



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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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

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Councilmember Dan Kalb

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Mayor Bob McBain

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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, October 9, 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 510-208-7450 (Voice) or 1-800-855-7100 (TTY) five days in advance to request a sign-language interpreter.



Meeting Schedule

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

Paperless Policy

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

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Planning, Policy and Legislation Committee Meeting Agenda Monday, October 9, 2017, 11:15 a.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

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1. Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Consent Calendar

4.1. [Approval of the September 11, 2017 PPLC meeting minutes.](#)

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

5. Legislation

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

6. Planning and Policy

6.1. [Approve and authorize the Executive Director, or a designee, to execute a funding agreement contributing \\$200,000 of Alameda CTC funds to the Metropolitan Transportation Commission for completion of the I-580 Design Alternative Assessment.](#)

6.2. [Approve and authorize the Executive Director, or a designee to negotiate and execute the Professional Services Agreement with Kittelson & Associates, Inc. for a not-to-exceed amount of \\$1,200,000 to provide Planning and Engineering Services for the East 14th/Mission and Fremont Boulevard Multimodal Corridor Project.](#)

6.3. [Receive an update on the evaluation of Year One of the Affordable Student Transit Pass Program Pilot and the launch of Year Two.](#)

7. Committee Member Reports

8. Staff Reports

9. Adjournment

Next Meeting: November 13, 2017

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

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

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Planning, Policy and Legislation Committee
Meeting Minutes
Monday, September 11, 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 July 10, 2017 PPLC meeting minutes.

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

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

Yes: Campbell-Washington, Haggerty, Halliday, Kaplan, Marchand, Mei, Saltzman, Valle, Worthington

No: None

Abstain: None

Absent: None

5. Legislation

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

Tess Lengyel provided an update on federal, state, and local legislative activities and state legislation. She focused her update on discussion and activities regarding Senate Bill (SB) 595, which, if approved by the Legislature and Governor would allow voters in the nine Bay Area counties to vote on a bridge toll increase up to \$3. Ms. Lengyel stated that Alameda CTC staff and Commissioners negotiated with Senator Beall to incorporate amendments in the bill to support Alameda County transportation needs and priorities. She noted that the bill was amended on September 8, 2017 and would need both the Assembly and Senate approvals by September 15, 2017 before the bill could be sent to the Governor. Ms. Lengyel recommended that the Commission reaffirm a support position for SB 595 and direct staff to send letters including thanking Senator Beall for his willingness to renegotiate with Alameda CTC and support projects in the County. She noted that the projects listed in the bill equal approximately \$4.45 billion. She noted that the Alameda CTC language changes and funding requests that the Commission adopted were incorporated into the amended bill.

Commissioner Halliday requested information on the two projects that were added in SB 595. Ms. Lengyel stated that the two projects were previously approved by the Commission, but not included in the original bill, which were:

- I-680/I-880/Route 262 Freeway Connector
- I-680/SR 84 Interchange Reconstruction Project

Commissioner Haggerty thanked staff for their role in advocating for Alameda County interests in SB 595. He stated that the bill is on the Assembly floor and may be approved after the meeting.

Commissioner Haggerty noted that the agency should consider honoring Senator Beall through a formal event for his leadership on SB 1 and SB 595.

Art Dao thanked the leadership of Commissioner Haggerty for his role in advocating for Alameda CTC in regards to SB 595. He also thanked Commissioner Ortiz, Commissioner Carson and the members of the RM3 Ad-hoc Committee for their work on this effort.

Commissioner Haggerty moved to approve staff's recommendation to send support letters. Commissioner Kaplan seconded the motion. The motion passed with the following votes:

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

6. Planning and Policy

6.1. Approve and authorize the Executive Director to execute Amendment No. 1 to the Professional Services Agreement No. A16-0045 with Iteris, Inc. for an additional amount of \$500,000 for a total not-to-exceed amount of \$922,953 and a three-year time extension to provide Professional Services for Overall Multimodal System Monitoring and Modeling Services.

Tess Lengyel stated that this item is requesting authorization to execute an amendment and authorize extending a contract within Alameda CTC's five-year contracting horizon. She then introduced Kristen Villanueva, who recommended that the Commission approve the budget augmentation and time extension for the existing monitoring and modeling services contract with Iteris, Inc. She stated that this contract amendment is exercising the contract extension option provided in the contract procurement, and that this amendment will enable Alameda CTC to continue its efforts in the areas of Travel Model Maintenance/Support and Level of Service and Multimodal Performance Monitoring that are required under the Congestion Management Program legislation.

