



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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Commission Vice Chair
Supervisor Richard Valle, District 2

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City of Albany
Mayor Peter Maass

City of Berkeley
Councilmember Kriss Worthington

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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

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Mayor Pauline Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Planning, Policy and Legislation Committee

Monday, July 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

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



Meeting Schedule

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

Paperless Policy

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

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Planning, Policy and Legislation Committee Meeting Agenda Monday, July 10, 2017, 11:15 a.m.

1111 Broadway, Suite 800, Oakland, CA 94607

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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 June 12, 2017 PPLC meeting minutes.](#)

1 A

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

3 I

5. Legislation

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

7 A/I

6. Committee Member Reports

6.1. [Niles Canyon Trail Project Update](#)

15 I

7. Staff Reports

8. Adjournment

Next Meeting: September 11, 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, June 12, 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 Halliday, Commissioner Worthington, Commissioner Marchand and Commissioner Chan.

Subsequent to the roll call

Commissioner Halliday and Commissioner Worthington arrived during item 5.1. Commissioner Campbell-Washington arrived as an alternate for Commissioner Chan during item 5.1.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approval of the May 8, 2017 PPLC meeting minutes.

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

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

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

5. Legislation

5.1. Update on state, regional, local, and federal legislative activities and new legislation.

Tess Lengyel provided an update on federal, state and local legislative activities and new legislation. She provided information on the Administration's proposed federal budget. On the state side, Ms. Lengyel updated the committee on the May revise and Senate Bill (SB) 1 revenue and funding. She also provided an update on SB 611 which addresses disabled persons parking placard abuse and Regional Measure 3 development.

Commissioner Kaplan requested clarification on the schedule for cities to meet the California Transportation Commission guidelines for road maintenance rehabilitation projects. Ms. Lengyel stated that Alameda CTC will provide additional information about the CTC guideline development process to cities, transit operators and the county.

Commissioner Halliday requested that Alameda CTC send the schedule and deadlines for SB 1 new funding programs to the Alameda CTC technical committee members.

Commissioner Kaplan asked if there will be a list of projects in SB 595. Ms. Lengyel stated that according to the MTC Legislative Committee, the bill will have a list of projects potentially by mid-July as it goes through legislative committee processes.

Commissioner Haggerty noted that Alameda County projects need to be clarified for what the true priorities are since the Alameda CTC list is so large.

6. Planning and Policy

6.1. Congestion Management Program 2016 Performance Report Update

Matthew Bomberg provided an update on the 2016 Congestion Management Program Performance Report. He stated that the Performance Report tracks trends in a series of performance measures. Mr. Bomberg covered population and job growth, commute patterns and data surrounding commute modes and freeway and transit performance. Mr. Bomberg concluded by providing collision data and information on housing production.

A public comment was heard on this item by Jane Kramer, who requested clarification on commute modes.

Commissioner Kaplan noted that the percentage of growth of AC Transit, Ferries and BART exceeds the motor vehicle growth, which could also help incentivize connecting jobs to transit.

Commissioner Halliday asked if there was a way to drill down by jurisdictions. Tess stated that the report is analyzed on a county level.

This item was for information only.

7. Committee Member Reports

There were no committee member reports.

8. Staff Reports

There were no staff reports.

9. Adjournment/ Next Meeting

The next meeting is:

Date/Time: July 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: July 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 June 12, 2017, Alameda CTC reviewed one Draft Environmental Impact Report. Comments were submitted on this document and are included as Attachment A.

Fiscal Impact: There is no fiscal impact.

