



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Commission Chair
Councilmember At-Large
Rebecca Kaplan, City of Oakland

Commission Vice Chair
Supervisor Richard Valle, District 2

AC Transit
Director Elsa Ortiz

Alameda County
Supervisor Scott Haggerty, District 1
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Director Rebecca Saltzman

City of Alameda
Mayor Trish Spencer

City of Albany
Mayor Peter Maass

City of Berkeley
Councilmember Kriss Worthington

City of Dublin
Mayor David Haubert

City of Emeryville
Vice Mayor John Bauters

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember Dan Kalb

City of Piedmont
Mayor Jeff Wieler

City of Pleasanton
Mayor Jerry Thorne

City of San Leandro
Mayor Pauline Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Planning, Policy and Legislation Committee

Monday, April 10, 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

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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, April 10, 2017, 11:15 a.m.

1111 Broadway, Suite 800, Oakland, CA 94607

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• www.AlamedaCTC.org

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

Page A/I

4.1. [Approval of the March 13, 2017 PPLC meeting minutes](#)

1 A

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

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5. Legislation

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

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6. Planning and Policy

6.1. [Approve and authorize the Executive Director, or a designee to negotiate and execute the Professional Services Agreement A17-0071 with Kimley-Horn & Associates for a not-to-exceed amount of \\$3,650,000 to provide Planning and Engineering Services for the San Pablo Avenue Multimodal Corridor Project \(Project\) and authorize executing a funding agreement with the Contra Costa Transportation Authority and the West Contra Costa Transportation Advisory Committee to receive their contribution of \\$250,000 for the Project.](#)

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6.2. [Receive an update on Alameda CTC's Transportation Demand Management Efforts](#)

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7. Committee Member Reports

8. Staff Reports

9. Adjournment

Next Meeting: May 8, 2017

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

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Planning, Policy and Legislation Committee
Meeting Minutes
Monday, March 13, 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.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approval of the February 13, 2017 PPLC meeting minutes.

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

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

Yes:	Halliday, Worthington, Campbell-Washington, Haggerty, Marchand, Mei, Saltzman, Kaplan, Valle
No:	None
Abstain:	None
Absent:	None

5. Legislation

5.1. Update on state, regional, local, and federal legislative activities and approve legislative positions.

Tess Lengyel provided an update on federal, state and local legislative activities. On the state side Tess provided a brief overview of the advocacy work that the agency has done for state bills. She reviewed SB 1 and stated that the bill has moved through several senate committees with the attempt to get the approval before the April recess. She also provided an update on AB 28 regarding NEPA delegation and stated that that bill is also moving through state legislation.

Tess recommended that the Commission take the following bill positions:

AB 1444 (Baker) – Support position
SB 251 (Cannella) – Support and Seek amendments
SCA 6 (Wiener) – Support position

Commissioner Saltzman asked if the intention of AB 1444 was to test autonomous vehicles that will replace buses. Tess stated that the bill is restricted to testing only.

Commissioner Kaplan wanted to know next steps on SB1. Tess stated that it will go to Senate Appropriations and then will go to the Assembly for necessary approvals. She stated that the intention is to move the bill through all channels of approval before the April 6, 2017 recess, which, if passed could be incorporated in to the May revise.

Commissioner Kaplan asked what the Commission could do to advocate for SB 1 approval. Tess stated that the agency has sent letters to legislators, discussed Alameda CTC support with our representatives and has supported statewide advocacy efforts with letters of support and transportation needs in Alameda County.

Commissioner Kaplan wanted to ensure that staff monitor legislation surrounding disabled parking plaque use and youth bus pass funding. Tess stated that the disabled plaque and voter threshold issues are both listed in the agency's legislative program and that the Commission supported a bill last for funding for student transit passes, AB 17 .

Commissioner Halliday asked if the Assembly Republican Caucus plan included the local portion of sales tax. Tess stated that it includes the state portion of sales tax and will be a general fund impact.

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

Yes:	Halliday, Worthington, Campbell-Washington, Haggerty, Marchand, Mei, Saltzman, Kaplan, Valle
No:	None
Abstain:	None
Absent:	None

6. Planning and Policy

6.1. Approve the Affordable Student Transit Pass Pilot Program Sites and Parameters for Year Two of the Pilot Program; authorize Alameda CTC staff to enter into all necessary agreements and contracts for program implementation.

Tess Lengyel recommended that the Commission approve the Affordable Student Transit Pass Pilot Program Sites and Parameters for Year Two of the Pilot Program; authorize Alameda CTC staff to enter into all necessary agreements and contracts for program implementation. She then introduced Cathleen Sullivan, who presented lessons learned from year one of the pilot programs, recommended changes and inclusions for Year two, and next steps on implementation.

There was public comment on this item from Ellen Murray of ACCE who emphasized the value of a countywide free and universal pass.

Commissioner Kaplan wanted more information on a means based program that follows the student as opposed to the school. Tess stated that the approval includes allowing staff to explore and research a countywide program that could potentially be implemented in year three of the pilot.

Commissioner Kaplan wanted more information on additional funding for the program. Tess stated that the recommendation falls within the budget. Staff needs to continue to evaluate billing information as it is received.

Commissioner Valle wanted to know challenges involved with working with school districts. Cathleen stated that it varies by school district but staff has been able to establish working relationships with all the school districts that the program encompasses.

Commissioner Saltzman wanted to ensure that BART is in the plan for next year and wanted to make sure BART is explicitly named in future presentations. Tess stated that BART was already preapproved which is why they were not listed in the presentation; however, staff will be sure to name BART in the future.

Commissioner Marchand asked if funding for the program can be used for crossing guards as previously mentioned in discussions on the pilot programs. Tess stated that the Commission approved crossing guards as an eligible cost. She noted that staff is thinking of future ways to leverage the safe routes to school programs to address this need.

Commissioner Campbell-Washington wanted more details on how funds are being spent. She also questioned data provided regarding the Oakland Military Institute. Cathleen stated that staff noticed inconsistencies in a small amount of the numbers from the school districts but staff will review and verify all data that was provided. Tess stated that last month's presentation included usage in the schools and noted that the financial obligations are between the agency and the transit providers. Staff will include the program usage by planning area and additional cost information at the presentation to the full Commission.

Commissioner Halliday asked if the school districts provide names of the students who use the passes. Tess stated that the agency is only interested in the data regarding the use of the passes; student information is private and protected.

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

Yes:	Halliday, Worthington, Campbell-Washington, Haggerty, Marchand, Mei, Saltzman, Kaplan, Valle
No:	None
Abstain:	None
Absent:	None

7. Committee Member Reports

Commissioner Saltzman stated that BART to Warm Springs Station Opening Ceremony was taking place on March 24, 2017 and welcomed all members to attend.

8. Staff Reports

Art also stated that the BART to Warm Springs Station Opening Ceremony was taking place on March 24, 2017. He also noted that a memo regarding Ethics Training for Commissioners and Alternates was included in their folders.

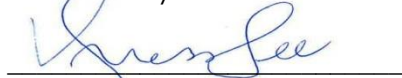
9. Adjournment/ Next Meeting

The next meeting is:

Date/Time: April 10, 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



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 3, 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 March 6, 2017, Alameda CTC reviewed a Draft Environmental Impact Report. A response letter was submitted and is included as Attachment A.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Response to Alameda CTC's Comments on the Draft Environmental Impact Report (DEIR) for the 1900 Fourth Street Project

Staff Contact

[Saravana Suthanthira](#), Principal Transportation Planner

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

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March 13, 2017

Shannon Allen
Principal Planner
Land Use Planning Division
City of Berkeley
2120 Milvia St
Berkeley, CA 94704

SUBJECT: Response to the Draft Environmental Impact Report for the Proposed 1900 Fourth Street Project

Dear Ms. Allen,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the 1900 Fourth Street Project. The 2.21-acre project site is located in the City of Berkeley's Fourth Street commercial shopping district and occupies the block surrounded by Hearst Avenue to the north, Fourth Street to the east, University Avenue to the south, and the Union Pacific Railroad tracks to the west. The project site currently consists of a 350-space privately owned surface parking lot and an approximately 900 square-foot one-story commercial building. The proposed project would consist of approximately 118,370 square feet of residential uses (135 dwelling units) and 33,080 square feet of commercial uses (18,230 square feet of retail uses and 14,850 square feet of restaurant uses) as well as a 372 space parking garage.