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

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

6.2. Approve Alameda CTC's Transportation Technology Initiative and Matching Opportunity

Saravana Suthanthira recommended that the Commission approve Alameda CTC's Transportation Technology Initiative and Matching Opportunity. She noted that approval of this item allows Alameda CTC to embark on a feasible and practical approach to leveraging funds for transportation technology and to develop an approach on how the Alameda CTC will in the future address technology in Alameda County. Ms. Suthanthira reviewed Alameda CTC's transportation technology initiative, which is a three pronged approach to advance technology solutions that will 1) provide matching funds to successful IDEA grant applications through MTC's technology grant program for Alameda County member agencies, 2) seek information from local jurisdictions on technology needs through a letter of interest and 3) seek information from technology companies, universities and other organizations to help investigate and validate new data collection methods through a letter of interest. She noted that the item was reviewed and approved unanimously by ACTAC at their September 7, 2017 meeting.

Commissioner Valle asked what the maximum grant amount was. Ms. Lengyel stated that the total grant award maximum from MTC is \$3 Million and the Alameda CTC's proposed support will be towards the 15% local match requirement.

Commissioner Halliday asked if there was any consideration given to projects that address speeding using speeding lights. Ms. Lengyel stated that there will be a series of safety management interests that staff will need to assess in order to determine what types of technologies Alameda CTC would consider.

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

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

6.3. Travel Demand Management (TDM) Update.

Tess Lengyel noted that there are several types of promotional programs across the state and Alameda CTC is in coordination with Metropolitan Transportation Commission (MTC), Contra Costa Transportation Authority and other regional partners to launch Share your Ride Week from October 2-6, 2017 during Rideshare Week. She noted that an objective of this campaign is to raise awareness of opportunities available to solo-driver commuters and encourage them to try modes like carpool, vanpool and public transit. Another objective is to promote technologies that make sharing rides easier.

Ms. Lengyel stated that the agency is also planning on solidifying many of its TDM work components into a single contract and will bring consultant on board to manage the overall TDM efforts.

Commissioner Kaplan asked when the Share Your Ride Week will happen. Ms. Lengyel stated that it's from October 2-6, 2017. Commissioner Kaplan requested staff to share the outreach and advertisement details at the September Commission meeting.

Commissioner Marchand suggested that the agency push the Guaranteed Ride Home Program. Commissioner Mei also requested that marketing and media outreach was done in consideration of different languages and accessibility needs.

This item is for information only.

7. Committee Member Reports

Art Dao noted that MTC's vital signs report listed the ten most congested freeway corridors in the Bay Area, with Alameda County having five of the most congested corridors.

8. Staff Reports

Tess Lengyel provided a brief verbal update on the Safe Routes to Schools (SR2S) Program. She noted that the re-vamped SR2S program is fully kicked-off and she introduced Leslie Lara-Enriquez as the Program Manager for the SR2S Program.


9. Adjournment/ Next Meeting

The next meeting is:

Date/Time: October 9, 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: October 2, 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 September 11, 2017, Alameda CTC reviewed one DEIR. 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 2190 Shattuck Avenue Mixed-Use Project in Berkeley

Staff Contacts

[Saravana Suthanthira](#), Principal Transportation Planner

[Chris G. Marks](#), Associate Transportation Planner

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September 21, 2017

Leslie Mendez
Senior Planner
City of Berkeley
Planning and Development Department
1947 Center Street, 2nd Floor
Berkeley, California 94704

SUBJECT: Response to the Draft Environmental Impact Report for the Proposed 2190 Shattuck Avenue Mixed-Use Project in Berkeley

Dear Ms. Mendez,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the 2190 Shattuck Avenue Mixed-Use Project. The project site is located at 2910 Shattuck Avenue, on the northwest corner of Shattuck Avenue and Allston Way, in Downtown Berkeley. The proposed project would replace the existing two-story, 38,700 square-foot, commercial building with an 18-story, 211,590 square-foot, residential and commercial mixed-use development. The proposed project includes 274 residential units, 10,000 square feet of commercial uses on the ground floor, and a two-level subterranean parking garage.

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

Alameda CTC reviews projects for conformance with the most recent approved Congestion Management Program Land Use Analysis Program if they generate at least 100 p.m. peak hour trips over the existing conditions. It appears from the DEIR that the net trips generated by the proposed project likely do not exceed this threshold of 100 p.m. peak hour trips. However, to make that determination, we request the following clarifications:

- The DEIR states that the proposed new 10,000 square feet of commercial retail would replace the existing 38,700 square feet of retail and offices uses and that this change would result in a net loss of peak-hour vehicle trips. Therefore, assuming the trips from the commercial uses to be part of the background or existing traffic, Table 29 in Section 4.5 of the DEIR includes vehicle-trip generation estimates for only new residential uses. However, to assess the total net new trip generation from the project site, Table 29 should be modified to include trip generation information for all current and proposed future uses so that it presents the complete picture of changes anticipated for the project site.

