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Executive Director
Arthur L. Dao

Planning, Policy and Legislation Committee

Monday, February 13, 2017, 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, February 13, 2017, 11:15 a.m.

Chair: Mayor Barbara Halliday, City of Hayward

Vice Chair: Councilmember Kriss Worthington, City of Berkeley

Commissioners: Wilma Chan, Scott Haggerty, John Marchand, Lily Mei, Rebecca Saltzman

Ex-Officio Members: Rebecca Kaplan, Richard Valle

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**

7. **Committee Member Reports**

8. **Staff Reports**

9. **Adjournment**

Next Meeting: March 13, 2017

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

Planning, Policy and Legislation Committee
Meeting Minutes
Monday, January 9, 2017, 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 Chan and Commissioner Kaplan.

3. **Public Comment**
   There were no public comments.

4. **Consent Calendar**
   4.1. **Approval of the November 14, 2016 meeting minutes.**
   4.2. **Receive an update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.**

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

   Yes: *Halliday, Haggerty, Saltzman, Marchand, Worthington*
   No: *None*
   Abstain: *Bauters (4.1)*
   Absent: *Chan, Kaplan*

5. **Legislation**
   5.1. **Receive an update on state, regional, local, and federal legislative activities and approve the 2017 Legislative Program.**
   Tess Lengyel provided an update on state, regional, local, and federal legislative activities and recommended that the Commission take support positions on four pieces of state legislation introduced early in the session. Tess noted that Governor Brown will release his 2017-2018 budget on January 10, 2017 and she will present the Governor's commitment for transportation investments at the January Commission meeting. The following are the four bills staff recommended that the Commission take positions on:
   AB 1 (Frazier) – Support Position
   AB 28 (Frazier) – Support Position
   SB 1 (Beall) – Support Position
   SB 2 (Atkins) – Support Position

   Tess provided a brief update on federal activities. She noted the cabinet nominations that are scheduled to go through Senate hearings, in particular Elaine Chao as the Transportation Secretary Hearing is scheduled for January 11, 2017.

   Commissioner Saltzman commented that she is unable to vote yes for AB 1 and SB 1 because from BART's position, these bills have very little new money for transit.

Commissioner Haggerty requested the Commission to work on the Bonilla bill that was specific to Contra Costa County for autonomous vehicles to include language that will apply to Alameda County. Tess responded that staff incorporated this with the legislative program.

Commissioner Halliday asked if funding in the SB 2 bill allows for transportation and local streets and roads improvements. Tess said that SB 2 is specific to affordable home ownership. The intent is to only fund housing and Alameda CTC's interest is make sure that housing has its dedicated funding stream.

Commissioner Haggerty moved to approve staff's recommendation with an amendment to state that the Commission will support and seek amendments for AB 1 and SB 1 to support increased funding for transit. Commissioner Worthington seconded the motion. The motion passed with the following vote:

Yes: Halliday, Haggerty, Saltzman, Marchand, Worthington, Bauters
No: None
Abstain: None
Absent: Chan, Kaplan

6. **Planning and Policy**
   6.1. **Approve Safe Routes to Schools Program Principles, Goals and Framework**
   Tess Lengyel informed the Committee that Alameda CTC has been running the Safe Routes to Schools Program (SR2S) in Alameda County for approximately 11 years. The current contract is expiring June 30, 2017. Last year, the Commission requested staff to present options for consideration to move forward with the SR2S program. Alameda CTC has performed research around the region and staff will present to different options to the committee. Tess introduced Cathleen Sullivan as Alameda CTC's Program Manager, handling all of Alameda CTC's programs. Cathleen reviewed the SR2S Program, program goals, principles and framework. She presented three framework options with varying degrees of staffing. Cathleen recommended that the Commission approve the SR2S program principles, goals, and the procurement framework for the Program Management option.

   Public comments:
   Lily Mei Mayor of Fremont stated that in Fremont the School District works with the city on SR2S. The City meets quarterly with the School District and they are partners on the SR2S program along with Public Works. Recently, Han Larsen gave a presentation to the School District and the City received $100,000 from the Fremont's Unified School District to evaluate all schools in the City of Fremont for the SR2S Program.

   Jane Kramer stated that the SR2S Program is definitely necessary to help revitalize the community. She suggested that Alameda CTC consider contracting with the local police departments to develop the program.

   Commissioner Saltzman asked why the current framework wasn't presented as an option. Cathleen responded that Alameda CTC currently serves as a contract

administrator and the agency wants to take a program management role to provide guidance and implementation of rolling out the SR2S program throughout the County. Art said that Alameda CTC will essentially be the prime with the Program Management option to allow staff to be more engaged with the program and to have direct engagement with the operation of the actual program.

Commissioner Saltzman asked why the same person performing outreach and education isn't engaging the schools districts and parents as part of the task forces. Tess responded that the team hired for outreach and education will partake and support this effort; however, having Alameda CTC's engagement at the school district, school board and city council levels can help fortify these relationships over time to support greater integration of the SR2S program into school curricula. .

Commissioner Saltzman asked how funding will be awarded to different parts of the contract. Tess responded that Alameda CTC will follow its procurement process, and Art ensured the committee that Alameda CTC will fund this program at the minimal historical level.

Commissioner Halliday asked that staff inform the Commissioners on an area by area basis if there are problems with the school districts with the SR2S program.

Commission Halliday asked how many site assessments have been done to date. Tess responded that prior to last year an average of approximately eight site assessments per year had been done; however, last year 30 site assessments were completed and this year we are expecting to complete 40.

Commissioner Saltzman moved to approve this item. Commission Bauters seconded the motion. The motion passed with the following vote:

Yes: Halliday, Haggerty, Saltzman, Marchand, Worthington, Bauters
No: None
Abstain: None
Absent: Chan, Kaplan

6.2. **Approve programming of up to $200,000 in Measure B Transit Center Development funds to the Sustainable Communities Technical Assistance Program (SCTAP); Authorize release of a Request for Proposals (RFP) for professional services for the Countywide Bicycle and Pedestrian Plan Update through the SCTAP; and Authorize the Executive Director or a designee to enter into and execute all related agreements for the Countywide Bicycle and Pedestrian Plan Update**
Matt Bomberg stated that approval of this item will initiate the update of the Countywide Bicycle and Pedestrian Plans through the Sustainable Communities Technical Assistance Program (SCTAP). The Commission approved a program of SCTAP projects in March 2014. He noted that several projects have been completed under budget resulting in SCTAP program savings. Matt stated that the program savings may be used to update the Countywide Bicycle and Pedestrian Plans, thus maximizing the use of the federal funds. He stated that the Countywide Bicycle and Pedestrian Plan were last updated in 2012. Matt recommended that the Commission (1) approve programming of up to $200,000 in Measure B Transit Center

Development funds to the SCTAP program; (2) authorize release of a RFP for professional services for the Countywide Bicycle and Pedestrian Plan update through the SCTAP program; and (3) authorize the Executive Director or a designee to enter into and execute all related agreements for the Countywide Bicycle and Pedestrian Plan update.

Commissioner Haggerty moved to approve this item. Commission Worthington seconded the motion. The motion passed with the following vote:

Yes: *Halliday, Haggerty, Saltzman, Marchand, Worthington, Bauters*
No: *None*
Abstain: *None*
Absent: *Chan, Kaplan*

6.3. Approve Regional Measure 3 draft candidate project list for advocacy
Tess Lengyel recommended that the Commission approve the draft candidate project list for Regional Measure 3 (RM3). Tess recapped Alameda CTC's funding need to fulfill Measure BB, provided an overview of RM3, discussed Alameda CTC's positioning for maximum gain and reviewed the draft candidate project list. Tess noted that RM3 will ultimately be done as part of a state process.

Public comment: Dave Campbell, Advocacy Director with Bike East Bay thanked staff for including $100 million for bicycle and pedestrian access to transit and $50 million for trail access to transit and Transbay corridors. Dave stated that Bike East Bay is working with their colleagues at the San Francisco Bicycle Coalition to get RM3 funding for the West Span of the Bay Bridge bicycle path.

Commissioner Haggerty stated that the project list is overly optimistic. He stated his concerns regarding the project that has Alameda County buying BART cars and Santa Clara County appears to be exempt from purchasing BART cars. He also noted investments being done in the Dumbarton Corridor; however, it appears that there should likely be more funding in that area.

Commissioner Saltzman asked how the project list and the dollar amounts for each project was determined. Art responded that every project on the list with the exception of the Alameda County commitment to the BART cars ties back to the 2014 Transportation Expenditure Plan and the county's Countywide Transportation Plan. He stated that Alameda CTC works with our partners to determine the funding amounts.

Commissioner Worthington moved to approve this item. Commission Marchand seconded the motion. The motion passed with the following vote:

Yes: *Halliday, Haggerty, Marchand, Worthington, Bauters*
No: *None*
Abstain: *Saltzman*
Absent: *Chan, Kaplan*

7. **Committee Member Reports**

Supervisor Haggerty stated that Saravana Suthanthira and Dan Wu are presenting at the Transportation Resource Board in Washington D.C. and requested that the presentation is given to the Commission at a future time.

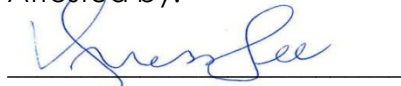8. **Staff Reports**

There were no staff reports.

9. **Adjournment/ Next Meeting**

The next meeting is:

Date/Time: February 13, 2017 at 11:15 a.m.
Location: Alameda CTC Offices, 1111 Broadway, Suite 800, Oakland, CA 94607

Attested by:

_____
Vanessa Lee,
Clerk of the Commission

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DATE:	February 6, 2017
SUBJECT:	Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
RECOMMENDATION:	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 January 9, 2017, the Alameda CTC has not reviewed any environmental documents.

Fiscal Impact: There is no fiscal impact.

Staff Contact

Saravana Suthanthira, Principal Transportation Planner

Chris Van Alstyne, Assistant Transportation Planner

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DATE:	February 6, 2017
SUBJECT:	Approval of Administrative Amendment to Project Agreement (A12-0027)
RECOMMENDATION:	Approve and authorize the Executive Director to execute administrative amendment to the project agreement for the Guaranteed Ride Home (GRH) Project in support of Alameda CTC's Transportation Demand Management (TDM) work for a time-only extension.

Summary

Alameda CTC enters into agreements/contracts with consultants and local, regional, state, and federal entities, as required, to provide the services, or to reimburse project expenditures incurred by project sponsors, necessary to meet the agency's Planning obligations. Agreements are entered into based upon estimated known project needs for scope, cost, and schedule.

Alameda CTC is in the process of updating our TDM strategic plan and plans to issue an RFP for a comprehensive TDM contract that would include GRH in alignment with the strategic plan in the fall of 2016. To ensure continuity of our GRH services, staff is requesting a time-only extension to the contract to cover the period between July 1, 2017 and December 31, 2017. A new contract is expected to commence in January 2018.

The administrative amendment request shown in Table A has been reviewed and it has been determined that the requests will not compromise the project deliverables.

Staff recommends the Commission approve and authorize the administrative amendment request as listed in Table A attached.

Background

Amendments are considered "administrative" if they do not result in an increase to the existing encumbrance authority approved for use by a specific entity for a specific project or program. Examples of administrative amendments include time extensions and project task/phase budget realignments which do not require additional commitment beyond the total amount currently encumbered in the agreement, or beyond the

cumulative total amount encumbered in multiple agreements (for cases involving multiple agreements for a given project or program).

Agreements are entered into based upon estimated known project needs for scope, cost, and schedule. Throughout the life of a project, situations may arise that warrant the need for a time extension or a realignment of project phase/task budgets.

The most common justifications for a time extension include (1) project delays and (2) extended project closeout activities.

The most common justifications for project task/phase budget realignments include 1) movement of funds to comply with timely use of funds provisions; 2) addition of newly obtained project funding; and 3) shifting unused phase balances to other phases for the same project.

Requests are evaluated to ensure that the associated project or program deliverable(s) are not compromised. The administrative amendment requests identified in Table A have been evaluated and are recommended for approval.

Levine Act Statement: Nelson\Nygaard Consulting Associates did not report a conflict in accordance with the Levine Act.

Fiscal Impact: There is no fiscal impact.

Attachments

    A. Table A: Administrative Amendment Summary

Staff Contact

Tess Lengyel, Deputy Executive Director of Planning and Policy

Carolyn Clevenger, Director of Planning

Table A: Administrative Amendment Summary

Index No.	Firm/Agency	Project/Services	Agreement No.	Contract Amendment History and Requests	Reason Code	Fiscal Impact
1	Nelson\ Nygaard Consulting Associates	Operations Services for the Guaranteed Ride Home Program	A12-0027	6-month time extension from July 1, 2017- December 31, 2017	5	None

(1) Project delays.
(2) Extended project closeout activities.
(3) Movement of funds to comply with timely use of funds provisions.
(4) Addition of newly obtained project funding.
(5) Unused phase balances to other project phase(s).

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Memorandum

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DATE:	February 6, 2017
SUBJECT:	February Legislative Update
RECOMMENDATION:	Update on federal, state, and local legislative activities and approve legislative positions.

Summary

The February 2017 legislative update provides information on federal and state legislative activities, including an update on federal cabinet nominations known thus far under the new federal administration, an update on the state budget, and recommendations on current legislation.

Background

The Commission approved the 2017 Legislative Program in December 2016. The final 2017 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.

Federal Update

At the federal level, due to a change in the administration, a multitude of new cabinet level appointments have been made that will need Senate confirmation in early 2017. In addition, Congress passed an extension to the continuing resolution and the president signed which keeps the federal government funded at Fiscal Year 2016 levels through April 28, 2017. On January 31, 2017, the Senate confirmed Elaine Chao to be the Secretary of Transportation on a final vote of 93 to 6, with opposition from Democrats including Chuck Schumer (D-NY), Kirsten Gillibrand (D-NY), Bernie Sanders (D-VT), Jeff Merkley (D-OR), Cory Booker (D-NJ), and Elizabeth Warren (D-MA). Attachment B includes information on the proposed Senate Democrat infrastructure package, including the proposed solutions for funding it.

State Update

Platinum Advisors, Alameda CTC's state lobbying firm, provided the following summary of the proposed 2017-18 state budget. The following also includes a summary of appointments to Senate and Assembly Transportation Committees, and a recommended position on one state bill.

State Budget

Governor Brown released his proposed 2017-18 budget on January 10, 2016, which outlines a $179.5 billion spending plan that includes $122.5 billion in general fund spending, $54.6 billion in special fund spending, and $2.4 billion in bond funds. The proposed budget projects a $1.6 billion deficit by the end of the 2017-18 fiscal year. This deficit is based on revenue assumptions and assumes the continuation of existing federal policies. The Governor noted that many of the proposed changes at the federal level could trigger a budget crisis.