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

- As mentioned in our response dated March 11, 2016 to your earlier Notice of Preparation of DEIR, the identified MTS roadways located in the project area were analyzed for the project impacts in addition to impacts to analysis of transit, bicycle and pedestrian modes.
 - Alameda CTC acknowledges that the impacts to the MTS roadways and transit will be less than significant in line with the threshold criteria outlined within the DEIR. Alameda CTC also acknowledges that there will be a less than significant impact on pedestrian and cyclist travel and that planned improvements such as widened sidewalks and street bulb-outs will support pedestrian and cyclist movement.
 - As part of the mitigation measures, the proposed Transportation Demand Management (TDM) strategies include a package of options including the provision of transit passes for site residents and employees, charging for commercial parking, providing ample and secure bicycle parking, and the inclusion of a bicycle repair room. We request that the DEIR include additional details regarding the long-term sustainability of the measures that need on-going support and administration, such as funding, operations and responsibility for overall long-term administration.

Thank you for the opportunity to comment on this DEIR. Please contact me at (510) 208-7426 or Chris Van Alstyne, Assistant Transportation Planner at (510) 208-7479, if you have any questions.

Sincerely,

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

Saravana Suthanthira
Principal Transportation Planner

cc: Chris Van Alstyne, Assistant Transportation Planner

R:\Planning_Policy_Public_Affairs\Planning\CMP\LUAP\2017\March



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 3, 2017

SUBJECT: April Legislative Update

RECOMMENDATION: Update on federal, state, and local legislative activities and approve legislative positions.

Summary

The April 2017 legislative update provides information on federal and state legislative activities, 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

In late March 2017, Alameda CTC's chair, vice chair, several Commissioners, and staff traveled to Washington, DC. to meet with legislators and agency staff in support of Alameda CTC's 2017 Legislative Program. Staff will provide verbal updates on the highlights and outcomes of this visit.

CJ Lake, Alameda CTC's federal lobbying firm, provided the following summary of President Trump's fiscal year 2018 budget request. Refer to Attachment B for proposed changes to discretionary budgets in 2018.

Federal Budget

President Trump submitted his budget blueprint for the Fiscal Year 2018 Budget and Appropriations process on March 16, 2017. The blueprint includes top-line funding levels for major agencies and highlights major programs for reduction or elimination. The blueprint includes significant increases for the Department of Defense, the Department of Homeland Security, and the Department of Veterans Affairs. Overall, the President's blueprint requests a total of \$1.065 trillion in discretionary spending, a \$5 billion reduction from FY17 and is consistent with the Budget Control Act. The budget proposes a \$54 billion increase in discretionary defense spending along with a \$54 billion reduction to non-defense programs. The full details of the President's budget request won't be revealed until May when he submits his formal budget request.

In addition, the budget document proposes a revision to FY17. The budget calls for an unspecified \$18 billion in reductions to non-defense appropriations in the pending FY17 bills as well. This unspecified \$18 billion in immediate spending cuts would offset \$3 billion in supplemental spending requested for Homeland Security border and immigration activities and part of a \$25 billion supplemental defense increase. Ultimately, House and Senate Republican leaders will decide whether to support President Trump's demand for immediate offsetting cuts to boost defense in FY17.

The federal government is currently being funded through a continuing resolution, which expires on April 28, 2017. Last week, the House of Representatives passed the FY17 appropriations bill for the Department of Defense. The Senate is expected to take up the Defense bill in the coming weeks and may attach appropriations bills for other Subcommittees. Any appropriations bills that have not completed FY17 negotiations are expected to be funded through a continuing resolution for the remainder of the fiscal year. Congress will need to decide whether to include these immediate cuts President Trump is proposing in this FY17 package.

Please note that the changes proposed in this FY18 Budget are predicated on Congress first passing a law to change the levels set in the Budget Control Act, which will not be easy, as 60 votes will be needed in the Senate. Without Congress passing a new law, the FY18 defense spending levels would be automatically cut back to current levels through another round of budget sequestration. Congress will take this proposal under advisement, but they will ultimately draft their own budget and appropriations bills.

Department of Transportation Budget:

FY17 CR/Enacted: \$18.6 billion

FY18 Requested Level: \$16.2 billion

The President's FY18 budget request for the Department of Transportation provides a 12.7 percent decrease from the current rate of funding under the FY 17 continuing resolution.

Relevant highlights:

- Proposes to eliminate funding for the Department of Transportation's TIGER grant program, which provides competitive grants for major surface transportation projects. The program is currently funded at \$499 million in the FY17 CR.
- Proposes to significantly reduce funding for the Federal Transit Administration's Capital Investment Grant program by only funding projects that are currently under a Full Funding Grant Agreement. The budget does not assume any additional federal funding for projects that are working through the new starts process, the core capacity program, or the small starts program. The budget assumes that funding will be provided through local resources.
- Eliminates funding for Amtrak's long distance routes and provides funding for the Northeast Corridor and State Supported Amtrak routes. State supported routes include the Capitol Corridor service (San Jose – Auburn), the Pacific Surfliner service (San Luis Obispo – San Diego) and the San Joaquins service (Bakersfield – Sacramento/Oakland).
- Terminates the Essential Air Service program, which provides subsidies for air service to small communities.
- While not delineated in the budget blueprint, the President's budget also includes reductions to the Federal Aviation Administration's capital and research accounts.
- In addition, the budget proposes to privatize the air traffic control operations of the Federal Aviation Administration (FAA). The FAA is expected to send up additional details on its proposal when the full budget is requested in May. While House Transportation and Infrastructure Committee Chairman Shuster supports efforts to spin off FAA's air traffic functions into a nonprofit corporation, the proposal is opposed by the House and Senate Appropriations Committees.

State Update

Platinum Advisors, Alameda CTC's state lobbying firm, provided the following transportation funding alert, budget summary, and an update on legislation including a constitutional amendment. The following also includes recommended positions on several state bills.

State Budget

Transportation Deal: On March 29, 2017, the Governor and Legislative Leadership unveiled a transportation funding package that would generate \$5.2 billion annually. While this announcement does not guarantee that all the votes are there, this is a real deal. If this package cannot muster the two-thirds votes, then likely nothing ever will. It checks all the boxes with policy reforms, significant investments in state and local roads, public transit operations and capital, and active

transportation programs. This package does not return any truck weight fees and does not rely on any cap & trade auction revenue.

The Governor's press release announced that this agreement would be amended into SB 1 (Beall). Since the amendments must be in print for 72 hours before a floor vote, SB 1 should be amended in the next couple of days to meet the April 6 deadline. However, this is far from a done deal, but getting closer. It may take beyond April 6 to wrangle the votes needed to get this proposal to the Governor's desk. Until the details are in print, this is what we know:

Revenue:

- Approximately \$2.44 billion in new gasoline excise tax revenue. The proposal would increase the gasoline excise tax by 12 cents, and end the Board of Equalization's "true-up" process of annually adjusting the price based excise tax. SB 1 proposed to start with a 6 cent increase and then increase 3 cent after one year and another 3 cents the following year. It is unclear if the new proposal would also phase in this increase. The gasoline excise tax would then be adjusted for inflation.
- Approximately \$730 million in new diesel excise tax revenue. This includes a new 20 cent excise tax. The excise tax would also be adjusted for inflation.
- \$706 million in outstanding loans repaid. Loans that were made from the Public Transportation Account would be repaid to the Transit and Intercity Rail Program. It is unclear where the balance of the loan payments will be allocated. SB 1 currently proposes to split the loan payments with 50 percent allocated to cities and counties and 50 percent to state highways.
- Approximately \$70 million in Non-Article 19 funds is directed to the Road Maintenance and Rehabilitation Account. Non-Article 19 revenue is currently deposited into the general fund. This revenue is from California Department of Transportation (Caltrans) leases and other fee revenue that is not subject to the restrictions on Article 19 of the Constitution, which restrict certain transportation revenue to be spent on highway or local road projects.
- \$1.63 billion in new vehicle registration fee revenue, and \$20 million in new zero emission vehicle fee revenue. Vehicle registration fees would be increased from \$25 to \$175 depending on the value of the vehicle. An additional vehicle registration fee on all zero-emission vehicles would be applied starting in 2020.
- \$350 million in diesel sales tax revenue. Increases the sales tax on diesel fuel by 4 percent. The 4 percent increase is split with 3.5 percent allocated via the State Transportation Agency (STA) formula, and 0.5 percent dedicated to intercity and commuter rail. The tax rate is to be adjusted for inflation. This

equates to approximately \$310 million being allocated by STA, and \$40 million allocated by formula to intercity and commuter rail operators.