- Table 29 of the DEIR shows that a factor of 1.143 was used to convert vehicle-trips into person-trips so that those person-trips can be used to estimate mode split. Please include information on the source of this factor and the justification for applying this factor.

Thank you for the opportunity to comment on this DEIR. Please contact me at (510) 208-7426 or Chris G. Marks, Associate Transportation Planner at (510) 208-7453, if you have any questions.

Sincerely,

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

Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 2, 2017

SUBJECT: October Legislative Update

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

Summary

The October 2017 legislative update provides information on federal and state legislative activities including updates on state budget statutes and state legislation, and on Alameda CTC's advocacy efforts in 2017, the first year of a two-year session.

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 if there are pertinent activities to report.

State Update

Platinum Advisors, Alameda CTC's state lobbying firm, provided the following updates on state legislative activities, transportation and cap & trade budget trailer bills, and transportation and housing funding.

In the last weeks of the session, the Legislature remained extremely busy, passing budget clean-up bills, a parks and water bond, a cap & trade spending plan, as well as a housing package for which passage had remained in question for the majority of the year. The

governor has until October 15th to sign, veto, or allow measures sent to him to become law without his signature.

SB 1 Repeal

Assemblyman Travis Allen (R-Huntington Beach) received the verdict he wanted in his challenge to the title and summary issued by the Attorney General's (AG) Office. Assemblyman Allen filed a lawsuit challenging the AG's title, claiming it misleading, because it does not use the word tax or fee in the title. The official title provided by the AG for this initiative is, "Eliminates Recently Enacted Road Repair and Transportation Funding by Repealing Revenues Dedicated for This Purposes." The tentative ruling from the Sacramento Superior Court Judge Timothy Frawley was in agreement.

Adding to the SB 1 challenges, another initiative has been filed with the AG's office that goes much further than just repealing SB 1. This new proposal would amend the Constitution in a manner that would not only temporarily repeal SB 1, but it would prohibit the legislature from imposing, extending, or increasing any tax on vehicles or fuel unless that proposal is submitted to the voters, where it must be approved with a majority vote. The proposed initiative states these new restriction would apply to any vehicle or fuel tax imposed after January 1, 2017. If enacted, this implementation date would place SB 1 on hold until it is approved by the voters.

Majority Vote Taxes

In *California Cannabis Coalition v. City of Upland*, the court found that a voter initiative that imposed a new fee on new dispensaries could be imposed with a majority vote. Although the initiative was ultimately rejected by the voters, the City of Upland decided to place the initiative on a general election ballot, because the City determined that the proposed fee constituted a tax that must adhere to the requirements in Prop 218, which requires taxes to be placed on a general election ballot. However, the Constitution requires an initiative to be placed on a special election ballot. This action opened the door for the Supreme Court's review.

In short, the Court determined that the two-thirds vote requirements for local taxes imposed by Prop 13 and Prop 218 only apply to taxes proposed by local governments. The provisions of Prop 13 and Prop 218 only mention local governments and do not mention citizen initiatives. Therefore, an initiative that imposes new fees or increases taxes can be placed on the ballot and enacted with a simple majority vote.

This opens a strange new world of possibilities of creating new local tax programs through the initiative process. In addition, it raises the possibility of a local government simply adopting a valid initiative that imposes a tax or fee without placing it on ballot. The initiative process requires a local government to choose one of three options when an initiative is submitted:

- 1) adopt the ordinance without alteration,
- 2) immediately order a special election, or
- 3) direct staff to draft a report, and once the report is complete to either adopt the ordinance or place it on the ballot.

Transportation and Cap & Trade Budget Trailer Bills

The legislature sent the governor several budget trailer bills on the last night of session. These include some policy fixes aimed at expediting the implementation of SB 1 and implementation of the cap & trade expenditure plan. Surprisingly, Governor Brown signed these budget bills only a few hours after the legislature adjourned for the year, including the following bills.

AB 135, Chapter 255, Statutes of 2017: Transportation Budget Trailer Bill. This measure makes several mainly clarifying changes on the use of SB 1 funds. These changes primarily allow local entities to spend local funds in advance of an SB 1 allocation, and use the SB 1 funds to repay the local funding source. This is commonly known as the "letter of no prejudice" process. Specifically, AB 135 makes the following changes:

- Allows cities and counties to advance a street or road repair project using local funds and use the SB 1 local street and road fund to repay the local source.
- Allows a city or county a 90-day grace period if the city or county fails to submit its list of local street and road repair projects to the California Transportation Commission (CTC) by the deadline.
- Allows a project sponsor to seek a letter of no prejudice from the CTC to allow the local entity to use local funds to advance a project that is programmed to receive funds in a future year in the Transit and Intercity Rail Program, the Solutions for Congested Corridors Program, and the Local Partnership Program.
- Allows small (typically rural) transportation planning agencies to receive from the California Department of Transportation (Caltrans) a single advance payment for programming, planning, and monitoring activities of no more than \$300,000 or less per year. This change essentially formalizes an existing practice at Caltrans.
- Authorizes the California State Transportation Agency (CalSTA) to assume the federal government's responsibility for federal environmental review and clearance under the National Environmental Policy Act of 1969 (NEPA) for any railroad, public transportation, or multimodal project undertaken by state agencies. CalSTA currently assumes this role for highway projects.