Transportation Funding Plans: As part of the Governor's budget, he unveiled a similar, but updated, proposal compared to last year aimed at addressing the state's transportation funding needs. The new proposal would generate about $4.2 billion annually, which is more than the prior version that would have raised $3.6 billion annually, but still far lower the legislative proposals that currently hover around $6 billion in both AB 1 and SB 1. The main differences between the Governor 's new proposal and the AB1/SB 1 proposals is a lower excise tax increase, no sales tax increase on diesel fuel, and no return of any truck weight fees. The actual implementing language is not expected to be available until February, so more details on how the funding programs would actually be implemented will be reveled at that time. Attachment C summarizes the differences between the Governor's proposal and AB1/SB1.

Senate and Assembly Leadership Appointments: Assembly Speaker Anthony Rendon and President Pro Tempore Kevin De Leon appointed committee chairs and members for the Assembly and Senate as shown in Attachments D and E for the overall legislature. Below summarizes leadership and committee appointments of Alameda County delegation members.

Senate District 7 – Steve Glazer

- Budget and Fiscal Review
- Budget Subcommittee No. 4 on State Administration and General Government
- Business, Professions and Economic Development
- Governmental Organization
- Human Services
- Insurance

Senate District 9 – Nancy Skinner

- Senate Leadership – Majority Whip
- Transportation and Housing
- Budget and Fiscal Review
- Budget Subcommittee No. 5 on Corrections, Public Safety and the Judiciary – Chair
- Energy, Utilities and Communications
- Environmental Quality
- Public Safety

Senate District 10 – Bob Wieckowski

- Transportation and Housing
- Budget and Fiscal Review
- Budget Subcommittee No. 2 on Resources, Environmental Protection, Energy and Transportation – Chair
- Environmental Quality
- Judiciary
- Legislative Ethics

Assembly District 15 – Tony Thurmond

- Education
- Health
- Human Services
- Labor and Employment – Chair
- Water, Parks, and Wildlife

Assembly District 16 – Catharine Baker

- Transportation
- Business and Professions
- Higher Education – Vice Chair
- Joint Legislative Audit
- Privacy and Consumer Protection

Assembly District 18 – Rob Bonta

- Assembly Democratic Leadership – Assistant Majority Leader
- Communications and Conveyance

Assembly District 20 – Bill Quirk

- Agriculture
- Environmental Safety and Toxic Materials – Chair

- Public Safety
- Revenue and Taxation
- Utilities and Energy

Assembly District 25 – Kansen Chu

- Transportation
- Arts, Entertainment, Sports, Tourism, and Internet Media – Chair
- Insurance
- Water, Parks, and Wildlife

State Bill Recommendations

January 19 was the deadline for bills to be submitted for consideration by the State Legislative Counsel. February 17 is the deadline for introducing bills into the legislative process. Staff is still reviewing the currently introduced bills, many of which are spot bills in nature, and will bring additional positions in the future. The following position supports student transit pass program funding at the state level.

Bill Number	Bill Information	Recommendation
AB 17 (Holden) Transit Pass Program: free or reduced-fare transit passes.	This bill would require the Controller to allocate moneys to support transit pass programs (administered by Caltrans) that provide free or reduced-fare transit passes to students. Caltrans would develop guidelines that describe eligibility requirements. Caltrans must also develop performance measures and reporting requirements to evaluate program effectiveness, including passes distributed and whether the program is increasing transit ridership among students. The minimum allocation to each transit provider would be $20,000, remaining funds allocated by formula.	Alameda CTC's 2017 legislative program supports increasing funding for transportation as well as innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people. Staff recommends a **SUPPORT** position on this bill.
SB 3	This bill would provide for submission of a $3 billion statewide housing general obligation bond act to the voters at the November 6, 2018,	Alameda CTC's 2017 legislative program supports increasing funding for transportation, while

Affordable Housing Bond Act of 2018	statewide general election. Proceeds from the sale of the bonds would be used to finance various existing housing programs, as well as infill infrastructure financing and affordable housing matching grant programs.	protecting against transportation funding diversions. Because transportation funding is often looked at as a potential source to fund affordable housing, staff recommends supporting SB 3 for a direct funding stream to support affordable housing. Staff recommends a **SUPPORT** position on this bill.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC 2017 Legislation Program
- B. Federal Update
- C. Comparison of Transportation Funding Package Proposals
- D. State Assembly Committee Appointments
- E. State Senate Committee Appointments

Staff Contact

Tess Lengyel, Deputy Executive Director of Planning and Policy

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2017 Alameda County Transportation Commission Legislative Program
The legislative program herein supports Alameda CTC's transportation vision below adopted for the 2016 Countywide Transportation Plan:

"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	• 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. • Support new funding sources for transit operations and capital for bus, BART, and rail connectivity.
	Protect and enhance voter-approved funding	• 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 and Operations	Advance innovative project delivery	• Support environmental streamlining and expedited project delivery. • Support contracting flexibility and innovative project delivery methods, as well as project development advancements such as autonomous vehicles. • Support high-occupancy vehicle (HOV)/toll lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation and use. • 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	• Support efforts that reduce project and program implementation costs. • Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.
	Protect the efficiency of managed lanes	• Support utilizing excess capacity in HOV lanes through managed lanes as a way to improve corridor efficiencies and expand traveler choices. • Support ongoing HOV/managed lane policies to maintain corridor-specific lane efficiency • Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	• 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).

Issue	Priority	Strategy Concepts
		• Support innovative financing opportunities to fund TOD and PDA implementation.
	Expand multimodal systems and flexibility	• 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. • Support parity in pre-tax fringe benefits for public transit, carpooling, vanpooling and other active transportation/bicycle and pedestrian modes of travel with parking.
Climate Change	Support climate change legislation to reduce greenhouse gas (GHG) emissions	• 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	• 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. • Support legislation that improves the efficiency and connectivity of the goods movement system. • Ensure that Bay Area transportation systems are included in and prioritized in state and federal goods movement 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	• 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.

A Blueprint to Rebuild America's Infrastructure

Creating Over 15 Million New Jobs

$210B to repair crumbling **Roads and Bridges**, <u>saving the average American family over $1,700 a year.</u>

2.7M New Jobs

$110B to modernize **Water & Sewer** systems without burdening local ratepayers.

2.5M New Jobs

$180B to replace & expand **Rail and Bus Systems**, making the daily commute safer & cheaper for millions of Americans.

2.5M New Jobs

$200B for a new **Vital Infrastructure Program (VIP)** to get major projects moving.

2.6M New Jobs

$75B to rebuild **America's Schools,** ensuring our next generation learns in a State-of-the-Art Environment <u>without raising local property taxes.</u>

975,000 New Jobs

$65B to modernize **America's Ports, Airports**, **& Waterways** helping <u>move people and goods, and building more resilient communities.</u>

845,000 New Jobs

$100B in new funding to build 21st century **Energy Infrastructure**, upgrade our failing power grid, and lower electric bills.

1.3M New Jobs

$20B in funding to **Expand Broadband** access to millions of Americans.

260,000 New Jobs

$20B to address infrastructure backlogs on **Public & Tribal Lands**.

260,000 New Jobs

$10B to construct new **VA Hospitals & Extended Care Facilities** for our nation's heroes.

130,000 New Jobs

$10B to support **New Innovative Financing** tools aimed at increasing infrastructure investment.

1.3M New Jobs

Investing in America: Options for an Infrastructure Package
A Proposal by Ranking Member Peter DeFazio
February 1, 2017

Nearly one in four bridges in the U.S. is structurally deficient or functionally obsolete, 65 percent of our Nation's roads are in less than good condition, our rail and bus transit systems are facing a $90 billion backlog, and full channels at the Nation's 59 busiest ports are available less than 35 percent of the time, according to the Army Corps of Engineers. In addition, the Federal Aviation Administration (FAA) has identified a need for $32.5 billion in Federal airport improvement projects over the next five years. That's $6.5 billion per year—essentially double current funding for airport grants.

It's time for Congress to get serious about finding concrete solutions to shore up and improve our transportation infrastructure. That's why **I'm proposing three simple solutions to help address the growing backlog of critical projects** that can be accomplished without adding to the deficit.

1. **LIFT THE CAP ON PASSENGER FACILITY CHARGES**

    Despite a chorus of airports telling us of the billions of dollars in unmet capital needs each year, Congress has increased the cap on the passenger facility charge (PFC) just once since Congress created the PFC in 1990. If Congress were to raise the current cap on PFCs, it would create new revenue to invest in large airports and free up additional Federal funding to help smaller airports. For example, if we increased the PFC cap by $4 (from the current limit of $4.50 to $8.50), airports' PFC revenue would almost double, from $3 billion per year currently to about $5.7 billion per year. That additional revenue would go a long way toward addressing the $32.5 billion in airport needs identified by FAA, and help airports keep pace with increasing demand.

2. **SPEND DOWN THE BALANCE OF THE HARBOR MAINTENANCE FUND**

    Approximately $9 billion in already collected tax revenues sits idle in the Harbor Maintenance Trust Fund (HMTF) in the U.S. Treasury. The HMTF collects enough from shippers to meet the needs of all Federally-authorized ports, yet much of this money is diverted to hide the size of the budget deficit. According to Congressional Budget Office forecasts, if the President or Congress chose simply to spend down this balance, and spend the expected revenues for their intended purposes, we could invest $27 billion in our critical port and harbor needs over the next decade—and all of this work could be performed without raising one dime more in taxes.

3. **INVEST $500 BILLION IN HIGHWAY AND TRANSIT INFRASTRUCTURE BY INDEXING GAS AND DIESEL USER FEES**

    I have developed a proposal, "Investing in America: A Penny for Progress", that provides more than $500 billion to improve our Nation's highways, bridges, and public transit systems, reverse the Federal underinvestment, and address future highway and transit needs through fiscal year 2030. To finance the additional investment, the proposal authorizes the U.S. Department of the Treasury to issue 30-year bonds that will be repaid by indexing the gasoline and diesel user fees, which were last adjusted almost 25 years ago (in 1993) and have lost more than 40 percent of their purchasing power. It is estimated that my proposal will increase the gas and diesel user fees by approximately one cent per year.

California Transportation Funding Proposals

	AB 1 (Frazier)	SB 1 (Beall)	Governor's Proposal Based on Budget Summary. Actual language not available yet.
		REVENUES	
Truck Weight Fees	Returns approximately $500 million in truck weight fees over 5 years.	Returns approximately $500 million in truck weight fees over 5 years	No Proposal Keep using weight fees for debt service.
Loan Repayment	Repay over two years $706 million in outstanding loans.	Repay over two years $706 million in outstanding loans	Repay $706 million over three fiscal years.
Excise Tax	$1.8 billion in new gasoline excise tax revenue by raising gasoline excise tax by 12 cents. $1.1 billion gasoline excise tax revenue is generated by eliminating BOE's "true-up" process. This would reset the price based excise tax back to 17 cents. $600 million in new diesel excise tax revenue by increasing the excise tax by 20 cents.	$1.8 billion in new gasoline excise tax revenue by raising gasoline excise tax by 12 cents. $1.1 billion gasoline excise tax revenue is generated by eliminating BOE's "true-up" process. This would reset the price based excise tax back to 17 cents. $600 million in new diesel excise tax revenue by increasing the excise tax by 20 cents.	$1.1 billion by eliminating the BOE's "true-up" process for the price based excise tax, and setting the price based excise tax at 21.5 cents. Adjust the excise tax annually for inflation. $425 million by increasing the diesel fuel excise tax rate by 11 cents. Adjust the excise tax annually for inflation.
Vehicle Registration Fees	$1.3 billion by imposing a vehicles registration fee of $38. $21 million by imposing a $165 registration fee on all zero emission vehicles	$1.3 billion by imposing a vehicles registration fee of $38. $13 million by imposing a $100 registration fee on all zero emission vehicles.	$2.1 billion by imposing a $65 Road Improvement Charge on the registration of all vehicles, including zero emission and hybrid vehicles.
Cap & Trade Revenue	$300 million in additional cap & trade revenue dedicated to transit programs by increasing the formula allocation to these programs.	$300 million in additional cap & trade revenue dedicated to transit programs by increasing the formula allocation to these programs.	$400 million cap & trade revenue appropriated annually to the Transit Capital & Intercity Rail Program, and $100 million to the Active Transportation Program.
Diesel Sales Tax	$263 million by increasing the sales tax on diesel fuel by 3% for a total rate of 5.25%.	$300 million by increasing the sales tax on diesel fuel by 3.5% for a total rate of 5.75%.	No change.
Article 19 Revenue	Approximately $70 million in Non-Article 19 funds is directed to the Road Maintenance and Rehabilitation Account.	Approximately $70 million in Non-Article 19 funds is directed to the Road Maintenance and Rehabilitation Account	No change.
TOTAL REVENUE	Approximately $6 billion annually and $706 million in onetime funds.	Approximately $6 billion annually and $706 million in onetime funds.	Approximately $4.2 billion annually and $706 million in onetime funds.

California Transportation Funding Proposals

General Break Down of Revenue Allocations	Cities -- $1.1 Billion annually & $176 million one time. Counties – $1.1 Billion annually & $176 million one time. Transit -- $563 million annually SHOPP -- $1.47 billion annually STIP -- $770 million annually	Cities -- $1.1 Billion annually & $176 million one time. Counties – $1.1 Billion annually & $176 million one time. Transit -- $563 million annually SHOPP -- $1.47 billion annually STIP -- $770 million annually	Cities -- $580 million annually Counties – $580 million annually Transit -- $400 million annually SHOPP -- $1.8 billion annually STIP -- $800 million
	FUNDING PROGRAMS		
State and Local Partnership Program	State and Local Partnership Program is created and funded with $200 million annually.	State and Local Partnership Program is created and funded with $200 million annually	$250 million annually allocated to a local partnership grant program.
Active Transportation Program	Active Transportation Program would receive $80 million annually from the RMRP. In addition, up to $70 million annually will be transferred to the Active Transportation Program resulting from operational efficiencies identified by Caltrans through the annual budget process.	Active Transportation Program would receive $80 million annually from the RMRP. In addition, up to $70 million annually will be transferred to the Active Transportation Program resulting from operational efficiencies identified by Caltrans through the annual budget process.	Active Transportation Program would receive $100 million in cap & trade revenue. This would be an annual appropriation subject to budget negotiations.
Advanced Mitigation Fund	Advanced Mitigation Fund is allocated $30 million annually for four years	Advanced Mitigation Fund is allocated $30 million annually for four years..	The proposal includes an Advanced Mitigation program, but it is unknown how much revenue is dedicated to this program.
University Research Funding	California State University will receive $2 million annually. $3 million annually to the Institutes of Transportation Studies at the University of California.	California State University will receive $2 million annually.	Unknown
State Highway & Local Streets and Roads Funding	$1.45 billion is continuously appropriated for maintenance of the state highway system as specified in each SHOPP plan. $1.45 billion is continuously appropriated to cities and counties	$1.45 billion is continuously appropriated for maintenance of the state highway system as specified in each SHOPP plan. $1.45 billion is continuously appropriated to cities and counties	$1.7 billion annually in new tax revenue and $100 million in Caltrans efficiency savings for making repairs to the state highway system. $1.1 billion annually to cities and counties for local street and road maintenance projects
Trade Corridors Improvement Fund	$600 million for the Trade Corridors Improvement Fund program This Fund will also govern the allocation of federal FAST Act funds received by the state.	$600 million for the Trade Corridors Improvement Fund program This Fund will also govern the allocation of federal FAST Act funds received by the state.	Trade Corridor Improvements are allocated $250 million annually, along with $323 million from loan repayment funds, for investment in the state's major trade corridors.