Attachment

- A. Response to the Draft Environmental Impact Report for the proposed 1300 San Pablo Avenue Outpatient Center Project in Berkeley

Staff Contacts

[Saravana Suthanthira](#), Principal Transportation Planner

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May 31, 2017

Greg Powell
Principal Planner
City of Berkeley Planning and Development Department
1947 Center Street, 2nd Floor
Berkeley, CA 94704

SUBJECT: Response to the Draft Environmental Impact Report for the Proposed 1300 San Pablo Avenue Outpatient Center Project

Dear Mr. Powell,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the 3100 San Pablo Avenue Outpatient Center Project located in the City of Berkeley. The 4.1-acre project site comprises an entire block bounded by San Pablo Avenue to the east, Folger Avenue to the north, the Emeryville Greenway bicycle path to the west, and 67th Street to the south. The site currently has an existing approximately 405,000 square foot mixed-use commercial and light industrial building known as "Foundry 31" building that covers majority of the site. Portions of the building are also located in the Cities of Oakland and Emeryville, and a memorandum of understanding establishes the City of Berkeley as the lead city for the land use approvals. The project would establish the BayHealth Outpatient Center, a 97,443 square foot medical office use, including outpatient services and an urgent care component. This would involve changing approximately 97,443 square feet of space in the existing building from office space that was part of or ancillary to the former light industrial uses to the proposed Outpatient Center use. The medical facility would be located in the eastern portion of the existing building on portions of the first and second floors, plus all of the third and fourth floors.

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

- The following Metropolitan Transportation Commission designated Metropolitan Transportation System roadways are located in the project area and have been analyzed for the project impacts in the DEIR:
 - Interstate 80/580
 - San Pablo Avenue (SR 123)
 - Ashby Ave (SR 13)
 - Dwight Way
- The Alameda CTC's Congestion Management Program (CMP) doesn't establish thresholds of significance for performance analysis of the designated roadways for the purposes of Land Use Analysis Program (LUAP). Please modify the language on pages 92 and 93 of the DEIR to reflect this correctly.

- Page 103, Impact T-3, outlines the findings of segment-level LOS forecasts for 2020 and 2040 for the CMP roadways. The LOS analysis finds that the impacts to the CMP roadway segments analyzed will be less than significant, in line with the thresholds identified in the DEIR.
- Alameda CTC notes that the near term impacts of the project on the intersections of San Pablo Avenue/Dwight Way and San Pablo Avenue/Ashby Avenue would be mitigated with implementing dedicated left turn lanes, for which the project sponsor will pay the fair share cost. However, no feasible geometric or operational improvement measures to mitigate the impacts to the intersection of Ashby Avenue/7th Street is available. Similarly, long term impacts to these key intersections are found to be significant and unavoidable. In this regard, a Transportation Demand Management (TDM) Plan is proposed as a Mitigation Measure (MM T-1) anticipated to address some level of project impacts.
- Regarding the intersection of San Pablo Avenue/67th Street, signalization of the intersection is proposed as the mitigation measure to address both short and long term impacts. However, since this intersection is located in the City of Oakland, for which the City of Berkeley cannot ensure implementation, the DEIR identifies the impact to be significant and unavoidable. In this regard, Alameda CTC suggests that the DEIR include proposed steps for coordination between the cities to facilitate implementation of the mitigation measure.
- The DEIR states that the project sponsor will prepare a Transportation Demand Management (TDM) Plan for City of Berkeley's review and approval prior to occupancy as Mitigation Measure T-1. Regarding the elements identified for the TDM Plan, the proposed coordination efforts with the Emery Go-Round and West Berkeley shuttle services should also include providing increased shuttle service to the project site. Additionally, another TDM element, parking management strategies referenced on page 98, appears to be missing from the DEIR. Please ensure that it is included and that the strategies are effective.
- Alameda CTC notes that the project impact to transit is found to be less than significant. Alameda CTC recommends improvements to nearby bus and shuttle stop facilities for better and safer access to the project site and to ensure that the bus and shuttle stop locations near the project site are coordinated to avoid any operational conflicts.
- Considering that the facility will be accessed by people using paratransit services, the DEIR should include additional details to ensure better access points for paratransit to the facility.
- Alameda CTC finds that there will be a less than significant impact on pedestrian and cyclist travel as a result of the project. However, the DEIR should include information on more recently adopted local bicycle plans and also refer to the Alameda CTC's Countywide Multimodal Arterial Plan and Bicycle and Pedestrian Plans.