AB 134, Chapter 254, Statutes of 2017: Cap & Trade Budget Trailer Bill. AB 134 is the primary vehicle that appropriates cap & trade auction revenue to various programs. This bill appropriates \$900 million to the following programs:

- \$250 million for Carl Moyer program funding for the South Coast, San Joaquin Valley, and Bay Area Air Quality management districts.
- \$180 million for Hybrid and Zero-Emission Truck and Bus Voucher Incentive Program. At least \$35 million is allocated for zero-emission buses.
- \$140 million for the Clean Vehicle Rebate Program for rebates for light-duty vehicles.
- \$140 million for equipment and improvements at ports, including for projects for ships at birth.
- \$100 million for Enhanced Fleet Modernization Program and light duty equity pilot projects like agricultural vanpools.

- \$85 million for agriculture equipment and tractor replacement.
- \$5 million for technical assistance for environmental justice communities.

AB 109, Chapter 249, Statutes of 2017: Budget Trailer Bill. This bill contains appropriation and fixes for numerous programs, including \$621 million in cap & trade appropriations and other funding commitments made as part of the cap & trade deal. The cap & trade appropriations include the following:

- \$200 million for healthy forests and fire prevention in State Responsibility areas, of which \$5 million shall be used for activities of the California Conservation Corp.
- \$25 million for fire prevention grants to localities in High Risk Fire Areas.
- \$99 million for methane reduction programs, including dairy digesters research and development and alternative manure management programs. These investments must comply with siting requirements applied to digester projects awarded in the 2016-17 fiscal year.
- \$60 million for energy efficiency funding for agricultural entities, including food processors.
- \$6 million for renewable energy projects related to agriculture.
- \$40 million for waste diversion and recycling infrastructure.
- \$10 million for the Transformative Climate Communities program.
- \$26 million for urban greening.
- \$20 million for urban forestry.
- \$18 million for low-income weatherization for multi-family, solar, and farmworker residential units.
- \$15 million for wetland restoration.
- \$26 million for adaptations activities, with \$20 million for natural land adaptation and \$6 million for coastal adaptation.
- \$11 million for competitive grants for research related to climate change, clean energy, and adaptation.
- \$80 million to backfill State Responsibility Area funds for fire protection in local areas. This bill includes a provision to appropriate these funds prior to the application of the continuous appropriation of Greenhouse Gas Reduction funds for the budget year.
- \$11.7 million for statewide implementation costs.

The following funds are part of the cap & trade deal but are appropriated from other sources as specified:

- \$50 million for agricultural diesel replacement and upgrades, of which \$35 million is from the Alternative and Renewable Fuels and Vehicle Technology Fund and \$15 million is from Air Quality Improvement Fund.
- \$28.3 million for implementation costs, including \$27 million of Air Pollution Control fund for local efforts to implement AB 617 (Cristina Garcia), Chapter 136, Statutes of 2017, and \$1.3 million from the Cost of Implementation Fund for the implementation of AB 398 (Eduardo Garcia), Chapter 135, Statutes of 2017.

Alameda CTC Legislative Advocacy

In this first legislative year of the two-year session, California's Assembly and Senate accomplished a great deal. Alameda CTC followed legislation and approved support positions on 12 bills in 2017, including one support-in-concept position and one support-and-amend position; the agency also approved watch positions on five bills. Of these support/watch bills, three bills were signed into law (AB 28 (Frazier), AB 1113 (Bloom), and (SB 1)); and seven are at the governor's desk for approval (AB 17(Holden), AB 333 (Quirk), AB 758 (Eggman), AB 1444 (Baker), SB 2 (Atkins), SB 4 (Mendoza), and SB 595 (Beall)).

In addition, Alameda CTC took one oppose position on a previous version of AB 1069; a revised version, which was modified to not be an issue with Alameda CTC, is with the governor for signature.

The table below shows the positions that Alameda CTC took in 2017, and the status of the bills as of September 21, 2017.