ANTHONY RENDON
SPEAKER *of the* ASSEMBLY
Sixty-Third Assembly District

January 20, 2017

E. Dotson Wilson
Chief Clerk of the Assembly
State Capitol, Room 3196
Sacramento, California

Dear Dotson:

Please be advised that I have made appointments to the following committees for the 2017-18 Regular Session:

Accountability and Administrative Review
Assemblymember Susan Eggman, Chair
Assemblymember Tom Lackey, Vice Chair
Assemblymember Autumn Burke
Assemblymember Heath Flora
Assemblymember Jim Frazier
Assemblymember Jose Medina
Assemblymember Sharon Quirk-Silva

Aging and Long-Term Care
Assemblymember Ash Kalra, Chair
Assemblymember Randy Voepel, Vice Chair
Assemblymember Dante Acosta
Assemblymember Anna Caballero
Assemblymember Mike Gipson
Assemblymember Todd Gloria
Assemblymember Adam Gray

Agriculture
Assemblymember Anna Caballero, Chair
Assemblymember Devon Mathis, Vice Chair
Assemblymember Cecilia Aguiar-Curry
Assemblymember Heath Flora
Assemblymember James Gallagher
Assemblymember Adam Gray
Assemblymember Jacqui Irwin
Assemblymember Reginald Jones-Sawyer, Sr.
Assemblymember Bill Quirk
Assemblymember Rudy Salas, Jr.

Appropriations
Assemblymember Lorena Gonzalez Fletcher, Chair
Assemblymember Frank Bigelow, Vice Chair
Assemblymember Richard Bloom
Assemblymember Raul Bocanegra
Assemblymember Rob Bonta
Assemblymember Bill Brough
Assemblymember Ian Calderon
Assemblymember Ed Chau
Assemblymember Susan Eggman
Assemblymember Vince Fong
Assemblymember Laura Friedman
Assemblymember James Gallagher
Assemblymember Eduardo Garcia
Assemblymember Adam Gray
Assemblymember Al Muratsuchi
Assemblymember Jay Obernolte
Assemblymember Eloise Reyes

Arts, Entertainment, Sports, Tourism, and Internet Media
Assemblymember Kansen Chu, Chair
Assemblymember Marie Waldron, Vice Chair
Assemblymember Dante Acosta
Assemblymember David Chiu
Assemblymember Laura Friedman
Assemblymember Jose Medina
Assemblymember Adrin Nazarian

Banking and Finance
Assemblymember Matthew Dababneh, Chair
Assemblymember Phillip Chen, Vice Chair
Assemblymember Autumn Burke
Assemblymember Sabrina Cervantes
Assemblymember Timothy Grayson
Assemblymember Monique Limón
Assemblymember Melissa Melendez
Assemblymember Sebastian Ridley-Thomas
Assemblymember Marc Steinorth
Assemblymember Mark Stone
Assemblymember Shirley Weber

Budget

Assemblymember Phil Ting, Chair
Assemblymember Jay Obernolte, Vice Chair
Assemblymember Travis Allen
Assemblymember Joaquin Arambula
Assemblymember Richard Bloom
Assemblymember Anna Caballero
Assemblymember Rocky Chávez
Assemblymember David Chiu
Assemblymember Steven Choi
Assemblymember Jim Cooper
Assemblymember Vince Fong
Assemblymember Cristina Garcia
Assemblymember Matthew Harper
Assemblymember Jacqui Irwin
Assemblymember Reginald Jones-Sawyer, Sr.
Assemblymember Tom Lackey
Assemblymember Monique Limón
Assemblymember Devon Mathis
Assemblymember Kevin McCarty
Assemblymember Jose Medina
Assemblymember Melissa Melendez
Assemblymember Kevin Mullin
Assemblymember Patrick O'Donnell
Assemblymember Jim Patterson
Assemblymember Blanca Rubio
Assemblymember Mark Stone
Assemblymember Randy Voepel
Assemblymember Shirley Weber
Assemblymember Jim Wood

Budget Subcommittee No. 1 on Health and Human Services

Assemblymember Joaquin Arambula, Chair
Assemblymember Matthew Harper
Assemblymember Devon Mathis
Assemblymember Blanca Rubio
Assemblymember Jim Wood
Assemblymember Phil Ting, Democratic Alternate
Assemblymember Jay Obernolte, Republican Alternate

Budget Subcommittee No. 2 on Education Finance

Assemblymember Kevin McCarty, Chair
Assemblymember Rocky Chávez
Assemblymember Jacqui Irwin
Assemblymember Monique Limón

Budget Subcommittee No. 2 on Education Finance (continued)
Assemblymember Jose Medina
Assemblymember Patrick O'Donnell
Assemblymember Randy Voepel
Assemblymember Phil Ting, Democratic Alternate
Assemblymember Jay Obernolte, Republican Alternate

Budget Subcommittee No. 3 on Resources and Transportation
Assemblymember Richard Bloom, Chair
Assemblymember Vince Fong
Assemblymember Cristina Garcia
Assemblymember Kevin Mullin
Assemblymember Jim Patterson
Assemblymember Phil Ting, Democratic Alternate
Assemblymember Jay Obernolte, Republican Alternate

Budget Subcommittee No. 4 on State Administration
Assemblymember Jim Cooper, Chair
Assemblymember Travis Allen
Assemblymember Anna Caballero
Assemblymember David Chiu
Assemblymember Steven Choi
Assemblymember Phil Ting, Democratic Alternate
Assemblymember Jay Obernolte, Republican Alternate

Budget Subcommittee No. 5 on Public Safety
Assemblymember Shirley Weber, Chair
Assemblymember Reginald Jones-Sawyer, Sr.
Assemblymember Tom Lackey
Assemblymember Melissa Melendez
Assemblymember Mark Stone
Assemblymember Phil Ting, Democratic Alternate
Assemblymember Jay Obernolte, Republican Alternate

Budget Subcommittee No. 6 on Budget Process, Oversight and Program Evaluation
Assemblymember Phil Ting, Chair
Assemblymember Travis Allen
Assemblymember Joaquin Arambula
Assemblymember Richard Bloom
Assemblymember Jim Cooper
Assemblymember Kevin McCarty
Assemblymember Jay Obernolte
Assemblymember Jim Patterson
Assemblymember Shirley Weber

Business and Professions
Assemblymember Rudy Salas, Jr., Chair
Assemblymember Bill Brough, Vice Chair
Assemblymember Joaquin Arambula
Assemblymember Catharine Baker
Assemblymember Richard Bloom
Assemblymember David Chiu
Assemblymember Jordan Cunningham
Assemblymember Brian Dahle
Assemblymember Susan Eggman
Assemblymember Mike Gipson
Assemblymember Timothy Grayson
Assemblymember Chris Holden
Assemblymember Evan Low
Assemblymember Kevin Mullin
Assemblymember Marc Steinorth
Assemblymember Phil Ting

Communications and Conveyance
Assemblymember Miguel Santiago, Chair
Assemblymember Jay Obernolte, Vice Chair
Assemblymember Rob Bonta
Assemblymember Sabrina Cervantes
Assemblymember Matthew Dababneh
Assemblymember Eduardo Garcia
Assemblymember Chris Holden
Assemblymember Tom Lackey
Assemblymember Evan Low
Assemblymember Brian Maienschein
Assemblymember Jim Patterson
Assemblymember Freddie Rodriguez
Assemblymember Jim Wood

Education
Assemblymember Patrick O'Donnell, Chair
Assemblymember Rocky Chávez, Vice Chair
Assemblymember Todd Gloria
Assemblymember Kevin Kiley
Assemblymember Kevin McCarty
Assemblymember Tony Thurmond
Assemblymember Shirley Weber

Elections and Redistricting
Assemblymember Evan Low, Chair
Assemblymember Matthew Harper, Vice Chair

Elections and Redistricting (continued)
Assemblymember Marc Berman
Assemblymember Ian Calderon
Assemblymember Jordan Cunningham
Assemblymember Kevin Mullin
Assemblymember Shirley Weber

Environmental Safety and Toxic Materials
Assemblymember Bill Quirk, Chair
Assemblymember Brian Dahle, Vice Chair
Assemblymember Joaquin Arambula
Assemblymember Phillip Chen
Assemblymember Cristina Garcia
Assemblymember Jimmy Gomez
Assemblymember Chris Holden

Governmental Organization
Assemblymember Adam Gray, Chair
Assemblymember Frank Bigelow, Vice Chair
Assemblymember Dante Acosta
Assemblymember Cecilia Aguiar-Curry
Assemblymember Rob Bonta
Assemblymember Bill Brough
Assemblymember Ken Cooley
Assemblymember Jim Cooper
Assemblymember Tom Daly
Assemblymember James Gallagher
Assemblymember Eduardo Garcia
Assemblymember Mike Gipson
Assemblymember Todd Gloria
Assemblymember Reginald Jones-Sawyer, Sr.
Assemblymember Kevin Kiley
Assemblymember Marc Levine
Assemblymember Evan Low
Assemblymember Blanca Rubio
Assemblymember Rudy Salas, Jr.
Assemblymember Marie Waldron

Health
Assemblymember Jim Wood, Chair
Assemblymember Brian Maienschein, Vice Chair
Assemblymember Rob Bonta
Assemblymember Autumn Burke
Assemblymember James Gallagher
Assemblymember Monique Limón
Assemblymember Kevin McCarty

Health (continued)
Assemblymember Adrin Nazarian
Assemblymember Jim Patterson
Assemblymember Sharon Quirk-Silva
Assemblymember Sebastian Ridley-Thomas
Assemblymember Freddie Rodriguez
Assemblymember Miguel Santiago
Assemblymember Tony Thurmond
Assemblymember Marie Waldron

Higher Education
Assemblymember Jose Medina, Chair
Assemblymember Catharine Baker, Vice Chair
Assemblymember Joaquin Arambula
Assemblymember Richard Bloom
Assemblymember Rocky Chávez
Assemblymember Steven Choi
Assemblymember Jacqui Irwin
Assemblymember Kevin Kiley
Assemblymember Marc Levine
Assemblymember Evan Low
Assemblymember Sharon Quirk-Silva
Assemblymember Miguel Santiago
Assemblymember Shirley Weber

Housing and Community Development
Assemblymember David Chiu, Chair
Assemblymember Marc Steinorth, Vice Chair
Assemblymember Raul Bocanegra
Assemblymember Ed Chau
Assemblymember Steven Choi
Assemblymember Ash Kalra
Assemblymember Monique Limón

Human Services
Assemblymember Blanca Rubio, Chair
Assemblymember Steven Choi, Vice Chair
Assemblymember Joaquin Arambula
Assemblymember Lorena Gonzalez Fletcher
Assemblymember Brian Maienschein
Assemblymember Mark Stone
Assemblymember Tony Thurmond

Insurance
Assemblymember Tom Daly, Chair
Assemblymember Melissa Melendez, Vice Chair

Insurance (continued)
Assemblymember Frank Bigelow
Assemblymember Anna Caballero
Assemblymember Ian Calderon
Assemblymember Kansen Chu
Assemblymember Ken Cooley
Assemblymember Jim Cooper
Assemblymember Matthew Dababneh
Assemblymember Brian Dahle
Assemblymember Jim Frazier
Assemblymember Mike Gipson
Assemblymember Randy Voepel

Jobs, Economic Development, and the Economy
Assemblymember Sharon Quirk-Silva, Chair
Assemblymember Travis Allen, Vice Chair
Assemblymember Marc Berman
Assemblymember Sabrina Cervantes
Assemblymember Timothy Grayson
Assemblymember Freddie Rodriguez
Assemblymember Marc Steinorth

Judiciary
Assemblymember Mark Stone, Chair
Assemblymember Jordan Cunningham, Vice Chair
Assemblymember Ed Chau
Assemblymember Cristina Garcia
Assemblymember Chris Holden
Assemblymember Ash Kalra
Assemblymember Kevin Kiley
Assemblymember Brian Maienschein
Assemblymember Eloise Reyes
Assemblymember Phil Ting

Labor and Employment
Assemblymember Tony Thurmond, Chair
Assemblymember Heath Flora, Vice Chair
Assemblymember Jimmy Gomez
Assemblymember Matthew Harper
Assemblymember Ash Kalra
Assemblymember Kevin McCarty
Assemblymember Eloise Reyes

Local Government
Assemblymember Cecilia Aguiar-Curry, Chair
Assemblymember Marie Waldron, Vice Chair

Local Government (continued)
Assemblymember Richard Bloom
Assemblymember Anna Caballero
Assemblymember Lorena Gonzalez Fletcher
Assemblymember Timothy Grayson
Assemblymember Tom Lackey
Assemblymember Sebastian Ridley-Thomas
Assemblymember Randy Voepel

Natural Resources
Assemblymember Cristina Garcia, Chair
Assemblymember Dante Acosta, Vice Chair
Assemblymember Travis Allen
Assemblymember Ed Chau
Assemblymember Susan Eggman
Assemblymember Heath Flora
Assemblymember Monique Limón
Assemblymember Kevin McCarty
Assemblymember Al Muratsuchi
Assemblymember Mark Stone

Privacy and Consumer Protection
Assemblymember Ed Chau, Chair
Assemblymember Kevin Kiley, Vice Chair
Assemblymember Catharine Baker
Assemblymember Marc Berman
Assemblymember Ian Calderon
Assemblymember Matthew Dababneh
Assemblymember Jacqui Irwin
Assemblymember Ash Kalra
Assemblymember Jay Obernolte
Assemblymember Eloise Reyes

Public Employees, Retirement, and Social Security
Assemblymember Freddie Rodriguez, Chair
Assemblymember Travis Allen, Vice Chair
Assemblymember Bill Brough
Assemblymember Sabrina Cervantes
Assemblymember Ken Cooley
Assemblymember Jim Cooper
Assemblymember Patrick O'Donnell

Public Safety
Assemblymember Reginald Jones-Sawyer, Sr., Chair
Assemblymember Tom Lackey, Vice Chair
Assemblymember Jordan Cunningham

Public Safety (continued)
Assemblymember Lorena Gonzalez Fletcher
Assemblymember Bill Quirk
Assemblymember Blanca Rubio
Assemblymember Miguel Santiago

Revenue and Taxation
Assemblymember Sebastian Ridley-Thomas, Chair
Assemblymember Bill Brough, Vice Chair
Assemblymember Travis Allen
Assemblymember Raul Bocanegra
Assemblymember Autumn Burke
Assemblymember Phillip Chen
Assemblymember Matthew Dababneh
Assemblymember Mike Gipson
Assemblymember Kevin Mullin
Assemblymember Bill Quirk

