportation to and from school if certain conditions are met. The bill would require a school district not currently providing transportation to all pupils attending schools that receive Title 1 federal funding to implement a plan developed, in consultation with specified stakeholders, to ensure that all pupils entitled to free transportation receive the transportation. (Amended: 4/21/2016)	ASSEMBLY -- DEAD	3/24/16	SUPPORT IN CONCEPT
AB 1591 (Frazier D) Transportation funding.	Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. This bill contains other related provisions and other existing laws. (Introduced: 1/6/2016)	ASSEMBLY TRANS -- DEAD	2/18/16	SUPPORT & SEEK AMENDS
AB 1746 (Stone, Mark D) Transit buses.	Current law creates the Alameda-Contra Costa Transit District, the Central Contra Costa Transit Authority, the Livermore Amador Valley Transit Authority, the Los Angeles Metropolitan Transit Authority, the North County Transit District, the San Diego Association of Governments, the San Diego Metropolitan Transit System, and the Santa Clara Valley Transportation Authority with various powers and duties relative to the operation of public transit. This bill would additionally authorize the operation of transit buses on the shoulder of a segment of a state highway designated under the program within the areas served by the transit services of the 8 entities described above, subject to the same conditions and requirements. (Amended: 5/24/2016)	SENATE DEAD.	4/28/16	SUPPORT

<p>AB 1780 (Medina D) Greenhouse Gas Reduction Fund: trade corridors.</p>	<p>Would, beginning in the 2016-17 fiscal year, continuously appropriate 20% of the annual proceeds of the Greenhouse Gas Reduction Fund to the California Transportation Commission to be allocated to reduce greenhouse gas emissions in trade corridors consistent with specified guidelines, thereby making an appropriation. (Amended: 3/28/2016)</p>	<p>ASSEMBLY DEAD</p>	<p>5/26/16</p>	<p>NO POSITION</p>
<p>AB 1919 (Quirk D) Local transportation authorities: bonds.</p>	<p>The Local Transportation Authority and Improvement Act provides for the creation in any county of a local transportation authority and authorizes the imposition of a retail transactions and use tax by ordinance, subject to approval of the ordinance by 2/3 of the voters. Current law requires the bond proceeds to be placed in the treasury of the local transportation authority and to be used for allowable transportation purposes, except that accrued interest and premiums received on the sale of the bonds are required to be placed in a fund to be used for the payment of bond debt service. This bill would require the premiums received on the sale of the bonds to be placed in the treasury of the local transportation authority to be used for allowable transportation purposes. (Amended: 4/4/2016)</p>	<p>Governor's Desk</p>	<p>3/24/16</p>	<p>SUPPORT</p>
<p>AB 1964 (Bloom D) High-occupancy vehicle lanes: vehicle exceptions.</p>	<p>Current law authorizes super ultra-low emission vehicles, ultra-low emission vehicles, partial zero-emission vehicles, or transitional zero-emission vehicles, as specified, that display a valid identifier issued by the Department of Motor Vehicles to use these HOV lanes until January 1, 2019, or until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first.</p> <p>This bill would create a new program that removed the cap on the number of stickers that can be issued, but the new stickers would only be valid for 4 years from the date of issuance. Beginning on January 1, 2019, the DMV would be prohibited from issuing a sticker to an applicant who has received a CVRP rebate, unless the applicant's income falls below the following</p>	<p>SENATE FLOOR</p>	<p>6/30/16</p>	<p>OPPOSE Unless Amended</p>

	<p>income limits: \$125,000 for a single filer, \$170,000 for a head-of-household filer, or \$250,000 for a joint filer.</p> <p>In addition, to address concerns regarding congestion in HOV lanes the bill would allow Caltrans, with the concurrence of the regional transportation agency, to eliminate access to HOV lanes by stickered cars if the following conditions are met:</p> <ul style="list-style-type: none"> • The lane or portion of the lane exceeds a specified level of service. • The operation or projected operation within the next 12 months of stickered vehicles in these lanes significantly contributes, or is projected to significantly contribute, to congestion of these lanes. • Alleviating the congestion by reducing the use of the lane by non-eligible vehicles through increased enforcement or further increasing vehicle occupancy is either infeasible. <p>(Amended: 6/30/2016)</p>			
<p>AB 2090 (Alejo D) Low Carbon Transit Operations Program.</p>	<p>Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. This bill would additionally authorize moneys appropriated to the program to be expended to support the operation of existing bus or rail service if the governing board of the requesting transit agency declares a fiscal emergency and other criteria are met, thereby expanding the scope of an existing continuous appropriation.</p> <p>(Amended: 5/27/2016)</p>	<p>SENATE APPR. – DEAD</p> <p>Held on Suspense</p>	<p>4/28/16</p>	<p>SUPPORT</p>