Bills	Title	Status	Position
AB 1 (Frazier D)	Transportation funding.	ASSEMBLY TRANS	Support
AB 13 (Eggman D)	580 Marine Highway.	ASSEMBLY 2-Year Bill	Watch
AB 17 (Holden D)	Transit Pass Program: free or reduced-fare transit passes.	Governor's Desk	Support in Concept
AB 28 (Frazier D)	Department of Transportation: environmental review process: federal pilot program.	Signed Into Law	Support
AB 333 (Quirk D)	State Highway Route 185: relinquishment: County of Alameda.	Governor's Desk	Support
AB 734 (Bonta D)	Infrastructure financing districts: City of Oakland: freight rail.	SENATE 2 Year Bill	Watch
AB 758 (Eggman D)	Transportation: Tri-Valley-San Joaquin Valley Regional Rail Authority.	Governor's Desk	Watch
AB 1113 (Bloom D)	State Transit Assistance program.	Signed Into Law	Support
AB 1069 (Low D)	Local government: taxicab transportation services.	Governor's Desk	Oppose – prior version

Bills	Title	Status	Position
AB 1444 (Baker R)	Livermore Amador Valley Transit Authority: demonstration project.	Governor's Desk	Support
SB 1 (Beall D)	Transportation funding.	Signed Into Law	Support
SB 2 (Atkins D)	Building Homes and Jobs Act.	Governor's Desk	Support
SB 3 (Beall D)	Affordable Housing Bond Act of 2018.	ASSEMBLY RULES	Support
SB 4 (Mendoza D)	Medi-Cal: county organized health system: County of Orange.	Governor's Desk	Watch
SB 251 (Cannella R)	Autonomous vehicles: pilot project.	SENATE Two-Year Bill	Support and Amend
SB 595 (Beall D)	Metropolitan Transportation Commission: toll bridge revenues	Governor's Desk	Support
SCA 2 (Newman D)	Motor vehicle fees and taxes: restriction on expenditures.	SENATE Inactive File	Watch
SCA 6 (Wiener D)	Local transportation measures: special taxes: voter approval.	SENATE Appropriations – Held on Suspense File	Support

In 2017, Alameda CTC was heavily engaged in advocating for passage of two key bills:

- **SB 1 (Beall)** Transportation funding. The [Road Repair and Accountability Act of 2017](#) is the first significant increase in state transportation funding in more than two decades. This funding will be dedicated to the repair and maintenance of local roadways, state highways, public transit and active transportation programs. The governor signed the bill on April 28, 2017, which will result in approximately \$5.24 billion per year in transportation funding.
- **SB 595 (Beall)** Metropolitan Transportation Commission: toll bridge revenues: BART Inspector General: Santa Clara Valley Transportation Authority: high-occupancy toll lanes. Introduced as a bill for Regional Measure 3, the bill would allow voters to approve a toll increase to 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 the Metropolitan Transportation Commission. SB 595 was approved by the Assembly on September 13 and the Senate on September

14. This bill is with the governor for signature and, if approved, will provide approximately \$4.45 billion in funding for transportation projects.

October 15 is the last day for the governor to sign or veto bills passed by the legislature on or before September 15 and in his possession after September 15. All statutes will take effect on January 1, 2018, unless bills were enacted as urgency bills, and the legislature reconvenes on January 3, 2018.

Fiscal Impact: There is no fiscal impact.

Attachment

A. Alameda CTC 2017 Legislative Program

Staff Contact

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

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2017 Alameda County Transportation Commission Legislative Program

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

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
		<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

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• www.AlamedaCTC.org

DATE: October 2, 2017

SUBJECT: Funding Agreement with the Metropolitan Transportation Commission for the I-580 Design Alternatives Assessment

RECOMMENDATION: Approve and authorize the Executive Director, or a designee, to execute a funding agreement contributing \$200,000 of Alameda CTC funds to the Metropolitan Transportation Commission for completion of the I-580 Design Alternative Assessment.

Summary

Interstate 580 (I-580) is one of Alameda County's key transportation routes, carrying over 200,000 vehicles per day in its most heavily used segments and serving as a primary conduit to the Transbay/Bay Bridge corridor. Given worsening congestion associated with Bay Bridge traffic and constrained right-of-way, MTC has identified the segment of I-580 from SR-238 in Castro Valley to I-80 in Oakland in Alameda County as a candidate for managed lanes as part of its Managed Lanes Implementation Plan effort. To evaluate this corridor further for identifying potential improvements, MTC has proposed to conduct a Design Alternative Assessment (DAA) for this segment in partnership with Alameda CTC. In the last year, MTC has initiated similar arrangements with several other CMAs, including Contra Costa Transportation Authority (CCTA) for I-680 and jointly with the Congestion Management Agencies of Solano, Sonoma, Napa, and Marin counties (STA, SCTA, NVT, and TAM) for State Route 37. The DAA will evaluate the traffic and throughput needs for this segment of I-580 and identify a list of feasible, near- and mid-term project concepts that can be advanced to project development.