Rules
Assemblymember Ken Cooley, Chair
Assemblymember Jordan Cunningham, Vice Chair
Assemblymember Marc Berman
Assemblymember Bill Brough
Assemblymember Sabrina Cervantes
Assemblymember Phillip Chen
Assemblymember Laura Friedman
Assemblymember Timothy Grayson
Assemblymember Marc Levine
Assemblymember Adrin Nazarian
Assemblymember Marie Waldron
Assemblymember Jimmy Gomez, Democratic Alternate
Assemblymember Vince Fong, Republican Alternate

Transportation
Assemblymember Jim Frazier, Chair
Assemblymember Vince Fong, Vice Chair
Assemblymember Cecilia Aguiar-Curry
Assemblymember Catharine Baker
Assemblymember Marc Berman
Assemblymember Raul Bocanegra
Assemblymember Kansen Chu
Assemblymember Tom Daly
Assemblymember Laura Friedman
Assemblymember Matthew Harper
Assemblymember Devon Mathis
Assemblymember Jose Medina

Transportation (continued)
Assemblymember Adrin Nazarian
Assemblymember Patrick O'Donnell

Utilities and Energy
Assemblymember Chris Holden, Chair
Assemblymember Jim Patterson, Vice Chair
Assemblymember Autumn Burke
Assemblymember Rocky Chávez
Assemblymember Phillip Chen
Assemblymember Brian Dahle
Assemblymember Susan Eggman
Assemblymember Vince Fong
Assemblymember Cristina Garcia
Assemblymember Eduardo Garcia
Assemblymember Al Muratsuchi
Assemblymember Bill Quirk
Assemblymember Eloise Reyes
Assemblymember Miguel Santiago
Assemblymember Phil Ting

Veterans Affairs
Assemblymember Jacqui Irwin, Chair
Assemblymember Rocky Chávez, Vice Chair
Assemblymember Tom Daly
Assemblymember Jim Frazier
Assemblymember Todd Gloria
Assemblymember Devon Mathis
Assemblymember Al Muratsuchi
Assemblymember Sharon Quirk-Silva
Assemblymember Rudy Salas, Jr.
Assemblymember Randy Voepel

Water, Parks, and Wildlife
Assemblymember Eduardo Garcia, Chair
Assemblymember James Gallagher, Vice Chair
Assemblymember Frank Bigelow
Assemblymember Steven Choi
Assemblymember Kansen Chu
Assemblymember Laura Friedman
Assemblymember Todd Gloria
Assemblymember Jimmy Gomez
Assemblymember Matthew Harper
Assemblymember Marc Levine
Assemblymember Devon Mathis
Assemblymember Blanca Rubio

Water, Parks, and Wildlife (continued)
Assemblymember Rudy Salas, Jr.
Assemblymember Tony Thurmond
Assemblymember Jim Wood

Joint Legislative Audit
Assemblymember Al Muratsuchi, Chair
Assemblymember Dante Acosta
Assemblymember Catharine Baker
Assemblymember Adrin Nazarian
Assemblymember Jay Obernolte
Assemblymember Blanca Rubio
Assemblymember Jim Wood

Joint Legislative Committee on Emergency Management
Assemblymember Freddie Rodriguez, Vice Chair
Assemblymember Cecilia Aguiar-Curry
Assemblymember Rocky Chávez
Assemblymember Jim Cooper
Assemblymember Heath Flora
Assemblymember Adam Gray
Assemblymember Tom Lackey

Legislative Ethics
Assemblymember Eloise Reyes, Co-Chair
Assemblymember Jim Patterson, Co-Chair
Assemblymember Marc Berman
Assemblymember Heath Flora
Assemblymember Cristina Garcia
Assemblymember Marie Waldron

Sincerely,

ANTHONY RENDON
Speaker of the Assembly

California Senate Leader de León Announces Committee Assignments for the 2017-2018 Regular Session

Majority Leader:

Senator Bill Monning (D-Carmel)

Majority Whip:

Senator Nancy Skinner (D-Berkeley)

Democratic Caucus Chair:

Senator Connie Leyva (D-Chino)

Democratic Caucus Vice-Chair:

Senator Mike McGuire (D-Healdsburg)

Agriculture

Senator Cathleen Galgiani (D-Stockton), Chair

Senator Scott Wilk (R-Santa Clarita), Vice Chair

Senator Tom Berryhill (R-Stanislaus)

Senator Bill Dodd (D-Napa)

Senator Richard Pan (D-Sacramento)

Appropriations

Senator Ricardo Lara (D-Bell Gardens), Chair

Senator Patricia Bates (R-Laguna Niguel), Vice Chair

Senator Jim Beall (D-San Jose)

Senator Steve Bradford (D-Gardena)

Senator Jerry Hill (D-San Mateo)

Senator Jim Nielsen (R-Tehama)

Senator Scott Wiener (D-San Francisco)

Banking and Financial Institutions

Senator Bill Dodd (D-Napa), Chair

Senator Andy Vidak (R-Hanford), Vice Chair

Senator Cathleen Galgiani (D-Stockton)

Senator Ben Hueso (D-San Diego)

Senator Ricardo Lara (D-Bell Gardens)

Senator Mike Morrell (R-Inland Empire)

Senator Anthony Portantino (D-La Cañada-Flintridge)

Budget and Fiscal Review

Senator Holly Mitchell (D-Los Angeles), Chair

Senator Jim Nielsen (R-Tehama), Vice Chair

Senator Ben Allen (D-Santa Monica)

Senator Joel Anderson (R-San Diego)

Senator Jim Beall (D-San Jose)

Senator Steve Glazer (D-Contra Costa)

Senator Mike McGuire (D-Healdsburg)

Senator Tony Mendoza (D-Artesia)

Senator Bill Monning (D-Carmel)

Senator John Moorlach (R-Costa Mesa)

Senator Janet Nguyen (R-Garden Grove)

Senator Richard Pan (D-Sacramento)

Senator Anthony Portantino (D-La Cañada-Flintridge)

Senator Richard Roth (D-Riverside)

Senator Nancy Skinner (D-Berkeley)

Senator Jeff Stone (R-Temecula)

Senator Bob Wieckowski (D-Fremont)

Budget Subcommittee No. 1 on Education

Portantino (Chair), Allen and Moorlach

Budget Subcommittee No. 2 on Resources, Environmental Protection, Energy and Transportation

Wieckowski (Chair), McGuire, Mendoza and Nielsen (Vice Chair)

Budget Subcommittee No. 3 on Health and Human Services

Pan (Chair), Monning and Stone

Budget Subcommittee No. 4 on State Administration and General Government

Roth (Chair), Glazer and Nguyen

Budget Subcommittee No. 5 on Corrections, Public Safety and the Judiciary

Skinner (Chair), Beall and Anderson

Business, Professions and Economic Development

Senator Jerry Hill (D-San Mateo), Chair

Senator Patricia Bates (R-Laguna Niguel), Vice Chair

Senator Bill Dodd (D-Napa)

Senator Cathleen Galgiani (D-Stockton)

Senator Steve Glazer (D-Contra Costa)

Senator Ed Hernandez (D-West Covina)

Senator Josh Newman (D-Fullerton)

Senator Richard Pan (D-Sacramento)

Senator Scott Wilk (R-Santa Clarita)

Education

Senator Ben Allen (D-Santa Monica), Chair

Senator Scott Wilk (R-Santa Clarita), Vice Chair

Senator Cathleen Galgiani (D-Stockton)

Senator Connie Leyva (D-Chino)

Senator Tony Mendoza (D-Artesia)

Senator Richard Pan (D-Sacramento)

Senator Andy Vidak (R-Hanford)

Elections and Constitutional Amendments

Senator Henry Stern (D-Canoga Park), Chair

Senator Joel Anderson (R-San Diego), Vice Chair

Senator Ben Allen (D-Santa Monica)

Senator Bob Hertzberg (D-Los Angeles)

Senator Connie Leyva (D-Chino)

Energy, Utilities and Communications

Senator Ben Hueso (D-San Diego), Chair

Senator Mike Morrell (R-Inland Empire), Vice Chair

Senator Steve Bradford (D-Gardena)

Senator Anthony Cannella (R-Ceres)

Senator Ted Gaines (R-El Dorado)

Senator Bob Hertzberg (D-Los Angeles)

Senator Jerry Hill (D-San Mateo)

Senator Mike McGuire (D-Healdsburg)

Senator Nancy Skinner (D-Berkeley)

Senator Henry Stern (D-Canoga Park)

Senator Scott Wiener (D-San Francisco)

Environmental Quality

Senator Bob Wieckowski (D-Fremont), Chair

Senator Andy Vidak (R-Hanford), Vice Chair

Senator Patricia Bates (R-Laguna Niguel)

Senator Jerry Hill (D-San Mateo)

Senator Ricardo Lara (D-Bell Gardens)

Senator Nancy Skinner (D-Berkeley)

Senator Henry Stern (D-Canoga Park)

Governance and Finance

Senator Mike McGuire (D-Healdsburg), Chair

Senator Janet Nguyen (R-Garden Grove), Vice Chair

Senator Jim Beall (D-San Jose)

Senator Ed Hernandez (D-West Covina)

Senator Bob Hertzberg (D-Los Angeles)

Senator Ricardo Lara (D-Bell Gardens)

Senator John Moorlach (R-Costa Mesa)

Governmental Organization

Senator Steve Glazer (D-Contra Costa), Chair

Senator Tom Berryhill (R-Stanislaus), Vice Chair

Senator Steve Bradford (D-Gardena)

Senator Anthony Cannella (R-Ceres)

Senator Bill Dodd (D-Napa)

Senator Ted Gaines (R-El Dorado)

Senator Cathleen Galgiani (D-Stockton)

Senator Jerry Hill (D-San Mateo)

Senator Ben Hueso (D-San Diego)

Senator Ricardo Lara (D-Bell Gardens)

Senator Tony Mendoza (D-Artesia)

Senator Anthony Portantino (D-La Cañada-Flintridge)

Senator Andy Vidak (R-Hanford)

Health

Senator Ed Hernandez (D-West Covina), Chair

Senator Janet Nguyen (R-Garden Grove), Vice Chair

Senator Toni Atkins (D-San Diego)

Senator Connie Leyva (D-Chino)

Senator Holly Mitchell (D-Los Angeles)

Senator Bill Monning (D-Carmel)

Senator Josh Newman (D-Fullerton)

Senator Jim Nielsen (R-Tehama)

Senator Richard Roth (D-Riverside)

Human Services

Senator Scott Wiener (D-San Francisco), Chair

Senator Tom Berryhill (R-Stanislaus), Vice Chair

Senator Steve Glazer (D-Contra Costa)

Senator Josh Newman (D-Fullerton)

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Senator Richard Roth (D-Riverside)

Senator Scott Wilk (R-Santa Clarita)

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DATE:	February 6, 2017
SUBJECT:	Alameda County Safe Routes to School Program
RECOMMENDATION:	Approve and authorize release of Requests for Proposals (RFPs) for professional services for Alameda County Safe Routes to School program implementation; authorize the Executive Director or a designee to negotiate and execute all related agreements for implementation of Alameda County Safe Routes to School program

Summary

Alameda County's Safe Routes to Schools (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 two schools. As part of the Metropolitan Transportation Commission's Climate Initiatives program in 2010, Alameda CTC was awarded federal funding to implement and expand the program. With the inclusion of federal funds, the program was taken in-house and delivered through a competitively bid consultant procurement process. In 2011, Alameda CTC hired a team led by Alta Planning + Design, Inc. to support the implementation of the SRS2 program in Alameda County. The current contract with Alta ends June 30, 2017. Staff will initiate an open, competitively bid procurement process to contract professional services for future program implementation in March 2017. Procurement processes must be completed and consultants on board by July 1, 2017 to ensure no break in service.

At its July 2016 meeting, the Commission approved the One Bay Area Grant program Cycle 2 (OBAG 2) programming principles for Alameda County, including $5,990,000 OBAG 2 funds for the SR2S program. Through the federal OBAG Cycle 1, the Metropolitan Transportation Commission (MTC) programmed an additional $1,073,000 of Regional SR2S funds for Alameda County. At its meeting on December 1, 2016 the Commission approved programming $7,063,000 in federal funds (Cycles 1 and 2 of OBAG), and $920,000 in Measure B Bicycle and Pedestrian Countywide Discretionary Funds to be used as local matching funds resulting in a total of $7,983,000 available for the SR2S program over the next five years of OBAG 2 from FY 2017-18 to FY 2021-22. Additional funds will be sought for the program to supplement it as it grows over time, including for capital infrastructure at school sites.

At its meeting on January 26, 2017 the Commission approved Alameda County SR2S program principles and goals as well as a framework for the SR2S procurement. The framework outlined an increased program management role for Alameda CTC staff with the support of three contracts for professional services:

> Contract 1: SR2S Site Assessments, Data, and Program Evaluation
> Contract 2: SR2S Outreach and Education
> Contract 3: SR2S Direct Student Safety Training

Staff recommends that the Commission (1) Authorize release of requests for proposals (RFPs) for professional services for Alameda County Safe Routes to School program implementation, and (2) Authorize the Executive Director or a designee to negotiate and execute all related agreements for Alameda County Safe Routes to School program implementation.

Background

SR2S Principles and Goals

To inform decisions about this procurement, in January 2017 staff presented the Commission with a description of the current Alameda County SR2S Program, research into peer programs, survey results from ACTAC and program participations, and research on best practices for SR2S activities. The procurement and future implementation of the SR2S Program will be guided by the Commission adopted principles and goals at its January 26, 2017 meeting as follows:

SR2S Program Principles:

I. Every student in Alameda County shall have access to SR2S activities that effectively educate on and encourage the safe use of active and green modes of transportation to school (biking, walking, carpooling, transit, etc.).

II. SR2S program liaisons to support schools in program implementation is an integral component of the Alameda CTC program.

III. Safe Infrastructure is critical to the success of SR2S educational and encouragement activities and requires partnership with cities, county, and school districts.

IV. Performance measures for the SR2S program will be comprehensive and context-sensitive and evaluation results will feed into a process of continuous improvement.

V. Expansion and sustainability of a robust SR2S program requires establishing and maintaining effective partnerships.

VI. Effective engagement with parents as "decision-makers" is key to the success in shifting to green transportation modes.

SR2S Goals:

I. Provide a comprehensive and equitable program throughout Alameda County in a fiscally responsible manner, serving all public schools interested in participating.

II. Develop a core program that will allow every student in Alameda County to have access to age-appropriate bike/pedestrian safety training and SR2S educational activities throughout their school careers (i.e. at least once in elementary, once in middle school, and once in high school).

III. Establish and maintain strong, effective partnerships throughout the county in order to leverage program expansion and sustainability.

IV. Support improvements to the built environment near schools that allow for better access and increased safety.

V. Encourage the adoption of SR2S policies and curriculum within schools and school districts.

VI. Evaluate the SR2S program at the school level so that it is context sensitive and will allow the program to adjust to address what is learned during the evaluation process.