Funding programs:

- Creates the Road Maintenance and Rehabilitation Program (RMRP), which is where all gasoline excise tax and a portion of vehicle registration fee revenue is deposited. The Program funds can be used for maintenance and rehabilitation projects, safety projects, traffic control devices, complete streets projects, and drainage or stormwater projects in conjunction with any other allowable project.
- A State and Local Partnership Program is created and funded with \$200 million annually from the RMRP funds. These funds are set aside to match voter approved taxes or developer fees dedicated to transportation improvements. This program would be implemented pursuant to guidelines developed and adopted by the California Transportation Commission (CTC) in consultation with Caltrans, transportation planning agencies, and other local agencies. These funds must be used for road maintenance and rehabilitation purposes.
- Public transit operators would receive about \$510 million. This includes \$310 million from the diesel sales tax increase and an additional \$200 million generated through the increase on vehicle registration fees. These funds would be allocated through the STA program. It appears that the diesel sales tax revenue could be used for both operations and capital, but the revenue generated by the registration fee must be used for capital, fix-it-first projects. This will become clearer once the language is in print.
- Intercity and Commuter Rail operators will share approximately \$40 million in diesel sales tax revenue for capital and operations. The allocation formula will be determined by CalSTA, but it will include splitting the funds between intercity and commuter rail operators, and then developing an allocation formula for commuter operators and a separate allocation for intercity operators.
- Transit and Intercity Rail Program would receive about \$250 million in vehicle registration fee revenue. This would replace the loss of cap & trade funds that both SB 1 and the Governor's proposal would have allocated to this program. In addition, this program will receive a portion of the loan repayment funds.
- The Active Transportation Program would receive \$100 million annually. It is unclear if this total amount will also include revenue created through operational efficiencies that are identified by Caltrans through the annual budget process.
- Cities and counties will receive \$1.5 billion annually for local street and road maintenance projects, and Caltrans will receive \$1.5 billion annually for the

state highway maintenance. Half of the city and county share is allocated to cities on a per capita basis. The county share is allocated to each county based on road miles and vehicles registration. According to the Metropolitan Transportation Commission (MTC), the March 29th funding proposal would result in \$285 million in local road funding for the Bay Area. Attachment C includes more detail and provides estimates of Bay Area city and county funding in the proposal.

County	
Alameda	\$58,926,465
Contra Costa	\$43,207,439
Marin	\$9,782,854
Napa	\$6,190,503
San Francisco	\$21,324,147
San Mateo	\$30,344,159
Santa Clara	\$73,190,807
Solano	\$21,542,031
Sonoma	\$20,205,344
Bay Area Total	\$284,713,748
State Total	\$1,500,000,000

- Trade Corridors Improvement Fund would receive \$300 million annually, which is funded through the 20 cent increase to the diesel fuel excise tax. It is unclear if the allocation proposal contained in SB 1 will remain.
- Congested Commute Corridors is a new program that would receive \$250 million annually. These funds would be used to fund multimodal improvements to ease congestion within the most congested corridors.
- State Transportation Improvement Program (STIP) will receive about \$83 million annually for highway improvement projects.
- Caltrans would receive \$400 million annually specifically for bridge and culvert repair work.
- Planning grants—The package earmarks \$25 million annually for local and regional planning grants aimed at revising local plans to be consistent with SB 375. An additional \$20 million is set aside to fund regional transportation adaptation plans.

Known policy changes:

- Requires Caltrans to update the Highway Design Manual to incorporate complete streets design concepts by January 1, 2018.

- Creates the Office Transportation Inspector General. The Inspector General shall be appointed to a 6-year term and be responsible for review policies, practices, and procedures and conduct audits and investigations of activities involving state transportation funds in consultation with all affected state agencies. The Inspector General shall report annually to the Governor and Legislature on all findings.
- Proposes significant changes to the State Highway Operations and Protection Program (SHOPP) process. Specifies that SHOPP shall also include operating costs. In addition, it must specify specified milestones for each project and costs for specified phases. Any change to the project or cost increase must be submitted to the CTC for approval.
- Creates the Advanced Mitigation Program. The purpose of program is to improve the success and effectiveness of actions implemented to mitigate natural resource impacts of future transportation projects by establishing the means to implement mitigation measures well before the transportation projects are constructed. The advance identification and implementation of mitigation actions are aimed at streamlining the delivery of transportation projects by anticipating mitigation requirements for planned transportation projects and avoiding or reducing delays associated with environmental permitting.
- While not a part of SB 1, the transportation funding package will also include a Constitutional amendment to protect the new revenues, particularly the vehicle registration revenue.

State Revenues: The Department of Finance (DOF) released its monthly cash report for February. Once again, revenues were a little below projections. While December was below projections by \$756 million, January was up by \$747 million, and February missed its mark by \$256 million. These are not huge deficits, and DOF cautions not to consider this a trend, but year-to-date revenues are now below projections by \$253 million. As usual, a lot is riding on the April revenues, which could easily erase this shortfall.

Cap & Trade Funding: The February cap & trade auctions results fell far short of their target. While the November auction resulted in revenues of nearly \$360 million, February's auction was on par with the June and August auction by generating only \$8 million for cap & trade programs. The usual suspects of an oversupply of credits, pending litigation, and the program's questionable future are likely to blame for the anemic results. This will likely renew the Governor's effort to re-enact the program with a two-thirds vote, which would nullify the lawsuit. In addition, there is an increased interest in exploring options, such as a replacing cap & trade with a carbon tax.

Cap & Trade Budget: While no action on cap & trade funding is expected anytime soon, the Assembly Budget Subcommittee #2 held the first hearing on the Governor's proposal. The Senate Budget Subcommittee is not expected to review the cap & trade budget until April 27th. The Governor's budget proposed spending \$2.2 billion in auction revenue in 2017-18, but funds that must be appropriated in the budget, about \$1.3 billion, would only be spent after the legislature adopts, with a two-thirds vote, legislation extending the authority to operate the auctions.

How the auction funds are spent will be a compromise between the Governor and the legislature, but there are policy issues the Budget Committees must address beyond the allocation of funds. These issues include deciding to extend the auction beyond 2020, the need to extend it with a two-thirds vote, and a carbon tax versus an auction.

The Legislative Analyst's Office (LAO) encourages the legislature to authorize the cap & trade auction or a carbon tax beyond 2020, because a market-based mechanism will be needed to achieve the 2030 reduction goals. While the LAO believes that the auction could be extended with a majority vote, the LAO urges extending the auction with a two-thirds vote, because it broadens the scope of projects that can be funded. The current auction is a fee, since it was enacted with a majority vote, and this requires the use of the funds to have a nexus to greenhouse gas (GHG) emission reductions. If the auction is extended with a two-thirds vote, the auction revenue would be considered tax revenue and could be used for any purpose. The LAO supports eliminating the nexus restrictions, so that the legislature could spend this revenue on climate-related projects that do not directly reduce GHG emissions, such as addressing sea-level rise or providing rebates or tax cuts.

The issue of continuing with an auction or switching to a carbon tax is getting more attention. There are a range of issues and trade-offs to consider. While the auction provides greater certainty of reaching the GHG reduction target, this market-based system involves more uncertainty with respect to the revenue stream. Conversely, a carbon tax would provide greater certainty on the revenue side, but it increases the risk of not meeting the reduction goals if it is not correctly priced.

CARB actions: In March, the California Air Resources Board (CARB) considered for adoption the 2016 State Implementation Plan (SIP). The SIP outlines how the state plans to meet federal air-quality standards over the next 15 years. This includes expanding the deployment of zero-emission cars as well as achieving the commercial viability of heavy-duty truck and freight applications. However, the SIP does not identify a specific plan to move heavy duty trucks to ZEVs, other than funding demonstration programs.