The DAA is estimated to cost approximately \$400,000 with a 50% contribution of \$200,000 from Alameda CTC. Considering the persistent congested condition of this corridor and lack of other transportation planning efforts, staff recommends that the Commission approve and authorize the Executive Director, or a designee, to execute a funding agreement for \$200,000 of Alameda CTC funds to be leveraged with MTC funds for completion of the DAA.

Background

Alameda CTC's biennial LOS monitoring studies reveal persistent congestion on I-580 in the Bay Bridge corridor since 2008. The latest 2016 LOS monitoring report highlights LOS F

conditions (average speeds less than 30 mph) on I-580 traveling from the Bay Bridge in the afternoon and worsening LOS F conditions approaching Highway 13 in both the morning and afternoon. Attachment A illustrates the corridors with the slowest travel speeds throughout Alameda County, underscoring the significant concentration of traffic and travel demand to and from the Bay Bridge. As described in MTC's latest congestion data release from Vital Signs, the region's most congested commute, for the second year in a row, is the afternoon eastbound commute on the Bay Bridge. Traffic delay for this corridor now spans from noon to 10 pm on average. This traffic has significant ramifications for Alameda County as it continues into the region's ninth most congested corridor, Highway 24 through north Oakland, and I-580 from the toll plaza to Seminary Avenue in central Oakland, which is one of the top 25 most congested corridors in the region.

Despite worsening traffic in the Bay Bridge and I-580 corridors in Alameda County, there has been limited corridor planning work on this segment of I-580. Worsening levels of service suggest a need to evaluate options for increasing corridor efficiency while acknowledging right-of-way and capacity constraints in this corridor and upstream at the Bay Bridge.

Study Purpose

The purpose of the Design Alternative Assessment (DAA) is to evaluate a range of improvement options to address congestion in the corridor. The assessment will evaluate the feasibility of providing a bus lane, HOV lane, or an express lane on all, or a portion of, this segment of I-580, as well as additional operational strategies and traffic demand management strategies. The outcome of the DAA will be a set of near- and mid-term project concepts that could advance into project development and project delivery. Project concepts would be defined to the level of detail required for accessing funding opportunities from a variety of existing and emerging sources.

The work performed through the DAA has the following specific intended outcomes:

1. Discussion of traffic and throughput needs of this segment of I-580.
2. List of feasible, near and mid-term project concepts that can be advanced to project development and that would be competitive for near and mid-term funding opportunities.

Study Scope and Schedule

The study limits of the DAA will be on I-580 in Alameda County between the SR-238 interchange in Castro Valley and the I-80 interchange in Oakland (San Francisco-Oakland Bay Bridge Toll Plaza), as shown in Figure 1.

and MTC will jointly manage the DAA, which will include weekly project management meetings and joint approval of deliverables throughout the study.

Fiscal Impact: This action will authorize a not-to-exceed amount of \$200,000 of Alameda CTC funds to match \$200,000 of MTC funds for the study and the Alameda CTC commitment will be included in the Fiscal Year 2017-18 budget.