VII. Engage parents as the transportation mode "decision maker."

Safe Routes to School Framework

In addition to the SR2S program principles and goals, the Commission also approved a framework for implementing the Safe Routes to School program. Under the new framework, Alameda CTC staff will take a larger leadership role in managing the program rather than the current contract management role. As program manager, Alameda CTC staff will be responsible for setting the strategic direction for the program, cultivating high level partnerships, and convening and managing task forces that will help guide program implementation in each part of the county.

Alameda CTC will utilize professional services contracts to implement the SR2S program. The consultant teams on each of the contracts will be expected to work together under the direction of Alameda CTC staff to implement the Alameda County SR2S program to meet the Commission-adopted principles and goals as well as specific performance criteria developed for each contract and overall program performance criteria. Each contract will be adjusted annually to reflect information learned through the program evaluation process allowing for a process of continuous improvement.

Below is the graphic representation of the approved framework.
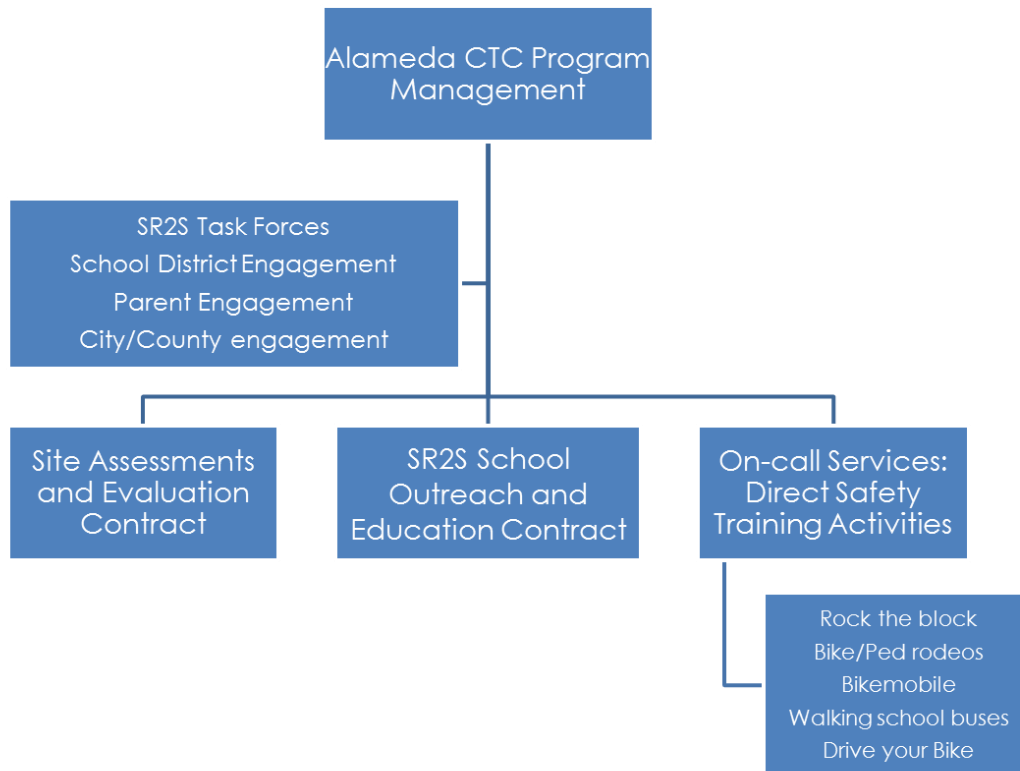
SR2S Capital Program

Each contract is summarized here:

Contract 1: Site Assessments, Data, and Program Evaluation

This scope of work will focus on three main work areas:

1. Site Assessments
2. Overall Alameda County SR2S Program evaluation
3. Data collection, mapping, and analysis

The work performed under this contract has the following specific intended outcomes:

- Increased use of active and green transportation modes to access schools (biking, walking, carpooling, and taking transit)
- Complete approximately 30 school site assessments annually
- Collect accurate student travel mode data for each participating school twice a year
- Develop an evaluation process for the overall SR2S program that allows the program to adjust in response to lessons learned and create a process of continuous

improvement with the goal of maximizing mode shift to active and green transportation modes
- Collect all necessary data for program evaluation process, including conducting program partner surveys
- Develop a tracker for site assessments (both completed, current, and future) that shows current status, assessment schedule, and progress towards implementation
- Develop a centralized, online clearinghouse where partners can access completed site assessments and site assessment tracker
- Provide technical assistance to county, city, and school district staff on site assessment implementation activities as needed, such as supporting grant applications
- Provide support to Alameda CTC staff in data collection and analysis, as needed, to effectively and efficiently implement the Alameda County SR2S program
- Create maps using GIS and other tools to support strategic deployment of program resources, such as concentrations of relevant demographic and safety data, and program evaluation, including depictions of the reach and effectiveness of the Alameda County SR2S program

Contract 2: Education and Outreach

This scope of work will focus on five main work areas:

- SR2S program implementation support for schools, including school outreach and recruitment.
- Developing and implementing communication strategies that encourage students and families to bike, walk, carpool, or take transit to school.
- Integration of SR2S education program into Alameda County elementary, middle, and high schools including review and development of SR2S policies and curriculum and teacher/school staff training.
- Providing support to Alameda CTC staff in leading task forces to oversee and guide program implementation in each part of the county, including identifying participants and cultivating community partnerships.
- Develop strategies to sustain and expand program to reach all students in Alameda County.

The work performed under this contract has the following specific intended outcomes:

- Increased use of active and green transportation modes to access schools (biking, walking, carpooling, and taking transit)
- Effective SR2S program implementation that reaches all grade levels and schools in Alameda County
- Equitable delivery of SR2S program ensuring that under-resourced schools get sufficient support
- Adoption of SR2S supportive policies at all Alameda County school districts and schools
- Recommendation of, and/or development of, as necessary, SR2S curriculum for targeted grades

- Integration of SR2S curriculum and programs into all Alameda County schools
- Provision of teacher training, as necessary, to support SR2S curriculum integration into schools
- Parent engagement plan that targets parents as transportation mode decision makers.
- Identification and engagement plan for Alameda County SR2S partners.
- Establishment of SR2S task forces that involve critical partners and provide program implementation direction
- Development of a sustainable and flexible support system for school staff for SR2S implementation
- Further refinement of the Alameda County SR2S Online Resource Center
- Recommendation of and/or development of additional program delivery tools to increase efficiency

Contract 3: Direct Student Safety Training

This scope of work will focus on five main work areas:

- Providing bicycle safety training for students at the elementary, middle, and high school levels
- Providing pedestrian safety training for students at the elementary, middle, and high school levels
- Providing training and support to schools to institute walking school buses and bike trains (groups of students that walk and bike together to school led by volunteers)
- Providing mobile bike repair and education on school campuses using the BikeMobile owned by Alameda CTC
- Providing school assemblies and productions (e.g. theater shows) that focus on instilling lessons and skills for safe use of active and shared transportation modes for elementary, middle, and high school students

The work performed under this contract has the following specific intended outcomes:

- Increased use of active and green transportation modes to access schools (biking, walking, carpooling, and taking transit)
- Delivery of effective and engaging direct safety training activities for all grade levels that primarily focuses on walking and biking, but also addresses use of public transit, carpooling, and other active and green transportation modes
- Recommendation of (and development of, if necessary) of student safety training programs designed to meet Alameda County SR2S program goals

Budgets

The budgets for each of the contracts will be negotiated with the consultant teams selected through the RFP process. For planning purposes, the existing program budget has been used as a guide to determine approximate costs for the new scopes of work. It is anticipated the overall annual program budget will be remain similar to the current annual program budget with slight increases planned to accommodate growth.

Schedule

Table 1: SR2S Program - Programming Actions and RFP Timelines

Action	Date
Alameda CTC Commission approves programming of SR2S funds and OBAG Resolution of Local Support – COMPLETE	12/1/16
MTC approves revision to Resolution 4035 (OBAG 1) and Resolution 4202 (OBAG 2) to reflect the SR2S programming – COMPLETE	12/21/16
Alameda CTC Commission approves SR2S program principles, goals, and framework – COMPLETE	1/26/17
Alameda CTC Commission authorizes staff to release Requests for Proposals (RFPs) and negotiate and execute all necessary agreements to implement program starting July 1, 2017	2/23/17
Submit Request for Authorization to expend Federal funds to Caltrans Local Assistance	Feb/Mar 2017
Release RFP for new contract	Mar 2017
Issue Notice to Proceed for new contract	July 1, 2017

Recommendation

Staff recommends that the Commission:

1) Authorize release of requests for proposals (RFP) for professional services for Alameda County Safe Routes to School program implementation;
2) Authorize the Executive Director or a designee to negotiate and execute all related agreements for Alameda County Safe Routes to School program implementation.

Fiscal Impact: There is no fiscal impact.

Staff Contact

Tess Lengyel, Deputy Executive Director of Planning and Policy

Cathleen Sullivan, Principal Transportation Planner

Kimberly Koempel, Assistant Transportation Planner

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DATE:	February 6, 2017
SUBJECT:	Affordable Student Transit Pass Program Pilot – Year One Update
RECOMMENDATION:	Update on Year One of the Affordable Student Transit Pass Program Pilot.

Summary

The cost of transportation to school is often cited as a barrier to school attendance and participation in afterschool activities by middle and high school students. In recognition of this issue, the 2014 Transportation Expenditure Plan (TEP) included implementation of an affordable student transit pass pilot program. Its purpose is to test and evaluate different pilot approaches to an affordable transit pass program over a three-year period. Through implementation of different approaches, the Alameda CTC may identify successful models for expansion and further development to create a basis for a countywide student pass program, funding permitting.

In March 2016, the Commission approved a framework to evaluate these pilot programs. In May 2016, the Commission approved the design for the initial phase of these model programs. Since then, the Alameda CTC has successfully implemented four pilot programs at nine middle and high schools across Alameda County. This memo provides an informational update on Year One implementation and on the annual evaluation that will be conducted in summer 2017.

Background

The Alameda CTC has undertaken the development, implementation, and evaluation of an Affordable Student Transit Pass Program (Affordable STPP) which began during the 2016-2017 school year in middle schools and high schools in the four Alameda County planning areas. 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 sustainable transit pass program.

The program provides transit passes that are distributed or sold at a discount to students in selected schools for use on the various public transit providers that serve Alameda County. This pilot program is identified in the 2014 Transportation Expenditure Plan (TEP) and is funded by Measure BB. The TEP specifies that the funds are to 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

In March 2016, the Commission approved two frameworks: (1) to select model program sites in each of four planning areas in the county and (2) to evaluate the effectiveness of each of the resulting model programs. Based on the outcomes of the site selection process, the program team developed a Recommended Model Pilot Program for each of the four planning areas per Commission direction, taking into account the general characteristics of the populations, school needs, and stakeholder input. These Model Program Designs (general program parameters shown below) were approved in May 2016.

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 to students	X	X		X
	Discounted			X	X
	Non-discounted; Information only	X			
Financial Need[2]	High	X	X		
	Medium			X	
	Low				X
Transit Service	AC Transit	X	X	X	
	BART	X	X	X	X
	Union City Transit			X	
	LAVTA				X

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[1] Measure BB Transportation Expenditure Plan, 2014
[2] Financial need as indicated by the percentage of students eligible for Free/Reduced-Priced Meals (FRPM) in the recommended schools. Eligibility for FRPM is often used as a proxy for low-income/poverty.

All model programs include the following characteristics:

- Information and training for students is provided on transit use and applicable passes.
- All passes are valid year round, and not limited by day or time, with the exception of BART Tickets which will be provided upon request.
- A designated on-site administrator is assigned at each school, who receives training associated with the applicable pass program.

Year One Implementation Update

Note: More data is available for Clipper passes (AC Transit) than for flash passes (Union City Transit and LAVTA). Data presented below reflects data that is available.

Pass Distribution

Planning Area and Program	Total # of Students Eligible	Number of Active Passes			Total Number of Active Passes	Participation Rate
		AC Transit	Union City Transit	LAVTA/ Wheels		
North	1,832	1,670	--	--	1,670	91%
Central	1,616	813	--	--	813	50%
South[3]	2,309	151	100 ; 76	--	251 ; 227	11% ; 10%
East	2,441	--	--	110	110	5%
Countywide	*8,198*	*2,634*	*100 ; 76*	*87*	*2,844 ; 2,820*	*34%*

The programs where the passes are free have the highest rate of participation, as well as the highest rate of usage (see table below). Although the program is free to all eligible students in Central County, the participation and usage rate is lower than in North County (50% in Central County compared with 91% in North County). This difference is likely related to coverage and frequency of local transit service, family incomes and access to automobiles, and program eligibility. For example, in Central County, Alameda CTC is testing a model that tests the impact of passes during the transition from middle to high school with the program limited to 8th, 9th, and 10th graders only. The analysis suggests that the students who use the pass the most in all programs tend to be 11th and 12th graders (high school juniors and seniors), but only 9th and 10th graders are eligible for the Central County high school program. In addition, according to school staff, some families who have students in multiple grades are not willing to get a pass for only one student if they still have to drive the others. Although registration in South and East County is less than in other parts of the county, significant outreach and travel training efforts have been undertaken in those areas as shown in Attachment A.

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[3] There were two pass periods during fall 2016, the two numbers represent passes sold in the two different pass periods.

Transit Usage and Cost

As of the end of December, the Affordable STPP has facilitated nearly 200,000 transit trips (since implementation in August). Of all the AC Transit passes that have been distributed, 85% have been used at least once.[4]

	Total Transit Boardings by Passholders (Aug-Dec)	Average Daily Boardings	Average Monthly Unique Users
North	149,034	1,228	1,222
Central	25,562	211	388
South	14,179	117	125
AC Transit	6,722	55	125
Union City Transit	7,457	61	N/A[5]
East	10,106	83	N/A[3]
Countywide	*198,881*	*1,639*	*1,735*

At noted above, North County students are using their passes at the highest rates. In South County, although there were fewer Union City Transit passes than AC Transit Clipper Cards sold, the Union City passes are being used somewhat more frequently than AC Transit passes. Looking at boarding data, though fewer passes were sold in East County than in other parts of the county, the passes do appear to be being used at a relatively high rate.

In October, when almost all of the student participants had registered and received their transit passes, the majority of program participants were using transit approximately around school bell times and tapering into the evening (as shown in the weekday table below).[6] This supports the program's intention to facilitate transit access for middle and high school students to school and after school activities. Student transit use is much less on the weekends, peaking in the late afternoon and tapering into the evening.

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[4] Comparable data on usage by pass is not available for flash passes (Union City Transit and LAVTA).

[5] The data available from the flash pass programs on LAVTA and Union City Transit does not allow us to calculate unique users.

[6] The data available from the flash pass programs on LAVTA and Union City Transit does not allow us to track boardings by hour.