<p>AB 2170 (Frazier D) Trade Corridors Improvement Fund: federal funds.</p>	<p>Would require revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America's Surface Transportation Act to be allocated for trade corridor improvement projects approved pursuant to Trade Corridors Improvement Fund.</p> <p>AB 2170 was amended over the objections of Assemblyman Frazier to also require that the use of these funds be consistent with Sustainable Freight Action Plan. With these amendments, Assemblyman Frazier asked the CTC to remove its support for the bill, and there are no plans to move this bill forward.</p>	<p>Governor's Desk</p>	<p>5/26/16</p>	<p>SUPPORT</p>
<p>AB 2222 (Holden D) Greenhouse Gas Reduction Fund: Transit Pass Program.</p>	<p>Would establish the Transit Pass Program to be administered by the Department of Transportation pending appropriation of moneys from the Greenhouse Gas Reduction Fund, to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students. The bill would require the department, in coordination with the state board, to develop guidelines that describe the criteria that eligible transit providers are required to use to make available free or reduced-fare transit passes to eligible participants and the methodologies that eligible participants would use to demonstrate that the proposed expenditures will reduce greenhouse gas emissions. (Amended: 5/31/2016)</p>	<p>SENATE APPR. – DEAD Held on Suspense</p>	<p>3/24/16</p>	<p>SUPPORT IN CONCEPT</p>
<p>AB 2289 (Frazier D) Department of Transportation: capital improvement projects.</p>	<p>Current law requires the Department of Transportation to prepare a state highway operation and protection program for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system and that include capital projects relative to maintenance, safety, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system. This bill would add to the program capital projects relative to the operation of those state highways and bridges. (Enrollment: 7/11/2016)</p>	<p>Signed into Law Chapter 76, Statutes of 2016</p>	<p>5/26/16</p>	<p>SUPPORT</p>

<p>SB 998 (Wieckowski D) Vehicles: mass transit guideways.</p>	<p>Would prohibit a person from operating a motor vehicle, or stopping, parking, or leaving a vehicle standing, on a portion of the highway designated for the exclusive use of public transit buses, subject to specified exceptions. Because a violation of these provisions would be a crime, this bill would impose a state-mandated local program. (Enrollment: 8/25/2016)</p>	<p>Governor's Desk</p>	<p>4/28/16</p>	<p>SUPPORT</p>
<p>SB 1051 (Hancock D) Vehicles: parking enforcement: video image evidence.</p>	<p>Would extend the provisions to the Alameda-Contra Costa Transit District, thereby authorizing the district to enforce parking violations in specified transit-only traffic lanes through the use of video imaging evidence and to install automated forward facing parking control devices on district-owned public transit vehicles. The bill would repeal the authority for the Alameda-Contra Costa Transit District to implement an automated enforcement system to enforce violations occurring in transit-only traffic lanes on January 1, 2022.</p>	<p>Governor's Desk</p>	<p>4/28/16</p>	<p>SUPPORT</p>
<p>SB 1128 (Glazer D) Commute benefit policies.</p>	<p>Current law authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits through a pilot program. Current law requires that the ordinance specify certain matters, including any consequences for noncompliance, and imposes a specified reporting requirement. Current law makes these provisions inoperative on January 1, 2017. This bill would extend these provisions indefinitely, thereby establishing the pilot program permanently. (Enrollment: 8/24/2016)</p>	<p>Governor's Desk</p>	<p>4/28/16</p>	<p>SUPPORT</p>
<p>SB 1259 (Runner R) Vehicles: toll payment: veterans.</p>	<p>Would exempt vehicles registered to a veteran and displaying a specialized veterans license plate, as specified, from payment of a toll or related fines on a toll road, high-occupancy toll (HOT) lane, toll bridge, toll highway, a vehicular crossing, or any other toll facility. The bill would also make conforming changes. (Amended: 4/21/2016)</p>	<p>ASSEMBLY DEAD</p>	<p>6/30/16</p>	<p>OPPOSE</p>

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Memorandum

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 3, 2016

SUBJECT: Countywide Bicycle/Pedestrian Count Program (PN 1257.000)

RECOMMENDATION: 1) Authorize release of a Request for Proposal (RFP) for bicycle/pedestrian counting equipment purchase, and 2) Authorize the Executive Director, or a designee of the Executive Director, to negotiate and execute a purchase agreement for bicycle/pedestrian counting equipment.