Attachment

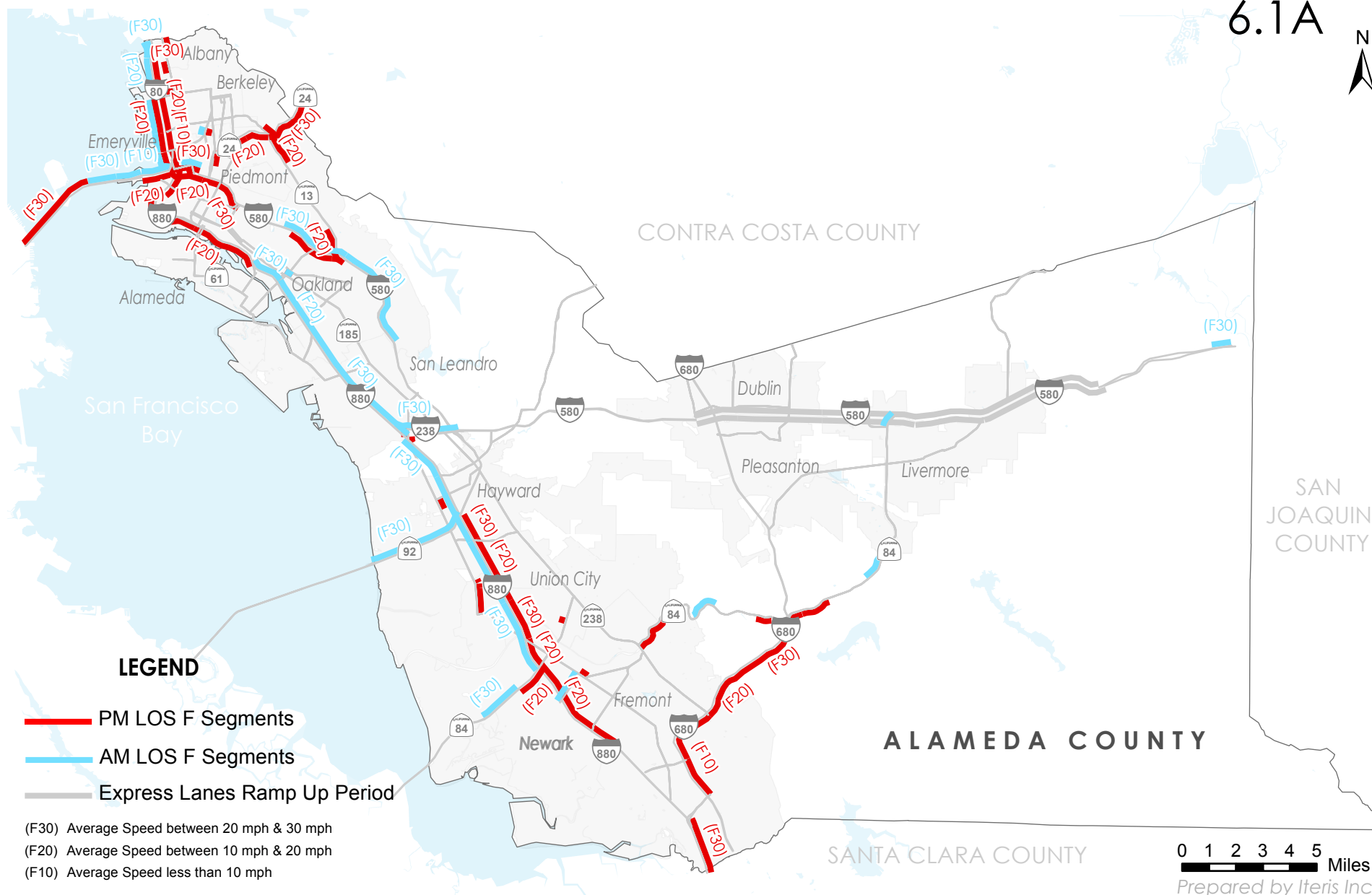
- A. 2016 Level of Service Monitoring Results: LOS F Segments

Staff Contacts

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[Kristen Villanueva](#), Senior Transportation Planner



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Memorandum

6.2

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DATE:	October 2, 2017
SUBJECT:	East 14 th /Mission and Fremont Boulevard Multimodal Corridor Project (PN 1476.000): Professional Services Agreement with Kittelson & Associates, Inc.
RECOMMENDATION:	Approve and authorize the Executive Director, or a designee to negotiate and execute the Professional Services Agreement with Kittelson & Associates, Inc. for a not-to-exceed amount of \$1,200,000 to provide Planning and Engineering Services for the East 14 th /Mission and Fremont Boulevard Multimodal Corridor Project (Project)

Summary

The Alameda County Transportation Commission (Alameda CTC) is initiating the East 14th/Mission and Fremont Boulevard Multimodal Corridor Project (Project). The three countywide modal plans, approved by the Commission in 2016, as well as the AC Transit Major Corridors Study, identified this corridor as one of Alameda County's critical multijurisdictional arterials serving transit, goods movement, auto, bicycle and pedestrian needs. In addition, significant local land use and transportation planning efforts and economic development initiatives have recently focused on the corridor, where major development is underway and anticipated for the future. The Project is the second Multimodal Arterial Corridor Project that Alameda CTC is launching, following the San Pablo Avenue Multimodal Corridor Project that was approved by the Commission in April 2017 for contract execution.

This Project will build upon existing transportation and land use planning efforts along the corridor to develop an implementable multimodal improvement plan for the East 14th/Mission and Fremont Boulevard. The Project seeks to advance the corridor through alternatives development and to prepare and finalize appropriate Caltrans project initiation documents for ultimate project delivery.

The Commission allocated \$1,500,000 of Measure BB funds in the 2018 Comprehensive Investment Program to the Project. Staff has subsequently 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 deliver the Project, consultant services were sought through a Request for Proposals (RFP), released in July with a due date in August. Three proposals were received and reviewed by a panel consisting of representatives from AC Transit, Caltrans

and Alameda CTC. Based on the review of the proposals and interviews, the panel selected Kittelson & Associates, Inc. as the top-ranked firm.

Staff recommends that the Commission approve and authorize the Executive Director, to negotiate and execute a Professional Services Agreement with Kittelson & Associates, Inc. for a not-to-exceed amount of \$1,200,000 to provide Planning and Engineering Services.