AC Transit Student Pass Users - Weekday Boardings by Hour (October 2016)

Legend: North, Central, South
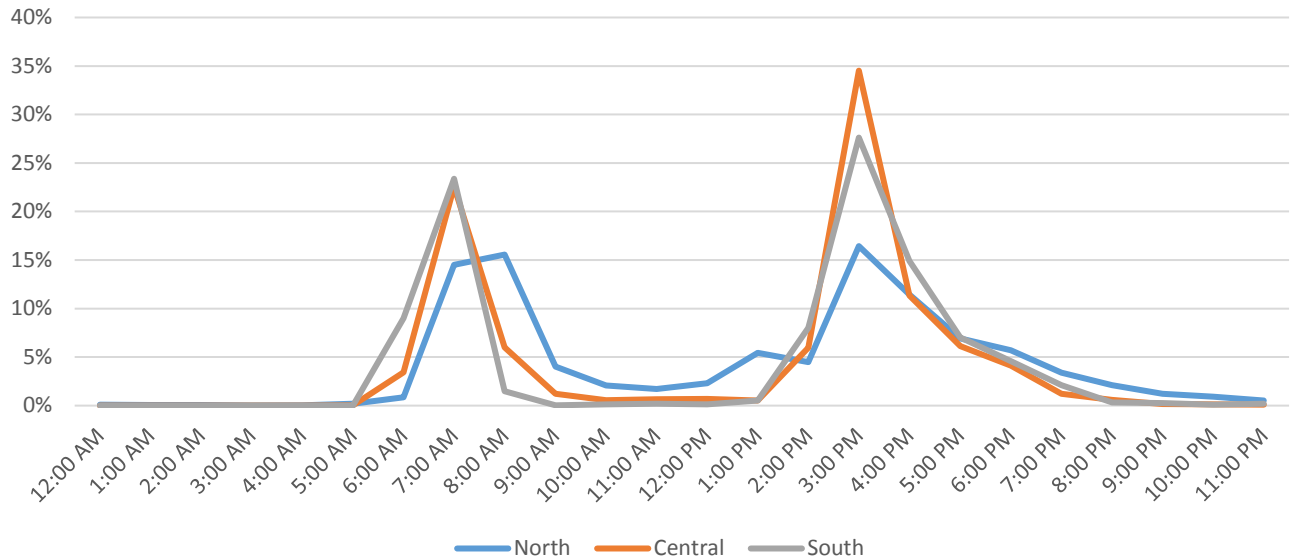
AC Transit Student Pass Users - Weekend Boardings by Hour (October 2016)

Legend: North, Central, South
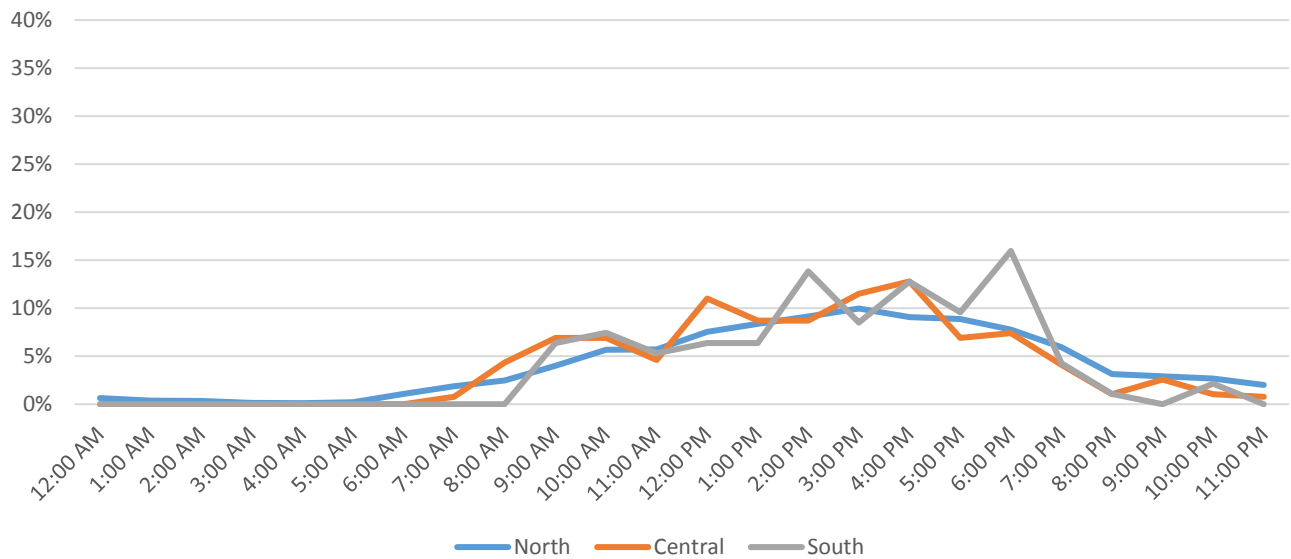
Student Perspectives

As part of the program evaluation framework, all students at participating schools, regardless of whether they were participating in the program or not, were invited to complete a survey to understand the following:

- Student perception of transportation barriers: why students do or do not ride transit, or why they do not ride transit as often as they could
- Transportation costs to families: how important is the cost savings provided by the transit pass program
- Program participation: why students may not be signing up for the program, and how students are using their transit passes
- The relative importance and role of BART in student transportation

From December 5 through December 20, the survey was available online in both English and Spanish, with paper copies available upon request. Although the survey was required only of students who had registered for the programs and signed the participation waiver, all students were encouraged to respond to gather more information about potential barriers to accessing the program and/or transit. To incentivize participation, students who completed the survey had the option of entering a prize drawing to win one of several gift cards. Student entries for the prize drawing were completed via a separate link from their survey responses to ensure confidentiality.

To encourage participation in the survey, school site administrators were asked to work with the school administrative staff to find a time during the day when students could fill out the survey. In schools where that was not an option, the school administrative staff highlighted the survey in daily announcements on the loudspeaker, through email, and on their website and social media pages. All announcements included the survey incentives.

	Survey Respondents			Comparison of Survey Respondents to Program Participants	
	Total (ASTPP* Passholders & Non-ASTPP Passholders)	ASTPP* Passholders	Non-ASTPP* Passholders	Percentage of ASTPP* Passholders who Completed Survey	Percentage of All Students Eligible for the ASTPP* who Completed Survey[7]
North[8]	547	487 (89%)	60 (11%)	29%	30%
Central	174	109 (63%)	65 (37%)	13%	11%
South	1,717	206 (12%)	1,511 (88%)	91%	74%
East	931	127 (13%)	804 (87%)	115%[9]	38%
Countywide (All Schools Issuing Passes)	**3,369**	**929 (27%)**	**2,440 (73%)**	**33%**	**41%**

*ASTPP: Affordable Student Transit Pass Program

Although there are some limitations to the survey data (the sample size is different in each planning area and many non-participants opted to complete the survey at some schools whereas at others very few did), the survey results provide some insight into student perceptions and behavior.

One of the key purposes of the survey was to understand how students travel. In terms of traveling to and from school, the majority of students who completed the survey are driven to school. Taking transit to and from school is the second-most common mode at the pilot schools in North, Central, and South County planning areas, whereas walking to and from school is more popular in East County.

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[7] This is the percentage of all students eligible to get a pass who completed the survey. Eligible students include passholders and non-passholders. Eligibility is based on grade level at schools in Central and South Alameda County.

[8] The survey information for North County does not include the paper surveys collected from Fremont High, which required additional processing time.

[9] Some students who completed the waiver but never purchased or picked up a pass may have identified themselves as participants, which would account for a response rate that is higher than the total number of registrants. It is also possible that some students provided inaccurate information on the survey.

Countywide (Schools Issuing Passes) - Mode Used to Arrive at School

Other/I prefer not to answer
1%

Drive myself
5%

Walk
12%

Bike
2%

Public transit
15%

Get dropped off/get a ride
65%

Countywide (Schools Issuing Passes) - Mode Used to Depart from School

Other/I prefer not to answer
1%

Drive myself
5%

Walk
17%

Bike
3%

Public transit
23%

Get picked up/get a ride
51%
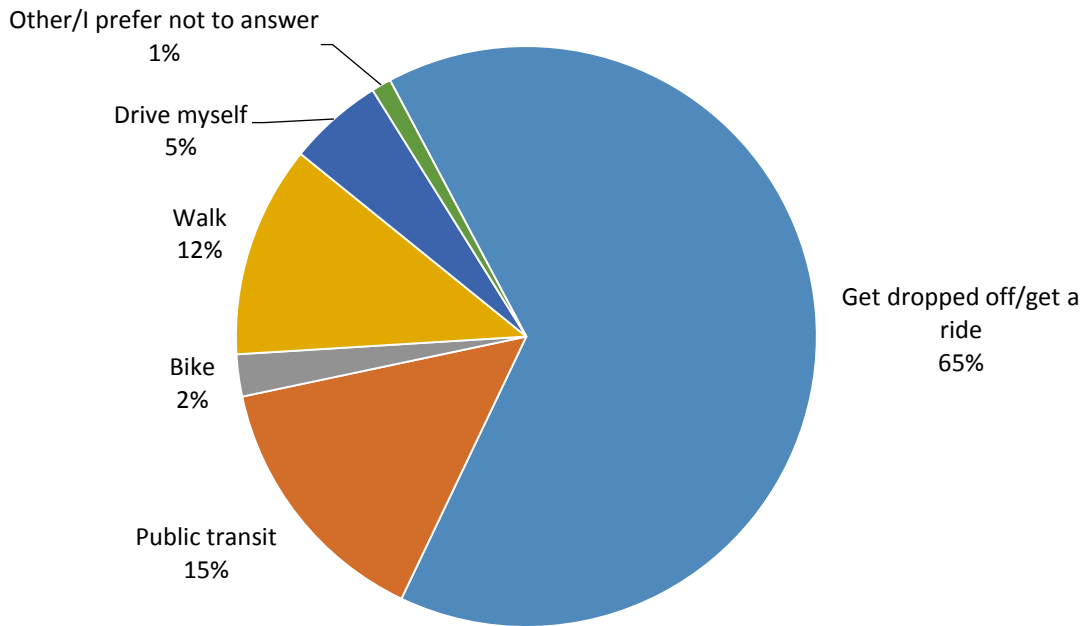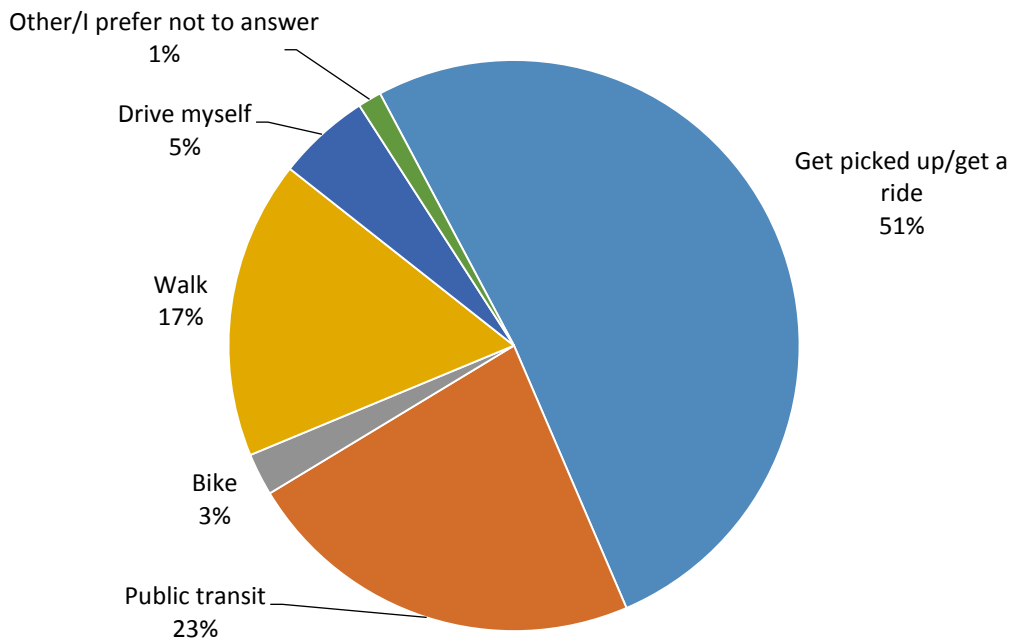
There are clear differences in the percentage of students who travel to school as opposed to from school on transit; transit use after school is much more common across all programs.

Mode Used to Arrive at School - by Program Area

Legend: Get dropped off/get a ride · Public transit · Bike · Walk · Drive myself · Other/I prefer not to answer