With respect to buses, the plan continues to focus on the transition of public transit buses to ZEV technologies. In addition, the SIP includes an effort to transition all airport shuttle buses to zero emission. While details of the transit plan continue to be

negotiated, the change in the name from the Advanced Clean Transit program to the Innovative Clean Transit program indicate it will be a scaled-back version from the original proposal to transition all transit buses to zero by 2030. Due to concerns that a 2030 mandate would interfere with an operator's ability to provide service, the SIP outlines a plan that supports the near-term deployment of zero-emissions buses where the economics are currently viable, and where transit service can be maintained or expanded. It also states the intent to secure binding commitments from transit operators for a long-term vision for transitioning to zero-emission technologies.

CARB staff is expected to issue draft regulations for the Innovative Clean Transit Program this summer, with the goal of presenting them to the Board by the end of the year.

State Legislation

State Actions on Preservation: Senate Pro Tem de Leon and members of the Senate Democrat Caucus announced a package of bills aimed at preempting any federal rollback of statutes or regulations related to the environment, public health, and whistleblower protections. These measures in short would incorporate into state law specific federal statutes and federal regulations as those statutes and regulations existed on January 1, 2017.

The package includes SB 49 (de Leon), which would make current federal clean air, climate, clean water, worker safety, and endangered species standards enforceable under state law. This bill directs state environmental, public health, and worker safety agencies to take all actions within their authorities to ensure standards in effect and being enforced today continue to remain in effect. This would include directing CARB to proceed with and enhance the implementation of air quality programs. SB 49 was approved on a party line vote by in the Senate Committee on Natural Resources & Water and will be heard next by the Senate Committee on Environmental Quality.

SB 50 was also amended to establish a new state policy to discourage the conveyance of federal land to private owners. SB 50 directs the State Lands Commission to establish a process granting the state the "first right of refusal" of any federal lands proposed for sale or conveyance. The final piece of this package is SB 51, which would enact the Whistleblower and Public Data Protection Act. SB 51 would ensure that federal employees do not lose state licensure for revealing any violations of law. It would also direct state environmental and public health agencies to protect any information or data under state law, even if federal entities order their censorship or destruction.

NEPA Delegation: AB 28 (Frazier) has been unanimously approved by both the Senate and Assembly. However, instead of moving to the Governor, AB 28 must

return to the Assembly for a concurrence vote. When it was heard in the Senate Committee on Transportation, AB 28 was amended to include a January 1, 2020 sunset date that will force us to revisit this issue once again.

AB 28 would re-enact a program that authorizes the California Department of Transportation (Caltrans) to assume the responsibilities of administering the National Environmental Policy Act (NEPA) for federally funded transportation projects in California. The statutory authority for Caltrans to assume this role expired on January 1, 2017. Technically, AB 28 would waive Caltrans' 11th Amendment right to sovereign immunity from lawsuits brought in federal court—in short, it requires Caltrans to defend its work in the NEPA document.

State Bill Recommendations

This month, staff recommends the following positions on state bills.

Bill Number	Bill Information	Recommendation
<u>AB 59 (Thurmond)</u> Local Housing Trust Fund Matching Grant Program.	Existing law establishes the Local Housing Trust Fund Matching Grant Program for the purpose of supporting local housing trust funds dedicated to the creation or preservation of affordable housing. This bill would increase the maximum allocation for an eligible recipient from \$2,000,000 to \$5,000,000 or, if the eligible recipient has previously received a grant through the program, it would increase the maximum allocation from \$1,000,000 to \$2,500,000.	Alameda CTC's 2017 legislative program supports legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs. Alameda County and Oakland recently passed local measures to support housing and could benefit from the increased matching amounts, which expands opportunities for additional housing. Staff recommends a SUPPORT position on this bill.
<u>AB 333 (Quirk)</u> State Highway Route 185: relinquishment:	Existing law establishes the State Highway System and authorizes the California Transportation Commission to relinquish all or a portion of designated state highway routes to specified local agencies if certain	Alameda CTC's 2017 legislative program supports legislation that increases flexibility and reduces technical and funding barriers to investments linking

County of Alameda.	<p>conditions are met. Portions of state highways that have been relinquished are not state highways and become ineligible for future adoption as a part of the State Highway System.</p> <p>Existing law authorizes the commission to relinquish all or a portion of Route 185 in the City of Hayward to the city. This bill would additionally authorize the commission to relinquish all or a portion of Route 185 in the unincorporated area of the County of Alameda to that county and related portions to the City of Hayward.</p>	<p>transportation, housing, and jobs.</p> <p>This bill supports both Alameda County's and the City of Hayward's interests in local community and housing development in this area. In addition, Alameda CTC will be conducting a corridor planning efforts to support multi-modal improvements along this corridor.</p> <p>Staff recommends a SUPPORT position on this bill.</p>
AB 344 (Melendez) Toll evasion violations.	<p>This bill would not require a person contesting a notice of toll evasion violation or notice of delinquent toll evasion from being required to pay the toll evasion penalty until after the processing agency or issuing agency finds as a result of an investigation, or the processing agency finds as a result of an administrative review, or a court finds as a result of a hearing, that the contestant did commit a toll evasion violation, whichever occurs later.</p>	<p>Alameda CTC's 2017 legislative program supports high-occupancy vehicle (HOV)/toll lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation and use.</p> <p>This bill would create additional administrative burdens and costs associated with payment of toll evasion penalties.</p> <p>Staff recommends an OPPOSE position on this bill.</p>

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC 2017 Legislation Program
- B. Trump Administration Proposed Federal FY18 Budget
- C. MTC Revenue Estimates of Transportation Funding Proposal

Staff Contact

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



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:

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

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

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none"> Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures. Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled, or other reliable means. Support efforts that protect against transportation funding diversions and overall increase transportation funding. Support new funding sources for transportation. Support new funding sources for transit operations and capital for bus, BART, and rail connectivity.
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations. Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs. Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures. Support efforts that streamline financing and delivery of transportation projects and programs. Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems. Seek, acquire, and implement grants to advance project and program delivery.
Project Delivery and Operations	Advance innovative project delivery	<ul style="list-style-type: none"> Support environmental streamlining and expedited project delivery. Support contracting flexibility and innovative project delivery methods, 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	<ul style="list-style-type: none"> Support efforts that reduce project and program implementation costs. Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.
	Protect the efficiency of managed lanes	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs. Support local flexibility and decision-making on land-use for transit oriented development (TOD) and priority development areas (PDAs).

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

Proposed changes to agency discretionary budgets in 2018*

● Increase ● Decrease ● No change



Source: Office of Management and Budget *Some percentages differ from administration figures because change is calculated against fiscal 2016 levels, the last year for which the government was fully funded. The current fiscal 2017 stopgap spending measure runs through April 28. Graph borrowed from Bloomberg Politics: <https://www.bloomberg.com/graphics/2017-trump-budget/>

Funding eliminated for 19 independent agencies

African Development Foundation

- Provides grants to community groups and small businesses that help marginalized communities in Africa.

Appalachian Regional Commission

- Funds programs to develop economic opportunities, infrastructure and the workforce in 13 Appalachian states, with much of its work focused on coal-dependent communities.

Chemical Safety Board

- Investigates chemical accidents and makes recommendations to industry and labor groups, OSHA and the EPA, to prevent future incidents.

Corporation for National and Community Service

- Funds thousands of volunteer organizations across the country and runs AmeriCorps, Senior Corps and the Social Innovation Fund.

Corporation for Public Broadcasting

- Funds more than 1,500 public TV and radio stations, including PBS, NPR and affiliated local stations.

Delta Regional Authority

- Funds economic development projects in the seven states in the Mississippi Delta region.

Denali Commission

- Provides utilities, infrastructure and economic support in Alaska.

Institute of Museum and Library Services

- Supports libraries and museums through research, policy development and grant making.

Inter-American Foundation

- Provides grants to organizations working to improve economic conditions for poor communities in the Americas and the Caribbean.

U.S. Trade and Development Agency

- Funds projects that link American exporters with buyers in developing countries.

Legal Services Corporation

- Funds organizations that provide legal aid to low-income Americans.

National Endowment for the Arts

- Funds grants for nonprofit organizations and writing fellowships.

National Endowment for Humanities

- Supports research and initiatives to preserve cultural resources and promotes humanities education.

Neighborhood Reinvestment Corporation

- Assists organizations aimed at revitalizing rural, urban and suburban communities and securing access to affordable housing.