Summary

Alameda CTC has a bicycle/pedestrian count program through which the agency tracks trends in levels of biking and walking to understand return on investments in bicycle/pedestrian infrastructure and programs. Staff proposes to expand the use of automated bicycle and pedestrian trail counters to obtain more detailed, statistically reliable data on biking and walking. Staff seeks authorization to release a Request for Proposals (RFP) for bicycle/pedestrian automated counter equipment purchase and to negotiate and execute a purchase agreement of up to \$120,000 for bicycle/pedestrian counting equipment.

Background

Alameda CTC has a bicycle/pedestrian count program through which the agency tracks trends in levels of biking and walking to understand return on investments in bicycle/pedestrian infrastructure and programs. Alameda CTC currently has a limited number of automated bicycle/pedestrian counters installed around the county. Automated counters are devices installed permanently in the field (typically in trail locations) that collect continuous, 24 hour, 7 day a week data on the number of bicyclists and pedestrians at that location.

Staff proposes to expand the use of automated bicycle and pedestrian trail counters to obtain richer, more statistically reliable data on biking and walking. Expansion of automated counters would be conducted through an arrangement in which Alameda CTC would purchase and own the counters, and a partnering local agency would agree to install and maintain the counters. Specifically, Alameda CTC would enter into a Memorandum of Understanding (MOU) with local agencies through which the

Alameda CTC would own the counting equipment and would hold any ongoing agreement with the equipment manufacturer, and the local agency would agree to install the counting equipment according to manufacturer instructions and maintain the counters. Alameda CTC would share access to all data collected with the partnering local agency.

The counters would be installed on major interjurisdictional trails across Alameda County, including counters in each of Alameda County's four planning areas. Potential trails include: Bay Trail, East Bay Greenway, Iron Horse Trail, Emeryville Greenway, Ohlone Greenway, Alameda Creek Trail, Arroyo Mocho Trail.

Staff seeks authorization to release a Request for Proposal (RFP) for bicycle/pedestrian counting equipment purchase. Further, staff seeks authorization for the Executive Director, or a designee of the Executive Director, to negotiate and execute a purchase agreement for up to \$120,000 for bicycle/pedestrian counting equipment. This amount is anticipated to fund the deployment of 15 to 20 automated counters.

Fiscal Impact: This item would encumber up to \$120,000 of Measure B Bicycle/Pedestrian Countywide Discretionary Funds. These funds were programmed and allocated as part of the 2016 CIP Update (CIP ID 00019) and are included in the FY16/17 budget.

Staff Contact

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[Carolyn Clevenger](#), Director of Planning

[Matt Bomberg](#), Associate Transportation Planner



Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: October 3, 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 \$1,480,000 for a total not-to exceed amount of \$6,680,000 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, many schools have become accustomed to the program and have integrated it into their annual activities. In 2015-2016, the Commission directed staff to increase opportunities for capital improvements at schools in Alameda County. Over the past year, Alameda CTC has been assessing and evaluating the long-term viability and structure of the SR2S program in Alameda County. Alameda CTC, with the SR2S consultant team, developed a new method of engaging schools recognizing that there has been a "tipping point" for school engagement and participation in the SR2S program. The success of the program has allowed SR2s to become part of the culture within schools, allowing the possibility to shift program resources in order to achieve the following objectives:

- Create opportunity for all schools in Alameda County to participate in the SR2S program at a level that matches their need/interest
- Increase site assessments and support for local jurisdictions and schools on implementing identified safety improvements
- Increase direct programming for students
- Enable the program to continue expanding in a financially sustainable way
- Improve on-line resources to increase access to SR2S tool-kits and materials

At its September 12th Meeting, the PPLC Committee asked Staff to provide the Committee options on funding the SR2S program for FY 2016-2017. Two options are outlined in the Funding section of this memo for the Committee's consideration.

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. 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 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 to 13 high schools. 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. 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. This is a trend in the direction of the program goals.

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 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 which provide direct safety training for youth
- On Call Site Coordinators
- Pedestrian Rodeos which provide direct safety training and education
- 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.
- Enhance the on-line Resource Center that provides all resources on the SR2S program website to support self-driven SR2S activities. This effort was developed with the entire SR2S team over the past year.
- 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, and Gold 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.

Contract Composition:

The current contract with Alta Planning + Design to implement the Alameda County Safe Routes to School program is comprised of Alta as the prime contractor and 10 subconsultants. The entire contract is paid on a “time and materials” basis and is currently funded at \$5,200,000. The Alameda County Safe Routes to School program is diverse in its offerings and the subconsultants each bring unique programming and skills. The chart depicts a snapshot of how the contract was implemented in FY2015-2016 based on actual invoiced amounts.