Mode Used to Depart from School - by Program Area

Legend: Get picked up/get a ride · Public transit · Bike · Walk · Drive myself · Other/I prefer not to answer
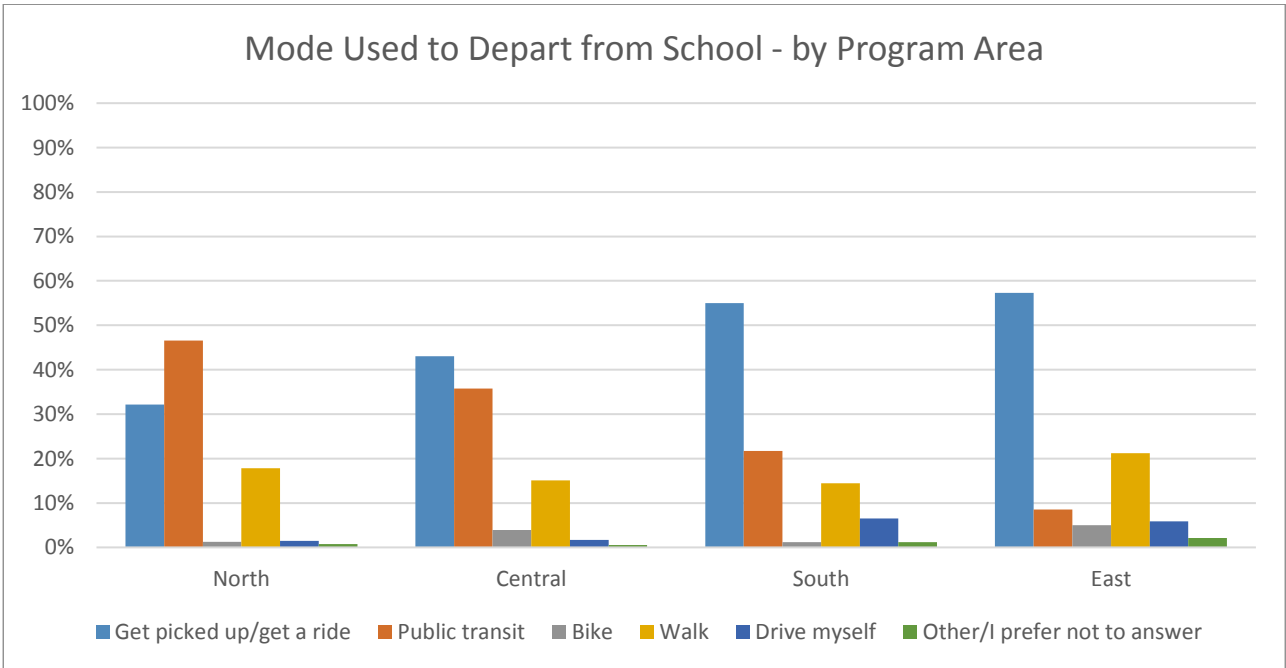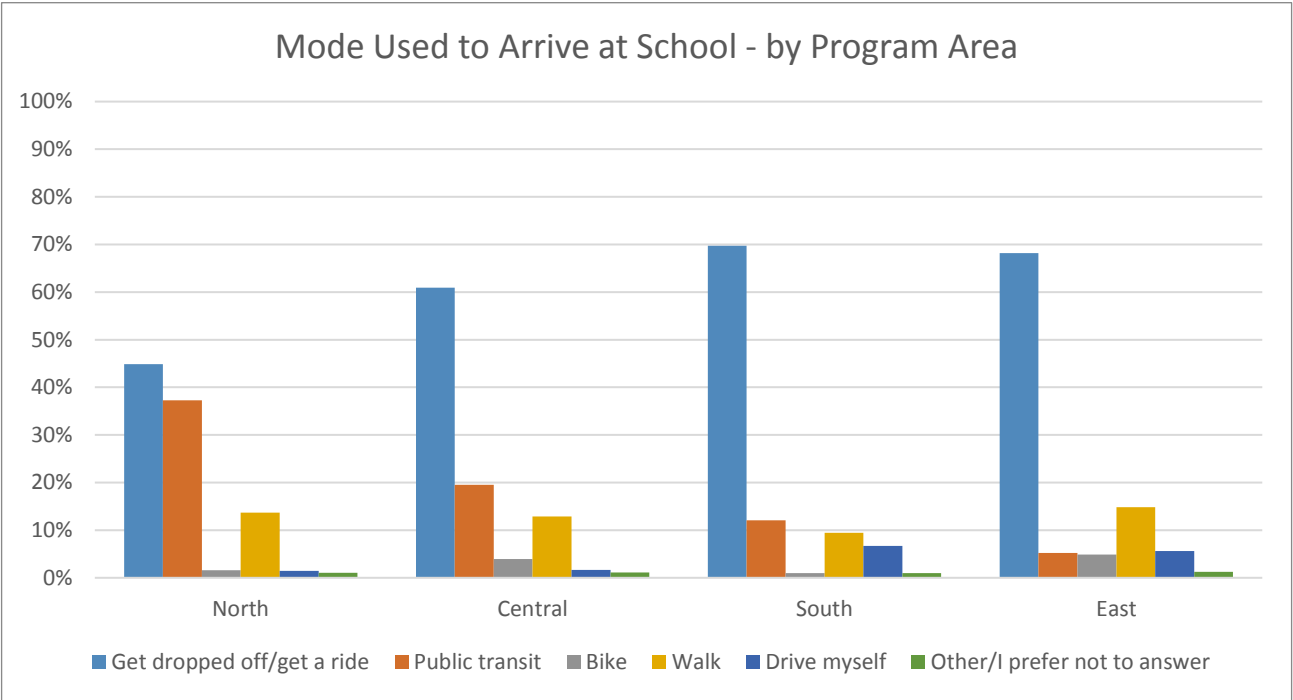
In addition to travel mode, students provided information about the value of the program to their family. More than 50% of students in each planning area said that the cost savings provided by the transit pass program was important to the student and student's family.

More than one-quarter of all participants indicated the cost savings the program provides is critical to the student and his/her family. Very few students across all programs said the Affordable STPP's financial benefit was unnecessary. The responses suggest the program has made an impact based on a goal of reducing barriers to transportation.

Importance of Cost Savings from Pass Program - by Program Area

■ The cost savings is critical; it's very important to me/my family.
■ The cost savings helps; it's somewhat important to me/my family.
■ I appreciate the savings, but it's not really important to me/my family.
■ The financial benefit is unnecessary for me/my family.
■ I don't know/I prefer not to answer.
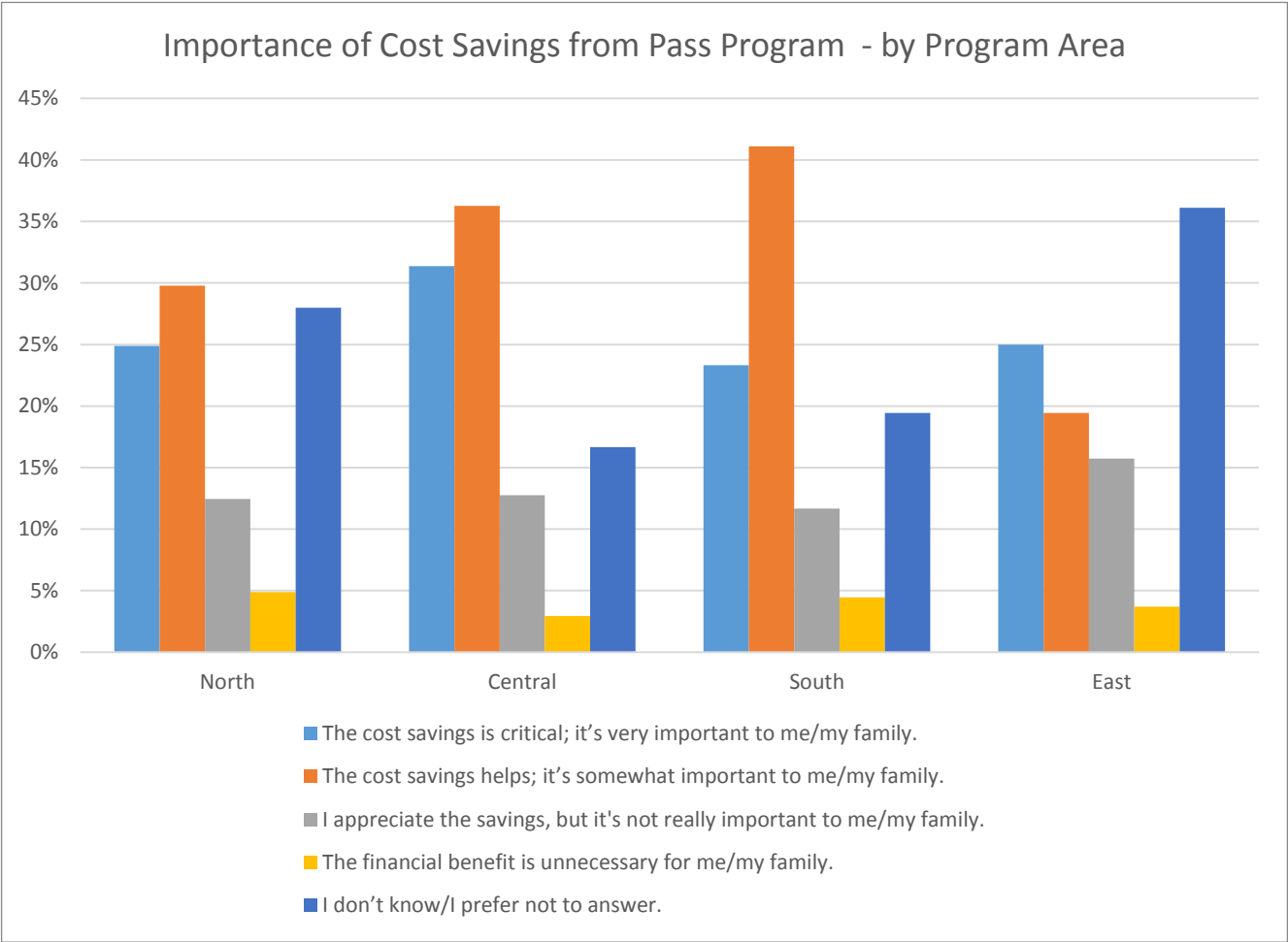
The survey asked students why they don't use their passes more often (they could select more than one option). Overall students attribute their frequency of use to their preference for traveling by other modes. They also cited operational issues, such as travel time and service coverage, as reasons why they are not using their pass more often. Nine percent of all participants reported losing their pass as a reason for not using their pass more often.

Why Don't Program Participants Use their Transit Pass More Often? - Countywide (Schools Issuing Passes)

Reason	Percentage
I haven't picked up/used my pass yet	6%
I lost my pass.	9%
I don't know how to use the bus and/or my pass.	5%
The bus doesn't run when I need to ride.	6%
The bus doesn't go where I need to go.	6%
Traveling by bus takes too long.	12%
I don't like riding the bus.	8%
My friends don't ride the bus.	5%
I don't feel safe riding the bus.	7%
I prefer to travel another way.	18%
I decided not to buy a pass.	2%
Other/I prefer not to answer.	45%

Why Don't Program Participants Use their Transit Pass More Often? - by Program Area[10]

	North	Central	South	East
I haven't picked up/used my pass yet	5%	5%	4%	18%
I lost my pass.	13%	7%	3%	10%
I don't know how to use the bus and/or my pass.	4%	11%	1%	12%
The bus doesn't run when I need to ride.	4%	14%	7%	5%
The bus doesn't go where I need to go.	4%	10%	7%	7%
Traveling by bus takes too long.	10%	15%	14%	12%
I don't like riding the bus.	7%	9%	10%	8%
My friends don't ride the bus.	3%	9%	7%	10%
I don't feel safe riding the bus.	8%	10%	6%	2%
I prefer to travel another way.	15%	26%	17%	23%
Other/I prefer not to answer.	0%	0%	9%	0%
I decided not to buy a pass.	48%	37%	48%	33%

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[10] Percentages by program area total more than 100% as respondents could choose more than one response.

Most students who have not yet registered for the program said they did not register because they prefer to travel another way, or the bus does not meet their needs. Some students reported that they did not know whether they could get a transit pass (or were eligible for a pass). Parent/guardian concerns about students riding transit was a greater issue in South and East County planning areas than in North and Central County planning areas.

A large percentage of students (78%) who indicated that they were not eligible due to their grade level in the Central County planning area said that they would "definitely register" if the pass were made available.


Why Non-Participants Have Not Registered - Countywide (Schools Issuing Passes)

- Other 17%
- The transit pass is too expensive. 3%
- The signup process was too hard or confusing. 1%
- I'm not eligible because of my grade level. 12%
- My parent(s)/guardian(s) does not want me to ride the bus. 11%
- My parent(s)/guardian(s) did not want to sign the waiver/form. 2%
- I'm interested but don't know how to use the bus or am nervous to use the bus. 4%
- I didn't know I could get a transit pass. 18%
- I forgot to turn in my registration/waiver form or lost it. 2%
- I prefer to travel another way/the bus doesn't meet my needs. 30%

Why Non-participants Haven't Registered - by Program Area

	North	Central	South	East
I didn't know I could get a transit pass.	21%	10%	16%	23%
I forgot to turn in my registration/waiver form or lost it.	21%	5%	2%	1%
I prefer to travel another way/the bus doesn't meet my needs.	19%	6%	28%	38%
I'm interested but don't know how to use the bus or am nervous to use the bus.	6%	2%	4%	3%
My parent(s)/guardian(s) did not want to sign the waiver/form.	2%	0%	1%	3%
My parent(s)/guardian(s) does not want me to ride the bus.	4%	5%	11%	10%
I'm not eligible because of my grade level.	0%	65%	17%	0%
The signup process was too hard or confusing.	0%	0%	1%	1%
The transit pass is too expensive.	0%	0%	3%	4%
Other	26%	8%	17%	18%

Overall, students in South County are less interested in registering in the program than students in North and Central planning areas. This is likely due to the fact that the transit passes in North and Central programs are free, rather than discounted in the South program. Although East County responses are not available, comments from students and families participating in orientation programs in East County suggested that the cost of the pass, access to personal vehicles, and limited LAVTA service in some areas would make participating less appealing for students there.

Non-Participant Likelihood of Registering
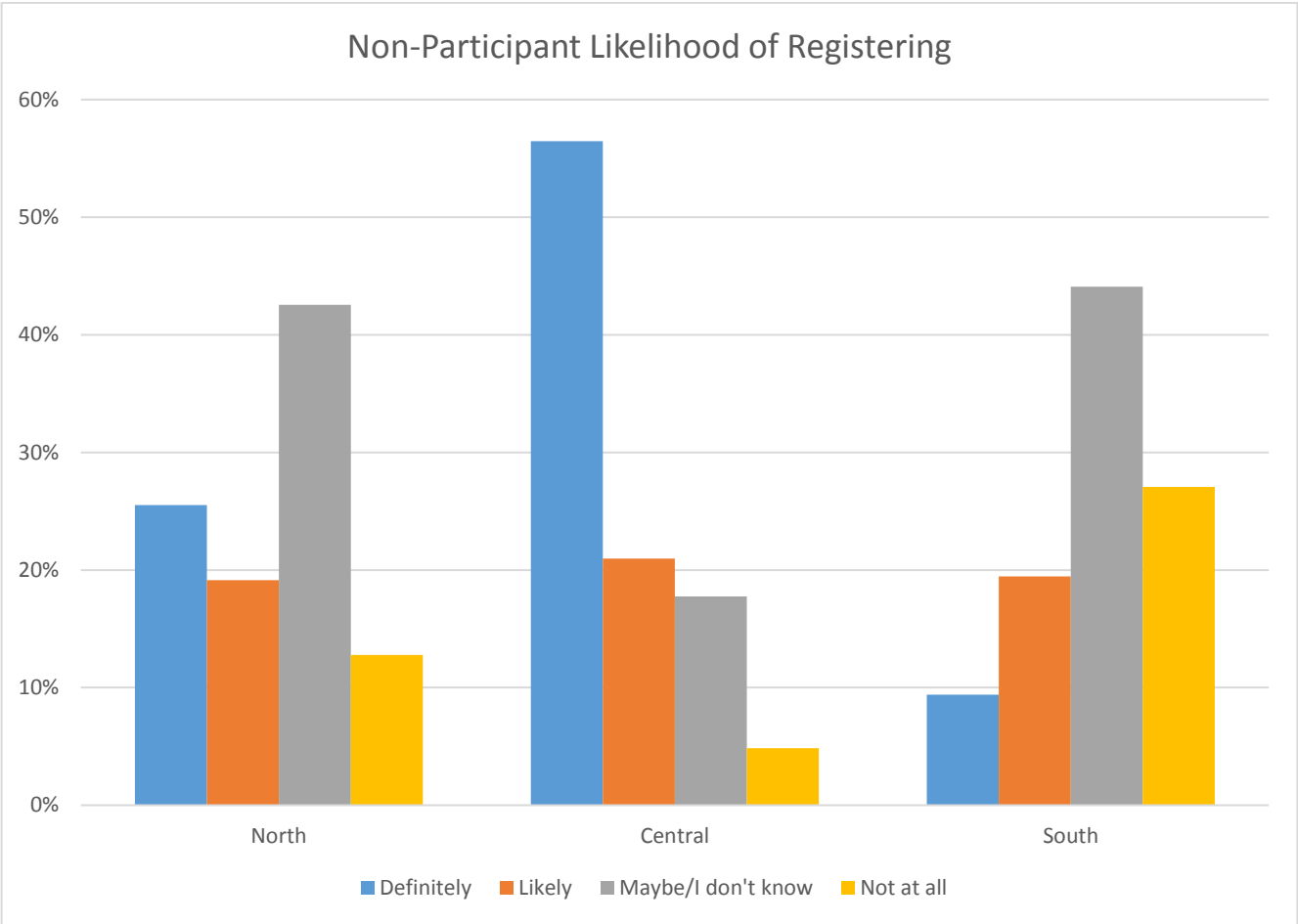
Outreach and Engagement

To launch the program, the consultant team attended the orientation events for all nine participating schools to register students and provide passes. Alameda CTC and AC Transit staff were able to create Clipper Cards for the majority of students in the North County program before the beginning of the school year, so students returning their completed and signed program registration/waiver forms at orientation could receive their transit pass that day.