Northern Border Regional Commission

- Promotes economic development in distressed counties near the Canadian border in Maine, New Hampshire, Vermont and New York.

Overseas Private Investment Corporation

- Helps U.S. businesses invest in emerging markets by providing loans, political risk insurance and support for private equity funds.

United States Institute of Peace

- Works to address violent conflicts and encourage religious tolerance through research, training and partnerships with governmental agencies.

United States Interagency Council on Homelessness

- Coordinates with federal agencies to prevent and end homelessness.

Woodrow Wilson International Center for Scholars

- A non-partisan think tank based in Washington, D.C. that conducts and promotes research on national and world affairs.

And at least 61 other programs

Environmental Protection Agency

Clean Power Plan

- Creates national standards for carbon pollution from power plants and helps states develop and deploy clean energy alternatives.

International climate change programs

- Promotes clean and efficient energy technologies and the sharing of scientific climate research through multilateral initiatives and treaties.

Climate change research and partnership programs

- Research and report on climate change's impact on the U.S.

Great Lakes Restoration Initiative

- Government task force focused on pollution cleanup, invasive-species reduction and wildlife protection within the Great Lakes.

Chesapeake Bay Program

- Regional partnership that oversees the restoration of the Chesapeake Bay and its watershed.

Energy Star

- Certifies and recognizes buildings and consumer products that meet specific energy-efficiency criteria.

Targeted Air Shed grants

- Assists local and state air pollution control agencies in developing plans and implementing projects to reduce air pollution in highly polluted areas.

Endocrine Disruptor Screening Program

- Screens pesticides, chemicals and other contaminants for their potential effect on estrogen, androgen and

Education

Supporting Effective Instruction State Grants

- Provides grants to non-profit organizations that recruit and provide professional enhancement for teachers and principals.

21st Century Community Learning Centers

- Supports community learning centers that provide before-and after-school programs for children, particularly those in high-poverty areas.

Federal Supplemental Educational Opportunity Grant

- Provides need-based grants of up to \$4,000 to low-income undergraduates for postsecondary education.

Striving Readers

- Helps states fund literacy programs for children, birth through grade 12, including those with disabilities and limited English.

Teacher Quality Partnership

- Funds initiatives aimed at improving the quality of new teachers through better development and recruiting methods.

Impact Aid Support Payments for Federal Property

- Provides funding to school districts that have a diminished tax base due to federal property ownership in the district.

State, Treasury, USAID

Global Climate Change Initiative

- Provides financial assistance for global climate change initiatives in

Housing and Urban Development

Community Development Block Grant Program

- Funds programs that assist low-income people with housing issues, including the elimination of urban blight and other community programs.

HOME Investment Partnerships Program

- Provides block grants to state and local governments to create affordable housing solutions for low-income households.

Choice Neighborhoods

- Funds programs to replace distressed public housing and promotes investment for neighborhood improvement.

Self-Help Homeownership Opportunity Program

- Funds nonprofit organizations that build new housing for low-income families through sweat equity and volunteer labor.

Section 4 Capacity Building for Community Development and Affordable Housing

- Works with nonprofit groups to fund community development and affordable housing initiatives aimed at low-income families.

Commerce

Economic Development Administration

- Provides grants and assistance to create new jobs, retain businesses and stimulate growth in economically distressed communities.

Labor

Senior Community Service Employment Program

- A community service and work-based job training program for older Americans, including training for low-income, unemployed seniors.

Bureau of International Labor Affairs grant program

- Provides funding for research initiatives and projects in over 94 countries to combat child labor and forced labor.

Occupational Safety and Health Administration training grants

- Provides grants for training and education programs for employers and workers on the prevention of safety and health hazards in the workplace.

Health and Human Services

Fogarty International Center

- Supports global health research initiatives, including infectious disease research in developing countries.

Low Income Home Energy Assistance Program

- Provides assistance to low income families to help pay for their home's energy bills and some energy-related maintenance.

Community Services Block Grant

- Funds projects aimed at reducing poverty in communities, including projects focused on education, nutrition, employment and housing.

Transportation

- Federal support for Amtrak's

thyroid hormone systems.

Infrastructure assistance to Alaska Native villages

- Assists Alaska Native villages with infrastructure projects to address problems with water quality, sanitation and other environmental needs.

Infrastructure assistance near the Mexican border

- Funds environmental infrastructure projects in border-area communities that will have a positive effect on health and the environment in the U.S.

NASA

Mission to land on Europa

- Develop a spacecraft able to orbit and land on Europa, a moon of Jupiter, in efforts to look for signs of life, study Europa's habitability and assess suitability for future missions.

Asteroid Redirect Mission

- Would visit a large near-Earth asteroid, collect a boulder from its surface and redirect the asteroid into orbit around the moon.

PACE Earth Science Mission

- Would study global ocean color, monitor ocean health and provide data on climate factors including chlorophyll and aerosol particles.

OCO-3 Earth Science Mission

- Would measure atmospheric carbon dioxide levels on Earth via the International Space Station.

DSCOVR Earth-viewing instruments

- Monitors solar wind to provide alerts and forecasts of space weather conditions including geomagnetic storm impacts on Earth.

developing countries.

U.N. Green Climate Fund

- Funds projects to help developing countries mitigate and tackle the effects of climate change.

U.N. Climate Investment Funds

- Pairs developing nations with multi-lateral development banks to create programs to reduce emissions and combat climate change.

Emergency Refugee and Migration Assistance Account

- Funds U.S. government refugee assistance efforts during unanticipated and urgent humanitarian crises.

Complex Crises Fund

- Provides rapid response funding to USAID to prevent violent conflict and mass atrocities.

East-West Center

- Strengthens relations among the peoples and nations of Asia, the Pacific and the U.S. through education and research initiatives.

Energy

Advanced Research Projects Agency-Energy

- Provides funding and support to short-term energy research projects aimed at improving the U.S. economy, environment and national security.

Title 17 Innovative Technology Loan Guarantee Program

- Provides loans to support the use of new energy technology.

Advanced Technology Vehicle Manufacturing Program

- Provides loans to automotive and component manufacturers for facilities and engineering that support

Minority Business Development Agency

- Promotes the growth of minority-owned businesses through advocacy, policy, research and access to capital and contracts.

Manufacturing Extension Partnership

- Regional centers that assist smaller, U.S. manufacturing companies with adopting new technologies.

NOAA Sea Grant programs

- Network of 33 university-based programs that support and sponsor marine research, outreach and education projects.

Agriculture

Water and Waste Disposal Loan and Grant Program

- Provides funding for clean drinking water, sanitary sewage disposal and storm-water drainage programs in rural areas.

Rural Business and Cooperative Service's discretionary programs

- Provides financial assistance for economic development programs in rural communities, including renewable energy and biofuel initiatives.

McGovern-Dole International Food for Education Program

- Supports education, child development and food security initiatives in low-income, food-deficit countries around the world.

long distance train services

- Subsidizes the cost of traveling on Amtrak's long-distance routes.

Essential Air Service

- Subsidizes airlines for regular flights to and from small and midsize regional airports.

TIGER discretionary grant program

- Provides transportation infrastructure grants to state, local and tribal governments.

Small Business Administration

PRIME technical assistance grants

- Provides training and technical assistance to organizations that help disadvantaged entrepreneurs.

Regional Innovation Clusters

- Supports public-private partnerships concentrated in regional groups to strengthen small businesses.

Growth Accelerators

- Funds startups that support underserved communities and areas with less access to venture capital.

Treasury

Community Development

Financial Institutions Fund grants

- Provides grants and support to local community-based financial institutions.

Homeland Security

NFIP Flood Hazard Mapping's discretionary appropriation

- Provides states and local entities with data about flood risks in their area.

CLARREO Pathfinder

- Produces climate data to test climate models' projections, aiming to make future projections more accurate.

Office of Education

- Supports education in public elementary and secondary schools and informal settings, coordinates and disseminates findings of NASA research projects.

advanced technology vehicles.

Weatherization Assistance Program

- Provides grants to local governments to improve weatherization and energy efficiency of homes of low-income residents.

State Energy Program

- Supports local State Energy Offices in advancing energy efficiency and infrastructure.

Justice**State Criminal Alien Assistance Program**

- Gives funding to states and local governments for correctional officer salary costs associated with incarcerating undocumented criminal aliens.