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,



Saravana Suthanthira
Principal Transportation Planner

cc: Chris Van Alstyne, Assistant Transportation Planner



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

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• www.AlamedaCTC.org

DATE: July 3, 2017

SUBJECT: July Legislative Update

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

Summary

The July 2017 legislative update provides information on federal legislative activities and the federal budget, an update on the state budget and transportation funding, and information on state 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

Alameda CTC staff will provide a verbal update on federal legislative activities and the federal budget.

State Update

Platinum Advisors, Alameda CTC's state lobbying firm, provided the following updates on the state budget and transportation funding.

Budget

The budget bill and numerous trailer bills were approved and sent to the Governor with several hours to spare on June 15th. There remain a handful of trailer bills still pending, and

most of those will be sent to the Governor in the next week; although, trailer bills have until the end of the session if needed to pass both floors and head to the Governor.

Governor Jerry Brown and legislative leadership announced a budget deal on June 14th. There were not many surprises that emerged from the deal adopted by the Budget Conference Committee or in the majority of budget trailer bills. However, the Governor still has line-item-veto power to reduce funding as he sees fit, and there are several funding earmarks that may not pass muster with the Governor. The 2017-18 Budget includes \$125.1 billion in General Fund spending, and \$9.9 billion in total reserves—\$1.4 billion in the regular reserve and \$8.5 billion in the Rainy Day Fund. The following highlights the content of the budget bill, the transportation trailer bills, and the more controversial trailer bills sent to the Governor.

Transportation Funding

The Governor's May Revise for transportation funding focused on implementing SB 1 programs. The approved budget includes the funding proposed in the Governor's May Revise for SB 1 programs.

- **State Transit Assistance (STA):** STA allocations are increased by \$305 million, for a total 2017-18 STA allocation of \$694 million. This amount includes the SB 1 increase of \$305 million, \$294 million in base STA formula allocations, \$75 million cap & trade auction revenue for the Low Carbon Transit Operations Program, and a lingering \$25 million in Prop 1B funds that remains available for transit operators.
- **Active Transportation Program (ATP):** \$100 million will be available for ATP projects in 2017-18.
- **Transit & Intercity Rail Capital Program:** An additional \$330 million is available for this program in 2017-18, which includes \$85 million loan repayment funds. This would be in addition to the anticipated \$150 million in cap & trade auction revenue.
- **Intercity & Commuter Rail Program:** \$25 million will be allocated by the California State Transportation Agency (CalSTA) to intercity and commuter rail operators in 2017-18.
- **Local Partnership Program:** \$200 million is available for the Local Partnership Program, which would be used to match local transportation sales tax revenue and voter-approved developer fees.
- **Congested Corridors Program:** \$250 million is appropriated to the Congested Corridors Program.
- **Trade Corridor Enhancement Program:** \$200 million for projects improving major trade corridors will be available in 2017-18.

- **Local Streets & Roads Funds:** \$445 million in new SB 1 revenue is expected to be allocated to cities and counties for local street and road maintenance projects.

Housing: Although the Assembly Budget Committee adopted \$400 million in funding for affordable housing, the Conference Committee ultimately deleted the appropriation. The budget contains minimal bumps for specific housing projects, \$40 million for navigation centers, and \$20 million for the Emergency Solutions Grant Program.

Cap & Trade: The budget does not contain the Administration's proposed extension of the Cap & Trade program. The budget only appropriates cap & trade money sufficient to fund support staff costs. Adoption of an expenditure plan will be tied to an extension vote that will not occur until the end of session.