The consultant team worked with all participating schools to reach out to students and families at the beginning of the school year through multilingual posters, tabling exercises, postings on school websites, posts in principal newsletters, announcements in email

"blasts" and prerecorded messages sent by phone ("robocalls") to households with enrolled students, loudspeaker announcements at the schools, handouts in school offices, and notes in PTA/PTSA newsletters.

Throughout the fall semester, the consultant team was regularly in touch with the school site administrators, visiting all schools to distribute materials and check in on processes.

As part of the program, the team developed a series of educational materials and exercises about using the program and riding transit in general. In collaboration with the transit agencies, the team is distributing brochures and leading activities at James Logan High, Cesar Chavez Middle, and East Avenue Middle Schools in January. These activities include trivia contests and races on buses provided by the transit agencies on site.

Following further analysis of the survey results, these exercises will be developed for the other participating schools and set up for later this spring.

Despite significant outreach to Berkeley REALM Charter Middle and High School, which was selected for an information-only program, the school has been unresponsive and/or has indicated a lack of interest in participating in the program. Attachment B details outreach to the Berkeley schools to date.

Update on BART passes

Efforts to integrate BART tickets into the program began in fall 2016. Affordable STPP BART tickets have been produced and distribution is about to begin. Survey data was collected regarding student interest in BART tickets. Highlights of this information are included below.

How Often Students Ride BART
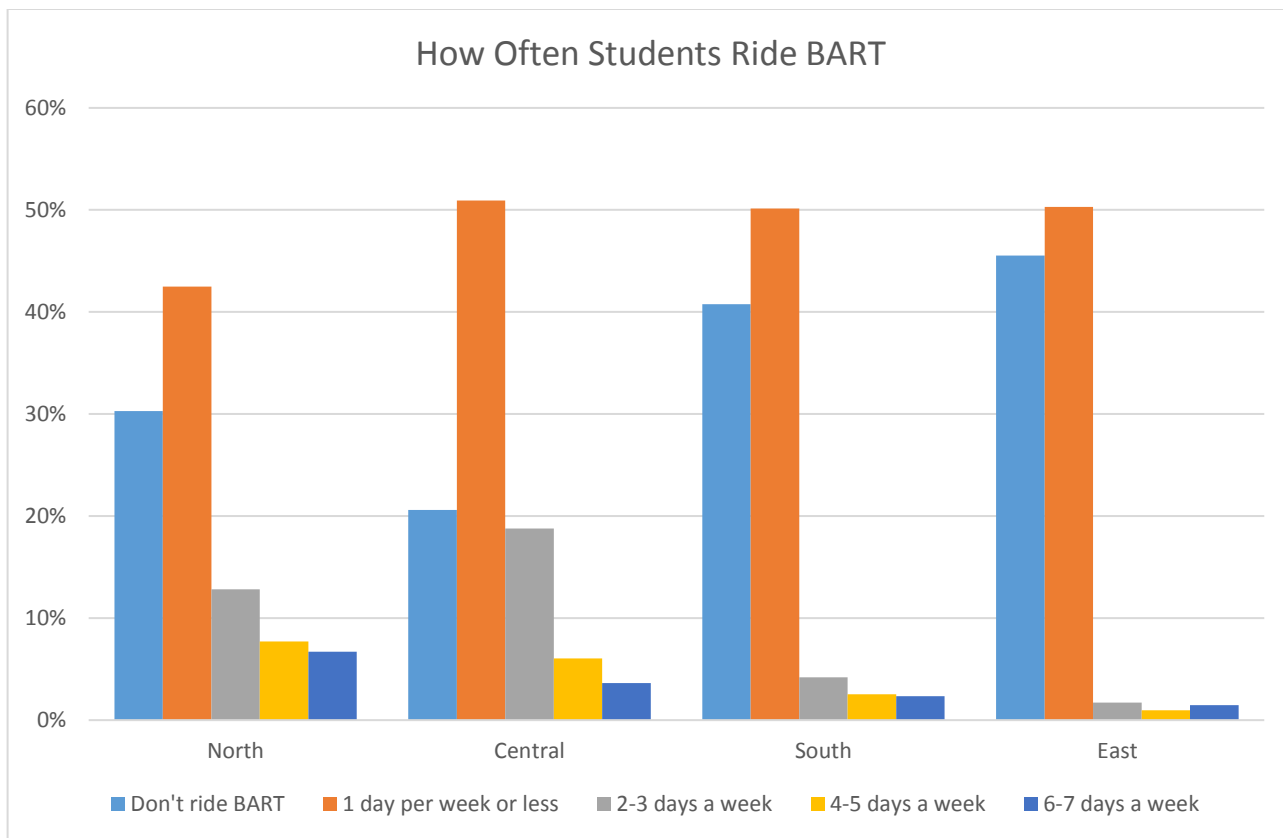
When asked how they would use a BART Ticket if it were offered as part of the Affordable STPP, students (countywide) responded with the following priorities:[11]

1) To spend time with friends (19%)

2) To get to/from extracurricular activities such as sports, music, lessons, etc. (16%)

3) To visit family (14%)

4) To get to/from educational programs such as tutoring, college prep, etc. (12%)

5) To get to/from school (10%)

6) To get to/from work (6%)

Thirteen percent of survey respondents indicated that they would not use a BART Ticket. In summer 2017, staff will report on BART ticket uptake and usage to inform BART ticket integration into Year 2 of the Pilot.

Next Steps

Another student survey is planned for the spring; the complete survey analysis will be presented to the Commission at the end of the school year. At that time, the team will

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[11] Responses also included "Other/I prefer not to answer" (9%). Percentages do not add up to 100% as respondents were allowed to choose multiple answers.

also report on other key metrics, such as program costs, administrative costs, and qualitative feedback from the school communities and transit operators.

In addition to the marketing, educational outreach and ongoing program administration, the team will be planning for Year Two implementation and will be presenting proposed refinements, enhancements and other modifications to the Commission in the spring.

Fiscal Impact: There is no fiscal impact.

Attachments

    A. Summary of Outreach to South and East County schools
    B. Berkeley REALM Charter Involvement

Staff Contact

Tess Lengyel, Deputy Director of Planning and Policy

Cathleen Sullivan, Principal Transportation Planner

MEMORANDUM

To: Alameda CTC

From: Nelson\Nygaard

Date: January 18, 2017

Subject: Affordable Student Transit Pass Program – South and East County Outreach

This memo documents the outreach efforts undertaken in South and East County. Although efforts have been quite robust, we are continually striving to improve awareness of the program.

In May 2016, Nelson\Nygaard contacted representatives at Cesar Chavez Middle School and James Logan High School in South County and Livermore High School and East Avenue Middle School in East County to meet to discuss the proposed implementation of the program. Nelson\Nygaard staff visited all schools and met with school administrators to confirm their interest and readiness to promote the program, register students, collect data, and oversee day-to-day administration of the program at their sites.

Nelson\Nygaard prepared an announcement letter for all families in June 2016 which was sent as an end-of-the year email from the principals (and included in printed newsletters at two of the schools), providing a "heads up" about the forthcoming fall program.

During the summer, Nelson\Nygaard and Alameda CTC staff finalized an information sheet, cover letter, and registration form that were included in the packets sent prior to the orientation dates to all eligible families at each of the schools, encouraging students and families to review the information and complete the registration form. Students were asked to drop off these forms during orientation or at the school office at the beginning of the school year.

During the summer, Nelson\Nygaard staff also collaborated with the Safe Routes to Schools (SR2S) staff to add information about the pass program to SR2S information that was being distributed and presented at events at the beginning of the school year.

Nelson\Nygaard worked with staff at each school to schedule participation in orientation meetings in August 2016. In advance of these meetings, Nelson\Nygaard prepared posters in English and Spanish, which were distributed to the schools and were posted during orientation.

Nelson\Nygaard staff attended all orientation programs in August at East Avenue Middle School, Livermore High School, and Cesar Chavez Middle School. At James Logan High School, Nelson\Nygaard staff worked with the school to provide two rounds of prerecorded messages sent by phone ("robocalls") to households with 9th and 10th grade students to announce the program and advise families of the dates and times that passes would be sold. Nelson\Nygaard subsequently provided on-site support to market and sell passes with posters, lanyards, and informational materials during the first day of school at Cesar Chavez Middle School and during the first three days of school at James Logan High School.

Ongoing follow-up has included face-to-face meetings between Nelson\Nygaard staff and representatives at all four schools, loudspeaker announcements at the schools, a listing on all school websites, and posters and handouts in school offices.

In December 2016, all schools were contacted to provide outreach to their students about a transit pass survey prepared by Nelson\Nygaard. By collaborating with school staff, Nelson\Nygaard received surveys from 1,717 students in the two South County schools and 931 students in the two East County schools. The survey showcased the benefits of the program, included questions about program enhancements, and solicited feedback on program options.

With growing interest in the program, Nelson\Nygaard worked with Alameda CTC staff and representatives from Union City Transit and LAVTA to plan outreach and training efforts at South and East County schools in early 2017.

Nelson\Nygaard conducted outreach at Cesar Chavez Middle School on Wednesday, January 18th, 2017. Outreach was conducted in the form of a travel training session that took place during 8th grade physical education classes throughout the day. The travel training consisted of four activities during each 40- to 45-minute class period.

Similar activities are scheduled at James Logan High School on January 20, 2017 and at East Avenue Middle School on January 24, 2017 (flyers were prepared for distribution in East County). Informational materials/travel training guides have been printed and are being distributed as part of these transit events in South and East County.

Livermore High School staff indicated they were not interested in hosting such an event, but Nelson\Nygaard and LAVTA will assess new opportunities to reach out to Livermore High School students following the planned event at East Avenue Middle School as part of this ongoing effort to engage students about transit service and the availability of transit passes provided through this program.


Highlights from the Cesar Chavez Middle School Affordable STPP Event on January 18, 2017

The first activity was entitled "Steps of Riding the Bus," during which students were divided into teams of five to six, handed 10 sheets of paper (each with a different step of riding the bus), and asked as a team to rearrange the 10 steps in order from first to last. The team that put the ten sheets of paper in the correct order first was recognized as the winner of the activity.

The second activity was entitled "Best Route Contest," during which student teams were given a Union City Transit map and schedule and asked to get from one location (Union City BART Station) to another (Seabreeze Park) by 11:45 a.m. using the City's public transit system. The team that provided the correct route and time of departure from Union City BART Station first was declared the winner of the second round.

The third activity was a trivia contest, during which student teams were asked one to five trivia questions (depending how much time was left in the period) as a full group. The group to raise a hand and provide the correct answer first was acknowledged as the winner of the round.

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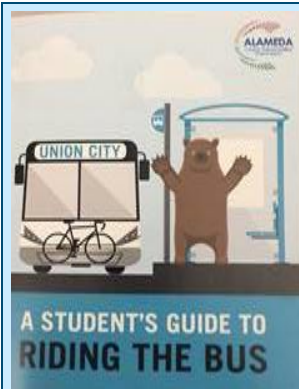
The fourth and final activity was a hands-on learning experience with a Union City Transit bus. Students were ushered to the street outside of the school where a Union City Transit bus was parked. A Safe Routes to School representative was stationed and waiting for them there. When the students arrived, the SR2S representative demonstrated to the group of students how to properly load and unload a bicycle onto the bus's bike rack. Students were then asked to board the bus, where AC Transit and Union City Transit representatives spoke to them about their transit systems and the benefits of the student transit pass program. After both agencies were finished speaking, students were brought back inside, where they were offered Alameda CTC, AC Transit, and Union City Transit promotional materials (bicycle lights, temporary tattoos, carabiners, pencils, erasers, etc.) and a portable travel training booklet that recapped the lessons of the day. In total, eleven classes and 400 students participated in the event and received the training.

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![Nelson Nygaard logo]
NELSON
NYGAARD

MEMORANDUM

To: Alameda CTC

From: Nelson\Nygaard

Date: January 13, 2017

Subject: Affordable Student Transit Pass Program – Berkeley REALM Charter Involvement

This memo documents the interactions to date with the Berkeley REALM Charter schools as part of implementation of the Affordable Student Transit Pass Program.

Site Selection

In March 2016, the Commission approved the framework to select model program sites in each of the four planning areas of the county. The selection process consisted of two phases: Phase I drew on quantitative data to determine a shortlist, and Phase II relied on qualitative date through readiness assessments. In May, Alameda CTC adopted the parameters for year one of the pilot, including testing several different model programs. Two Berkeley schools were adopted as an information only pilot program to test: Berkeley REALM Charter High and Middle Schools.

Outreach

As part of the overall outreach to schools, Nelson\Nygaard set up a meeting with Student and Family Support Service staff for the REALM Charter Schools that occurred on May 24, 2016 to discuss Berkeley's participation in the pilot as an information-only program. REALM staff indicated that the informational program would be better suited for the middle school, but could potentially be adapted for the high school. Staff designated a point of contact for the high school, but was unable to designate a counterpart at the middle school at that time.

Nelson\Nygaard followed up with REALM staff via email in June 2016 to provide an update on the next steps. In July, Nelson\Nygaard received an email from REALM staff indicating that the lead staff person needed to change and reiterating that the middle school was better suited to the program and that a contact at the middle school would be identified. In September and October 2016, Nelson\Nygaard reached out via email and phone to REALM staff multiple times without response. Nelson\Nygaard set up an appointment to talk with REALM staff October 28, 2016. However, after confirming the time and date via email, REALM staff did not answer the phone during the agreed-upon time, and did not respond to follow-up emails.

Alameda CTC staff also reached out to REALM designated staff as well as several other Berkeley REALM school contacts including the principal of the middle school, other family outreach coordinators, the general contact number and email. We were assured that the designated contact would get back to us, but we have not received any additional communications to date.

Alameda CTC is assessing this effort in relation to the overall program and will bring recommendations to the Commission in spring regarding the education-only program.

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