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ESTIMATE OF BAY AREA LOCAL ROAD FUNDING FROM JOINT MARCH 29 PROPOSAL

COUNTY	
ALAMEDA	\$ 58,926,465
CONTRA COSTA	\$ 43,207,439
MARIN	\$ 9,782,854
NAPA	\$ 6,190,503
SAN FRANCISCO	\$ 21,324,147
SAN MATEO	\$ 30,344,159
SANTA CLARA	\$ 73,190,807
SOLANO	\$ 21,542,031
SONOMA	\$ 20,205,344
BAY AREA TOTAL	\$ 284,713,748
STATE TOTAL	\$ 1,500,000,000

Estimates prepared by MTC Staff

Contact Info: Rebecca Long, rlong@mtc.ca.gov

Estimate of Bay Area City and County Funding from March 29 Proposal

County/City	Annual Funding
ALAMEDA	
ALAMEDA	\$ 1,770,112
ALBANY	\$ 428,089
BERKELEY	\$ 2,673,437
DUBLIN	\$ 1,284,119
EMERYVILLE	\$ 268,071
FREMONT	\$ 5,098,285
HAYWARD	\$ 3,539,351
LIVERMORE	\$ 1,966,499
NEWARK	\$ 1,002,913
OAKLAND	\$ 9,387,563
PIEDMONT	\$ 256,945
PLEASANTON	\$ 1,674,921
SAN LEANDRO	\$ 1,956,792
UNION CITY	\$ 1,629,930
City Total	\$ 32,937,027
County Total	\$ 25,989,437
Grand Total	\$ 58,926,465

CONTRA COSTA	
ANTIOCH	\$ 2,519,469
BRENTWOOD	\$ 1,315,923
CLAYTON	\$ 256,724
CONCORD	\$ 2,890,459
DANVILLE	\$ 961,512
EL CERRITO	\$ 550,718
HERCULES	\$ 559,871
LAFAYETTE	\$ 562,818
MARTINEZ	\$ 832,788
MORAGA	\$ 375,341
OAKLEY	\$ 901,139
ORINDA	\$ 424,898
PINOLE	\$ 424,676
PITTSBURG	\$ 1,516,123
PLEASANT HILL	\$ 766,742
RICHMOND	\$ 2,462,068
SAN PABLO	\$ 694,756
SAN RAMON	\$ 1,749,855
WALNUT CREEK	\$ 1,564,904
City Total	\$ 21,330,784
County Total	\$ 21,876,656
Grand Total	\$ 43,207,439

MARIN	
BELVEDERE	\$ 54,086
CORTE MADERA	\$ 214,326
FAIRFAX	\$ 172,150
LARKSPUR	\$ 284,118
MILL VALLEY	\$ 338,084
NOVATO	\$ 1,226,494
ROSS	\$ 62,176
SAN ANSELMO	\$ 293,470
SAN RAFAEL	\$ 1,355,772
SAUSALITO	\$ 167,184
TIBURON	\$ 217,849
City Total	\$ 4,385,709
County Total	\$ 5,397,145
Grand Total	\$ 9,782,854

NAPA	
AMERICAN CANYON	\$ 461,977
CALISTOGA	\$ 122,038
NAPA	\$ 1,798,902
ST HELENA	\$ 140,301
YOUNTVILLE	\$ 72,371
City Total	\$ 2,595,589
County Total	\$ 3,594,915
Grand Total	\$ 6,190,503

SAN FRANCISCO

City Total	\$ 11,048,960
County Total	\$ 10,275,187
Grand Total	\$ 21,324,147

See next page for San Mateo

SAN MATEO		
ATHERTON	\$	165,700
BELMONT	\$	628,377
BRISBANE	\$	110,315
BURLINGAME	\$	670,266
COLMA	\$	39,614
DALY CITY	\$	2,434,607
EAST PALO ALTO	\$	688,462
FOSTER CITY	\$	747,327
HALF MOON BAY	\$	284,893
HILLSBOROUGH	\$	267,318
MENLO PARK	\$	761,999
MILLBRAE	\$	523,191
PACIFICA	\$	849,388
PORTOLA VALLEY	\$	111,467
REDWOOD CITY	\$	1,918,937
SAN BRUNO	\$	1,016,809
SAN CARLOS	\$	654,397
SAN MATEO	\$	2,290,990
SOUTH SAN FRANCISCO	\$	1,444,491
WOODSIDE	\$	132,766
City Total	\$	15,741,313
County Total	\$	14,602,846
Grand Total	\$	30,344,159
SANTA CLARA		
CAMPBELL	\$	955,284
CUPERTINO	\$	1,305,240
GILROY	\$	1,235,825
LOS ALTOS	\$	706,370
LOS ALTOS HILLS	\$	199,122
LOS GATOS	\$	706,879
MILPITAS	\$	1,686,867
MONTE SERENO	\$	83,187
MORGAN HILL	\$	978,799
MOUNTAIN VIEW	\$	1,740,147
PALO ALTO	\$	1,524,765
SAN JOSE	\$	23,122,464
SANTA CLARA	\$	2,758,477
SARATOGA	\$	681,237
SUNNYVALE	\$	3,304,134
City Total	\$	40,988,796
County Total	\$	32,202,011
Grand Total	\$	73,190,807

SOLANO		
BENICIA	\$	620,997
DIXON	\$	430,860
FAIRFIELD	\$	2,512,134
RIO VISTA	\$	197,859
SUISUN CITY	\$	656,236
VACAVILLE	\$	2,177,693
VALLEJO	\$	2,615,968
City Total	\$	9,211,746
County Total	\$	12,330,284
Grand Total	\$	21,542,031

SONOMA		
CLOVERDALE	\$	202,823
COTATI	\$	168,249
HEALDSBURG	\$	267,584
PETALUMA	\$	1,351,184
ROHNERT PARK	\$	942,407
SANTA ROSA	\$	3,909,077
SEBASTOPOL	\$	174,055
SONOMA	\$	249,100
WINDSOR	\$	610,581
City Total	\$	7,875,059
County Total	\$	12,330,284
Grand Total	\$	20,205,344

REGION

City Total	\$	146,114,983
County Total	\$	138,598,765
Grand Total	\$	284,713,748

Estimate of STA Revenue-Based Distribution of March 29, 2017 Transportation Deal

Bay Area Transit Operators Estimates	Annual Amount
Statewide STA Funding	\$ 250,000,000
Alameda CTC - Corresponding to ACE	\$ 174,413
Caltrain	\$ 3,628,873
County Connection	\$ 410,147
City of Dixon	\$ 3,182
ECCTA (Tri Delta Transit)	\$ 189,952
City of Fairfield	\$ 80,151
Golden Gate Transit	\$ 3,212,280
City of Healdsburg	\$ 336
Livermore Amador Transit Authority	\$ 165,786
Marin Transit	\$ 598,293
Napa Valley Transit Authority	\$ 41,430
City of Petaluma	\$ 9,306
City of Rio Vista	\$ 732
SamTrans	\$ 2,231,729
City of Santa Rosa	\$ 91,090
Solano County Transit	\$ 187,131
Sonoma County Transit	\$ 98,628
City of Union City	\$ 28,048
Valley Transportation Authority	\$ 8,586,427
VTA - Corresponding to ACE	\$ 186,710
WCCTA (Western Contra Costa Transit Authority)	\$ 214,945
WETA	\$ 882,945
SUBTOTAL	\$ 21,022,533
AC Transit	\$ 6,494,389
BART	\$ 14,920,667
SFMTA	\$ 27,174,911
SUBTOTAL	\$ 48,589,967
Total Revenue Based Funds	\$ 69,612,500
Population Based Funds	\$ 24,375,000
Bay Area Grand Total	\$ 93,987,500

Note: Shares are based on FY 2014-15 revenue-based factors. Actual funding levels will vary based on revenue received and individual operator shares. Assumes a \$250 M STA Program