Budget Trailer Bills

SB 96 Recall Election Provisions: One controversial trailer bill that occupied a lot of time and debate in the Legislature changes the elections code impacting Senator Josh Newman's potential recall election. This measure contains several pieces relating to the 2017-18 Budget Act; however, the provisions pertaining to recall elections drew fire from Republican legislators. Current law allows electors to collect signatures over 160 days and submit them to the Secretary of State who certifies that sufficient signatures were gathered. Upon that certification, the Governor calls a recall election within 60 to 80 days or in cases that a regular election is within 180 days, the recall election may be consolidated with the regular election. The trailer bill would do the following:

- After the Secretary of State (SOS) notifies a county elections official that a recall petition has received enough signatures to warrant an election, the SOS would allow 30 business days for voters to withdraw their signatures from the petition.
- After 30 business days have passed, within 10 days, the county elections officials would report the number of signatures that were withdrawn.
- If enough signatures remain to initiate the recall election, the Department of Finance, in consultation with elections officials and the SOS, would estimate both the costs of a special election and the costs of including the measure as part of the next regular election.
- The Joint Legislative Budget Committee would then have 30 days to review and comment on the cost estimates.
- The cost estimates would be posted on the SOS website.
- Up to \$5 million would be provided for the recall election.
- Instead of verifying signatures using a random sampling, each signature would need to be verified.

AB 119 General Government. This bill contains primarily noncontroversial changes related to general government operations; however, there is one section AB 119 that is sparking some debate. Section 2 would create a new process requiring state and local entities to negotiate with union representatives on when, where, and how unions may access new employee orientations. Specifically, the public employer must give the union not less than 10 days' notice in advance of the orientation. The structure, time, and manner of the union's access is determined through mutual agreement of the parties. If parties do not reach agreement within a specified time following the initial request to bargain or after the first meeting of the parties, either party may demand compulsory interest arbitration. The decision of the arbitrator is final and binding on the parties. Additionally, the parties split costs of arbitration.

AB 115 Transportation: AB 115 is one of two transportation related trailer bills. This bill has been approved and is pending on the Governor's desk. AB 115 contained the non-controversial trailer bill proposals released by the Governor as part of the May Revise. This bill includes the SB 1 Clean-up changes, which primarily adds language to various sections clarifying the amount of revenue that will be allocated to programs in the 2017-18 fiscal year. This clarification is needed to address the fact that the fuel tax revenue will only be collected for 8 months of the fiscal year. The changes also allow the Controller to adjust the amounts allocated to "true-up" the allocations during the final months of the fiscal year.

In addition, AB 115 contains the project acceleration provisions. These provisions expand the use of construction manager/general contractor and design-build methods of project delivery. However, the expansion of this authority primarily focuses on the delivery of the projects in Riverside County that were funded in SB 132, which was one of the deal maker bills. This bill also allows for Active Transportation Program projects to be advanced through the use of the letter-of-no-prejudice process. There are several other changes related to the Highway Patrol operations, and the assessment of property originally acquired for the 710 freeway project.

AB 118 Transportation: This transportation trailer remains in the legislature because additional time was needed to reach an agreement of several provisions. AB 118 includes language to implement the Advanced Mitigation Program, and language to implement the Trade Corridor Enhancement Account.

The Trade Corridor Enhancement Account language generally recasts the existing Trade Corridors Improvement Fund that was created as part of Prop 1B. This renamed account is where 10 cents of the diesel excise tax revenue in SB 1 is deposited, and the federal FAST Act funds are also deposited into this account. The language directs the California Transportation Commission (CTC) to develop guidelines that incorporate the following provisions:

- 60 percent of the funds shall be available for projects nominated by regional transportation agencies and other public agencies. The CTC shall provide reasonable geographic corridor based targets.

- 40 percent of the funds shall be available for projects nominated by the California Department of Transportation (Caltrans) in consultation with regional transportation agencies.
- Funds shall not be allocated to a project that includes the purchase of fully automated cargo handling equipment, and funds shall be awarded to projects that include a fueling station for diesel, natural gas or other combustion fueling station located within one-half mile of a disadvantaged community, or within a low-income community.
- CTC shall prioritize projects jointly nominated by Caltrans and regional or other public agencies.
- The CTC shall consider economic benefits of projects that improve trade corridor mobility and safety while also improving emissions, and in particular reducing negative impacts to disadvantaged communities.
- The CTC may give priority for funding to projects with a higher level of local or other funding commitments.