Consultant	Percentage of contract (approximate based on FY2015-2016)	activities
Alta	19%	Overall contract management, coordination, reporting, invoicing, etc. and site assessments
Transform	45%	School support for events, task force support (including high school task force), coordination of activities, including walking school bus and bike trains .
Safe Moves	2%	Pedestrian Rodeos
Cycles of Change	12%	Bike Rodeos and Drive Your Bike
Bike East Bay	8%	Countywide Bicycle Safety Education including family bicycle training courses
Bay Area Children’s Theater	3%	“Rock the Block” show
Local Motion	9%	BikeMobile
Various	2%	Printing, translation, legal, temporary staffing, etc.

The activities that are in **bold** above are the ones that are referred to as “direct safety programming” in that they are delivered directly to the students and focus on walking and biking safety and specific safety practices.

Funding:

At the September PPLC Committee meeting, Staff had recommended that \$1,380,000 be added to the existing Alta Planning + Design, Inc. contract for a total not-to exceed amount

of \$6,580,000. The Committee asked that options for funding the contract be brought back for their consideration. Since the September meeting, \$100,000 of Transportation Fund for Clean Air (TFCA) funds have been identified as being eligible to match federal funds for the SR2S program. This allows Staff the ability to add an additional \$100,000 to the original recommendation.

The recommendation is to add \$1,480,000 to the existing contract with Alta Planning + Design, Inc. for a total not-to exceed amount of \$6,680,000. This represents an annual contract for \$2,025,000 for fiscal year 16-17. The chart included below depicts how the contract has been funded on an annual basis for the past few years and what the recommended funding amount would allow for this full fiscal year 2016-2017.

(July 1, 2014 – June 30, 2015)	(July 1, 2015 – June 30, 2016)	(July 1, 2016 – June 30, 2017)
\$1,826,781	\$1,890,662	\$2,025,000

The recommended additional funds would allow for a 7.1% annual budget increase for the current fiscal year when compared to the last fiscal year. Within the proposed FY 2016-2017 budget, there is a \$100,000 safety training line item allowing Alameda CTC and the SR2S consultant team to evaluate the roll out of the resource center model and be able to target additional resources to activities that would provide the biggest impact to the success of the program, as needed. The safety training line item could be used for the “direct safety programming” activities such as actual bicycle and walking safety training and/or additional site assessments to identify safety issues around school sites. Site Assessments are an important step in increasing safety because they can be used to seek construction capital grants. How the safety training line item is allocated will depend on the needs identified through the mid-year evaluation process.

Two options for funding the contract are outlined below:

Option 1: Program an additional \$1,480,000 to the existing budget including the \$100,000 Safety Line Item.

This option allows the contract to support a budget for FY2016-2017 that is higher than previous years and with a \$100,000 safety line item that allows for flexibility to target resources where needed to ensure the continued success of the SR2S program. This option allows Staff and the entire consultant team to work with the new resource center model and evaluate it both for performance as well as demand for direct safety programming from schools. \$100,000 would allow an additional 52 activities to be programmed which would directly increase the amount of students who receive safety training and/or schools who would

benefit from a site assessment. The use of this \$100,000 safety fund would be evaluated and allocated based upon the mid-year evaluation of the program in January/February 2017.

Option 2: Allocate the Safety Line Item Funds to a Specific Subconsultant Contract or Activity

This option allows the contract to support a budget for FY2016-2017 that is higher than previous years. The SR2S Program is based upon a time and materials contract. It can be that program implementation activities are heavy in some months, but almost nonexistent in others (i.e. summer and school vacations). Therefore, it is up to all consultants to staff appropriately. Staff is aware that one subcontractor has raised concerns over the potential loss of the equivalent of one full-time staff person when the annual budget for FY 2016-2017 was based on staff's original proposal of adding \$1,380,000. In this option, the Commission could choose to direct the \$100,000 in the Safety Line Item described in Option 1 to a particular sub consultant contract or activity rather than spend it on increased direct safety programming or additional site assessments as outlined in Option 1.

Fiscal Impact: The action will encumber \$1,480,000 of Project grant funds (STP/CMAQ funds, TFCA, and local Measure B matching funds) which was approved as part of the FY2016-17 Budget, making the fiscal year 16-17 budget a total of \$2,025,000 and the overall contract a total of \$6,680,000. TFCA funds being allocated to this contract is contingent on the Commission's approval of the TFCA funding allocations in the October 2016 PPC agenda.

Staff Contact

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