Estimate of Transit State of Good Repair Funding Distributed via STA Formula

Bay Area Transit Operators Estimates	
Statewide Funding for State of Good Repair	\$ 105,000,000
Alameda CTC - Corresponding to ACE	\$ 73,254
Caltrain	\$ 1,524,127
County Connection	\$ 172,262
City of Dixon	\$ 1,336
ECCTA (Tri Delta Transit)	\$ 79,780
City of Fairfield	\$ 33,664
Golden Gate Transit	\$ 1,349,158
City of Healdsburg	\$ 141
Livermore Amador Transit Authority	\$ 69,630
Marin Transit	\$ 251,283
Napa Valley Transit Authority	\$ 17,401
City of Petaluma	\$ 3,908
City of Rio Vista	\$ 307
SamTrans	\$ 937,326
City of Santa Rosa	\$ 38,258
Solano County Transit	\$ 78,595
Sonoma County Transit	\$ 41,424
City of Union City	\$ 11,780
Valley Transportation Authority	\$ 3,606,299
VTA - Corresponding to ACE	\$ 78,418
WCCTA (Western Contra Costa Transit Authority)	\$ 90,277
WETA	\$ 370,837
SUBTOTAL	\$ 8,829,464
AC Transit	\$ 2,727,643
BART	\$ 6,266,680
SFMTA	\$ 11,413,463
SUBTOTAL	\$ 20,407,786
Total Revenue Based Funds	\$ 29,237,250
Population Based Funds	\$ 10,237,500
Bay Area Grand Total	\$ 39,474,750

Estimate of Bay Area STIP Funding Increases from March 29, 2017 Deal

(Dollars in millions)

County	One \$825 M Time Backfill	Annual Increase
Alameda	\$ 28.56	\$ 7.37
Contra Costa	\$ 19.54	\$ 5.04
Marin	\$ 5.34	\$ 1.38
Napa	\$ 3.51	\$ 0.91
San Francisco	\$ 14.49	\$ 3.74
San Mateo	\$ 14.76	\$ 3.81
Santa Clara	\$ 33.93	\$ 8.75
Solano	\$ 8.85	\$ 2.28
Sonoma	\$ 10.88	\$ 2.81
Region	\$ 139.86	\$ 36.08

Assumptions:

One-time funding estimate assumes all \$825 M distributed through the RTIP

Annual estimate assumes adjustment in variable rate gas tax generates \$284 M for STIP per year



Memorandum

6.1

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DATE:	April 3, 2017
SUBJECT:	San Pablo Avenue Multimodal Corridor Project (PN 1475.000): Professional Services Agreement A17-0071 with Kimley-Horn & Associates; and funding agreement with Contra Costa Transportation Authority and West Contra Costa Transportation Advisory Committee
RECOMMENDATION:	Approve and authorize the Executive Director, or a designee to negotiate and execute the Professional Services Agreement A17-0071 with Kimley-Horn & Associates for a not-to-exceed amount of \$3,650,000 to provide Planning and Engineering Services for the San Pablo Avenue Multimodal Corridor Project (Project) and authorize executing a funding agreement with the Contra Costa Transportation Authority and the West Contra Costa Transportation Advisory Committee to receive their contribution of \$250,000 for the Project.

Summary

The Alameda County Transportation Commission (Alameda CTC) is initiating the San Pablo Avenue Multimodal Corridor Project (Project). In 2016, the Commission approved three countywide modal plans (the Goods Movement Plan, Transit Plan, and Multimodal Arterials Plan), and AC Transit completed its Major Corridors Study, all of which identified San Pablo Avenue as a critical multijurisdictional arterial serving transit, goods movement, auto, bicycle and pedestrian needs. In addition, significant land use planning, local planning efforts, and economic development initiatives have focused on San Pablo Avenue, where major development is underway and anticipated for the future.

This Project will build upon existing transportation planning and land use planning efforts along the corridor to develop an implementable multimodal improvement plan for the San Pablo Avenue corridor. The Project seeks to advance the corridor through alternatives development and to prepare and finalize appropriate Caltrans project initiation documents to prepare projects for the next phase of project delivery.

The Commission allocated \$3,000,000 of Measure BB funds in the 2016 Comprehensive Investment Program to the Project, with an additional \$1,000,000 programmed for fiscal year 17/18. Given that San Pablo Avenue is a multi-county facility, Alameda CTC is partnering with the Contra Costa Transportation Authority (CCTA) and the West County Transportation Advisory Committee (WCCTAC) to include Contra Costa County in the

Project. CCTA has committed to contributing \$250,000 of local Measure J sales tax funding to the project. Staff has coordinated closely with local jurisdictions, Caltrans, and AC Transit to define the scope of work for the Project and procure a consultant team.

In order to provide the consultant resources necessary for the successful delivery of the Project, Request for Proposals (RFP) #R17-0007 for Professional Services was released in January 2017. Four proposals were received by the proposal due date, February 13, 2017. The selection panel, consisting of representatives from the AC Transit, Caltrans, Emeryville, Oakland, Berkeley, Albany, WCCTAC and Alameda CTC reviewed the proposals and shortlisted two firms. Interviews were held on March 22nd and, at the conclusion of its evaluation, the selection panel selected Kimley-Horn & Associates as the top-ranked firm.

Staff recommends that the Commission approve and authorize the Executive Director, to negotiate and execute Professional Services Agreement A17-0071 with Kimley-Horn & Associates for a not-to-exceed amount of \$3,650,000 to provide Planning and Engineering Services. In addition, staff recommends that the Commission authorize the Executive Director, or a designee to execute a funding agreement with the Contra Costa Transportation Authority and the West Contra Costa Transportation Advisory Committee to receive their contribution of \$250,000 for the Project.

Background

The San Pablo Avenue Corridor is a critical interjurisdictional arterial corridor that traverses four cities in Northern Alameda County (Oakland, Emeryville, Berkeley, and Albany) and portions of Western Contra Costa County (including El Cerrito, Richmond, San Pablo, and unincorporated Contra Costa County), providing north-south connections throughout the inner East Bay paralleling Interstate 80 (I-80). It is a multi-purpose corridor in the broadest sense: it traverses diverse neighborhoods, serving thriving commercial districts, major trip generators, and both well-established and transitioning residential neighborhoods; it serves local, regional, and interregional trips; and it plays a critical role in the networks of all modes. The portion of San Pablo Avenue from West MacArthur Boulevard in Emeryville to Cutting Boulevard in Richmond is State Route 123 and thus subject to Caltrans jurisdiction.

San Pablo Avenue carries up to 27,500 average daily vehicles of all types, including autos, buses, shuttles and trucks. Nearly 17,800 daily transit riders traverse the corridor on Alameda-Contra Costa Transit District (AC Transit) bus routes. The corridor includes many high-activity pedestrian areas, and is an important bicycling route, with bike facilities existing or planned on San Pablo Avenue itself or on adjacent bicycle boulevards. The corridor is a designated truck route, serving commercial and industrial uses throughout the corridor. As a portion of a dedicated state route, San Pablo Avenue plays a key role in relieving freeway traffic during incidents and is part of the overall I-80 Integrated Corridor Mobility Project (ICM), also known as the I-80 Smart Corridor.

The corridor is also very important from a land use and economic development perspective. There is currently significant development growth occurring along the corridor which is projected to continue into the future. Several higher-density, mixed use developments have

recently been built, and several more proposals are under consideration. Most segments of San Pablo Avenue have been designated as Priority Development Areas (PDAs) by local jurisdictions, and many cities along the corridor have zoned the area along the corridor to allow higher density infill land uses along San Pablo Avenue.

Project Limits

The project area will extend from the southern terminus of San Pablo Avenue in Downtown Oakland to the northern terminus of AC Transit service on San Pablo Avenue at Hilltop Mall in Richmond. The project will consider the "San Pablo Avenue Corridor" to mean not just San Pablo Avenue, but also nearby parallel roadways and sections of perpendicular roadways in order to understand larger circulation patterns, network effects among parallel and perpendicular streets, infrastructure needs and opportunities for prioritizing different travel modes on different streets.