SB 1 Implementation Workshops

The CTC held a two-day session to kick-off the guideline development process. This initial meeting allowed the Commission to outline its role and to gather comments on issues that should be addressed during the workshop process. Since there are numerous funding programs the CTC will administer, the CTC will attempt to schedule the workshops for specific programs consecutively on the same day to make it easier to attend and participate in these workshops. Anyone can sign-up to receive notices for any SB 1 program at:

http://catc.ca.gov/programs/SB_1/Workgroup_sign-up_form.pdf

In addition the CalSTA has scheduled two workshops to update the guidelines for transit funding programs. This includes updating the Transit and Intercity Rail Program guidelines, the Low Carbon and Transit Operations Program, and the SB 1 funds allocated to the State Transit Assistance program. The first hearing is scheduled for Monday, June 26 in Los Angeles, and in Sacramento on June 27th from 1:00-2:00 p.m. at the Caltrans HQ Basement Board Room. These workshops will also be webcast at:

http://ctmedia.dot.ca.gov/webcast/live/live_event.asp?stream=calsta

Regional Measure 3

Alameda CTC has been engaged in development of Regional Measure 3 (RM3) led by the Metropolitan Transportation Commission (MTC). If voters pass RM3, a bridge toll increase would fund congestion-relief projects and improve mobility in the bridge corridors. Alameda CTC adopted a list of candidate projects in January 2017 and submitted them to MTC.

In April 2017, SB 595 (Beall) was introduced as the placeholder bill for Regional Measure 3. The bill reserves for future discussions the important policy questions such as toll increase amount, projects to be funded, and election date. The Senate passed the bill on May 31, and the bill was referred to the Assembly Committee on Transportation on June 12. Alameda CTC took a support position on SB 595 in May 2017.

In June 2017, MTC developed a proposed framework for RM3 including a \$3 bridge toll increase and a draft set of projects and operational categories. MTC's draft framework is available at <https://mtc.legistar.com/MeetingDetail.aspx?ID=546572&GUID=BCA95F31-2213-4D5E-88EE-324F81008B12&Options=info&Search=>.

Alameda CTC will continue to work with MTC and state representatives to support Alameda County transportation needs.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC 2017 Legislation Program

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

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

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none"> Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures. Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled, or other reliable means. Support efforts that protect against transportation funding diversions and overall increase transportation funding. Support new funding sources for transportation. 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
		<ul style="list-style-type: none"> • Support innovative financing opportunities to fund TOD and PDA implementation.
	Expand multimodal systems and flexibility	<ul style="list-style-type: none"> • Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people, including addressing parking placard abuse, and do not create unfunded mandates. • Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education. • 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.



Memorandum

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 3, 2017

SUBJECT: Niles Canyon Trail Project

RECOMMENDATION: Receive an update on the Niles Canyon Trail Project.

Summary

The Niles Canyon Trail Project proposes to construct a Class I multi-use pathway connecting from Vallejo Mills Park in the Niles District of the City of Fremont to the Town of Sunol, a distance of approximately 6 miles. The project would traverse the Niles Canyon corridor which is also shared by State Route 84, the Union Pacific Railroad Oakland Subdivision, the Niles Canyon Railway, the Sunol Aqueduct, and the Alameda Creek. The project is being jointly developed by Alameda County and the East Bay Regional Parks District, and a feasibility study was completed in 2015. County staff will be present at the July Planning, Policy, and Legislation Committee meeting to provide an informational update on the project.