Project Purpose

This Project seeks to build off of the high-level planning efforts completed throughout the corridor and advance the corridor through alternatives development and prepare and finalize appropriate Caltrans project initiation documents. Alameda CTC is embarking on this corridor study for several reasons:

- *Accommodate anticipated growth:* Improving the person throughput of major arterial roadways like San Pablo is one of the primary remaining opportunities for expanding the capacity of the transportation system. New housing and jobs anticipated to develop along the corridor may result in higher traffic volumes. At the same time, the feasibility of adding new lanes on San Pablo Avenue is limited given the corridor's built-out nature and right-of-way constraints along much of the corridor. New capacity to accommodate growth must be gained through efficiency improvements within the existing right-of-way, and through development of more robust and effective non-auto options to enable more expedient reliable travel via all modes.
- *Address competing demands:* Arterials are an essential component of our transportation systems, connecting communities with each other, serving local and long-distance trips, serving major employment and activity centers, and serving as part of local neighborhoods. This wide range of functions means that arterials can suffer from competing demands and multiple "owners", with competition between modes as well as between uses of space for things such as parking, public space, and landscaping. This multimodal, multijurisdictional project will include participation of all local jurisdictions along the corridor, Caltrans, AC Transit, and BART, and will consult with other appropriate transit operators such as WestCAT and the Emery-Go-Round over the course of the project; all these partners will be essential to defining and advancing substantial improvements to the corridor. The project will also consider the entire San Pablo travel corridor including parallel streets which will help address the competing demands.

- *Improve transit performance and increase ridership:* Despite its strongly transit-supportive land use, transit service in this corridor suffers delays and poor on-time performance due to moderate to severe traffic congestion on several key segments, including near BART stations. In order to increase transit ridership in support of regional and local sustainability goals, local development plans, and growth in PDAs, improving transit performance on San Pablo is critical.
- *Implement Complete Streets:* Over the past decade, the Complete Streets movement has redefined transportation planning by considering how all modes use a city's roadways collectively. Cities along the corridor have developed local Complete Streets policies, but the individual agency activities have not been brought together in a comprehensive, systematic way for the entire San Pablo travel corridor, including San Pablo and parallel streets.
- *Improve safety:* The corridor shows high rates of collisions, affecting the safety of all users. The corridor includes significant pedestrian activity directly along San Pablo, which is expected to increase given the growth and land uses planned for the corridor. Identification and implementation of safety improvements is necessary to make the corridor an inviting and safe place to walk and bike.
- *Stakeholder buy-in:* In order to transition from high-level planning to an implementable multimodal improvement plan, it is necessary to ensure that alternatives are consistent with how residents, merchants, and other stakeholders use the San Pablo Avenue corridor (or wish to use the corridor) and to assess the acceptability of proposed modifications to the corridor.

There is ample opportunity in the San Pablo Corridor to improve efficiency and safety for all modes, reduce conflicts, enhance the corridor's ability to carry more people in a more reliable manner, and better serve everyone using the corridor. As such, the purposes of the study are:

- To improve safety for all modes
- To accommodate growth by improving efficiency and reliability and expanding person-throughput within existing right-of-way
- To improve comfort and quality of trip for all users
- To enhance the sense of place throughout the corridor and support local land use and economic development priorities

Procurement: In order to provide the consultant resources necessary for the successful delivery of the Project, Alameda CTC released RFP #R17-0007 in January 2017. Alameda CTC received four proposals on February 13, 2017 from the following firms:

- Cambridge Systematics, Inc.
- CDM Smith, Inc.
- Kimley Horn & Associates, Inc.

- MIG, Inc.

An independent selection panel composed of representatives from AC Transit, Caltrans, Emeryville, Oakland, Berkeley, Albany, WCCTAC and Alameda CTC reviewed the proposals and shortlisted two (2) firms. Consultant interviews were conducted on March 22, 2017.

Proposers were evaluated and scored based on the following criteria:

- Knowledge and Understanding of the required services and scope of work.
- Management Approach and Staffing Plan to performing scope of work efficiently and effectively. The ability and willingness to work within a managed contract budget, scope of work, and schedule of deliverables.
- Qualifications of the Proposer Firm and ability of the consultant team and key staff in performing the scope of work
- Effectiveness of Interview – Overall interview discussions and presentation.
- Ability to meet or exceed applicable LBE and SLBE Goals: This RFP and the resulting Contract are subject to the Local Business Contract Equity Program established by Alameda CTC.

At the conclusion of the evaluation process, the selection panel ranked the two teams in the following order:

1. Kimley-Horn & Associates
2. CDM Smith

The Professional Services Agreement scope will include:

- Stakeholder and community engagement
- Detailed existing conditions and market analysis
- Establishment of project purpose, goals and performance measures
- Alternatives development, evaluation and refinement
- Conceptual engineering, environmental analysis and cost estimates for a limited set of alternatives
- Initiation of project development

Kimley-Horn & Associates is a well-established local firm and its team is comprised of several Alameda CTC certified local, small local, and very small local firms. In the event Alameda CTC does not reach agreement with Kimley-Horn & Associates, negotiations will proceed with the second highest ranked proposer from the ranking list, shown above.

Recommendation: Staff recommends that the Commission approve and authorize the Executive Director, or his designee, to negotiate and execute Professional Services Agreement A17-0071 with Kimley-Horn & Associates for a not-to-exceed amount of \$3,650,000 to provide Planning and Engineering Services. It is anticipated to be a two-year effort.

In addition, staff recommends that the Commission authorize the Executive Director, or his designee, to execute a funding agreement with CCTA and WCCTAC to receive their \$250,000 contribution to the Project.

Levine Act Statement: The Kimley-Horn & Associates Team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The action will authorize the encumbrance of \$2,700,000 in previously allocated Project funds (Measure BB) and an additional \$700,000 in Project funds (Measure BB) pending approval of the 2018 CIP, for subsequent expenditure. This amount is included in the Project Funding Plan, and sufficient budget has been included in the Alameda CTC Adopted FY2016-17 Operating and Capital Program Budget. The additional \$250,000 will be provided by CCTA, in partnership with WCCTAC, through a funding agreement.

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Memorandum

6.2

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DATE: April 3, 2017

SUBJECT: Update on Transportation Demand Management (TDM)

RECOMMENDATION: Receive an update on Alameda CTC's TDM activities and the next steps of the TDM Program.

Summary

Many of the activities, projects, and programs undertaken by the Alameda CTC contribute to our overall transportation demand management goal of supporting travel during non-peak periods and by modes other than driving alone. Alameda CTC also manages a specific Transportation Demand Management (TDM) Program, which brings together program specific strategies and efforts that complement our broader planning and projects portfolio in order to ensure coordinated and efficient delivery of TDM strategies. Alameda CTC is working to unite current activities into a comprehensive TDM program with an enhanced focus on the following major work areas: communications and promotion, regional coordination, and local government outreach and engagement. Bringing various efforts together as part of one coordinated program allows Alameda CTC to identify synergies between efforts and most efficiently deliver these programs throughout the county. Alameda CTC approaches TDM as a way to leverage the multimodal infrastructure investments being made throughout the county. Staff will present an update on our comprehensive TDM activities and efforts that have been identified for future implementation.

Background

Transportation Demand Management (TDM) strategies have historically include a disparate collection of activities, including promotion, incentives, and education to encourage and support ridesharing, bicycling, walking, taking public transit, telecommuting, and flex work schedules, as well as parking management. This multi-pronged approach allows residents, employees, and visitors to Alameda County to have a wide range of choices for travel. There are several TDM efforts currently managed by the Alameda CTC that are designed to support travel during non-peak periods and by modes other driving alone; they include:

- Guaranteed Ride Home (GRH) Program

- Commute Choices website
- Countywide Bicycle Safety Education and Training
- Safe Routes to School Program
- Affordable Student Transit Pass Program
- Travel Training for Seniors and People with Disabilities
- iBike advertising campaign (run in conjunction with Bike to Work Day)

In addition, Alameda CTC plans, funds, and delivers multimodal infrastructure needed to support safe and convenient travel by all modes. Alameda CTC approaches TDM as a way to leverage the multimodal infrastructure investments being made throughout the county. Some of these efforts include:

- Alameda CTC's Countywide Transit, Bicycle, Pedestrian, Multimodal Arterial, and Goods Movement Plans
- Alameda CTC's Multimodal Corridor Studies
- I-580 Express Lanes
- Public transit operations funding
- Public transit infrastructure investments
- Bicycle and pedestrian direct local distribution funding to cities

In order to ensure comprehensive and efficient delivery of TDM strategies, Alameda CTC is working to unite current activities into a comprehensive TDM program with an enhanced focus on the following major work areas: communications and promotion, regional coordination, and local government outreach and engagement. Staff will present an update on our comprehensive TDM approach, current TDM activities, and efforts that have been identified for future implementation.

Fiscal Impact: There is no fiscal impact.

Staff Contact

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