Attachment:

- A. [Niles Canyon Trail Feasibility Study](#) (hyperlinked to web)
- B. Niles Canyon Trail Presentation

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Niles Canyon Trail Presentation by Supervisor Richard Valle

Alameda County Transportation Commission | July 10, 2017

Niles Canyon

Many historic, cultural, and environmental resources

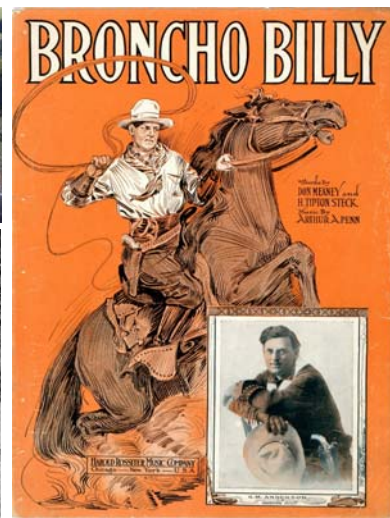
Bike accidents

Major gap between tri-cities and tri-valley regions

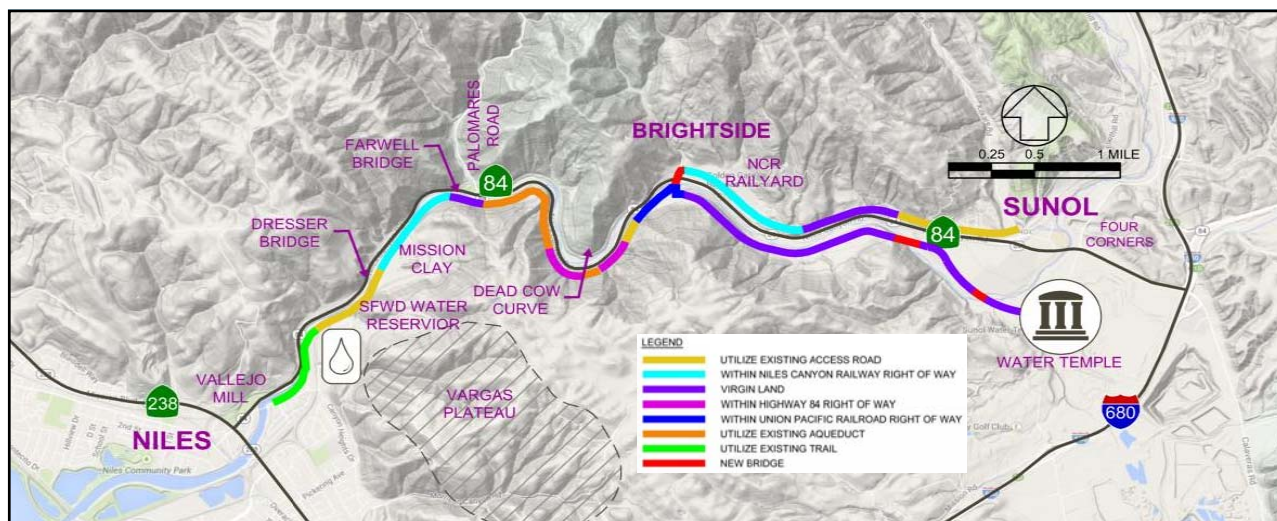
Trail gap closure identified in the EBRPD Master Plan as well as the Alameda County Bike/Ped Plan



Charlie Chaplin



Broncho Billy



Feasibility Study – Niles to Sunol Multi-Use Trail

6 mile-long, 10 feet wide, paved pathway from Niles to the Town of Sunol

3 potential trail options were identified

North Canyon Trail; South Canyon Trail; Rails with Trails

Project Study Report

Completed in April 2017

Report identified a preferred alternative – North Canyon Trail Option

Based on assessment of user experience, impact to environmental and historical resources, and cost to implement

The PSR recommends a phased trail development and provides more detailed engineering for preferred alignment than the Feasibility Study





Niles Canyon Stroll & Roll

October 11, 2015

Fremont Police Department estimated 10,000 participants attended

Most received comment: **Build the trail and hold events like this until it's built!**

NILES CANYON STROLL & ROLL

SEPT 30
2017



6 AM to
12 PM

Bike, walk, or run through Niles Canyon without any vehicle traffic!



(510) 272-6692

www.84strollroll.com



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