Background

The East 14th /Mission and Fremont Boulevard Corridor is a critical interjurisdictional arterial corridor for Alameda County that traverses five jurisdictions in Central and Southern Alameda County (San Leandro, Unincorporated Alameda County, Hayward, Union City, and Fremont) generally running parallel to I-880. The surrounding transportation network includes two major Bay crossing corridors (San Mateo and Dumbarton bridges), as well as major commute corridors to the Tri-Valley including Niles Canyon (SR-84) and the Sunol Grade (I-680). The corridor includes multiple owners, with portions that are owned and managed by the California Department of Transportation (Caltrans) such as State Routes (SR 185 and 237) and portions that have been or are in the process of being relinquished to local agencies, some of which are currently developing projects along the corridor.

The corridor serves all transportation modes. The roadway carries up to 32,000 average daily vehicles of all types, including autos, buses, shuttles and trucks. Four AC Transit routes and a Union City Transit bus route run on this corridor and connect with other local and Transbay transit routes such as the Dumbarton Express. Additionally, the corridor parallels BART service and provides access to seven stations including the recently opened Warm Springs station. The corridor runs through high-activity pedestrian areas and parallels the proposed East Bay Greenway trail facility in San Leandro and Hayward. Many segments of the corridor also provide Class II and Class III bicycle facilities, and Class IV facilities are planned on Fremont Boulevard. Major portions of the corridor are designated as truck routes, serving commercial and industrial uses throughout the corridor.

The corridor is also very important from a land use and economic development perspective. Land uses along the corridor are transitioning and continued growth in new high density and mixed use development is expected. Many segments of East 14th Street and Mission Boulevard (particularly in San Leandro, Unincorporated Alameda County, and Hayward) have been designated as Priority Development Areas (PDAs) by local jurisdictions, and Fremont has designated PDAs along Fremont Boulevard. The PDA designated around the newly opened Warm Springs BART station in Fremont is expected to see transit oriented development.

Project Limits

The project area will generally extend from the northern terminus at Davis Street in San Leandro, at the end point of the East Bay Bus Rapid Transit project currently under construction, along East 14th Street and Mission Boulevard, to Decoto Road. From Decoto Road, the corridor is expected to fork, with some travel extending down Mission Boulevard to

I-680, and other travel turning down Decoto Road to Fremont Boulevard. The final end point along Fremont Boulevard will be determined during the course of the Project based on the analysis and findings of Phase 1 and input from project stakeholders. The southern terminus could extend as far south as the Warm Springs BART station in the City of Fremont. The Project will also include analysis of the segment of Mission Boulevard between Decoto Road in Union City and I-680 in order to inform the final recommendations of corridor route and terminus points. The exact definition of the corridor will be a critical early task of the project.

The Project will consider the “East 14th /Mission and Fremont Boulevard Corridor” to mean not just East 14th Street, Mission Boulevard, Decoto Road and Fremont Boulevard but also parallel roadways and sections of perpendicular roadways as necessary in order to understand larger circulation patterns and infrastructure needs.

Project Purpose

This Project seeks to build off of the high-level planning efforts completed throughout the corridor and identify specific implementable short-, medium- and long-term improvements that can advance through alternatives development and subsequent Caltrans project initiation documents. Alameda CTC is embarking on this corridor study for several key reasons:

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

In order to transition from high-level planning to an implementable multimodal improvement plan, it is necessary to ensure that alternatives are consistent with expected uses along the corridor. This multimodal, multijurisdictional project will include participation from all local jurisdictions along the corridor, Caltrans, transit agencies, and appropriate private transportation operators. Stakeholder engagement is included in the project scope described below. All these partners will be essential to defining and advancing substantial improvements to the corridor.

Procurement: In order to provide the consultant resources necessary for the successful delivery of the Project, Alameda CTC released RFP #R18-0004 in July 2017. Alameda CTC received three proposals on August 11, 2017 from the following firms:

- HDR Engineering, Inc.
- Kittelson & Associates, Inc.
- STV, Inc.

An independent selection panel composed of representatives from AC Transit, Caltrans, and Alameda CTC reviewed the proposals and selected all the three (3) firms for interview. Consultant interviews were conducted on September 13, 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 teams in the following order:

- Kittelson & Associates, Inc.
- HDR Engineering, Inc.
- STV, Inc.

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

Kittelson & 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 Kittelson & 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 with Kittelson & Associates, Inc. for a not-to-exceed amount of \$1,200,000 to provide Planning and Engineering Services.

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

Fiscal Impact: The action will authorize the encumbrance of \$1,200,000 in previously allocated Project funds (Measure BB) approved in the 2018 CIP for this project. This amount is included in the Project Funding Plan, and sufficient budget has been included in the Alameda CTC Adopted FY2017-18 Budget.

Staff Contacts

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Memorandum

6.3

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DATE: October 2, 2017

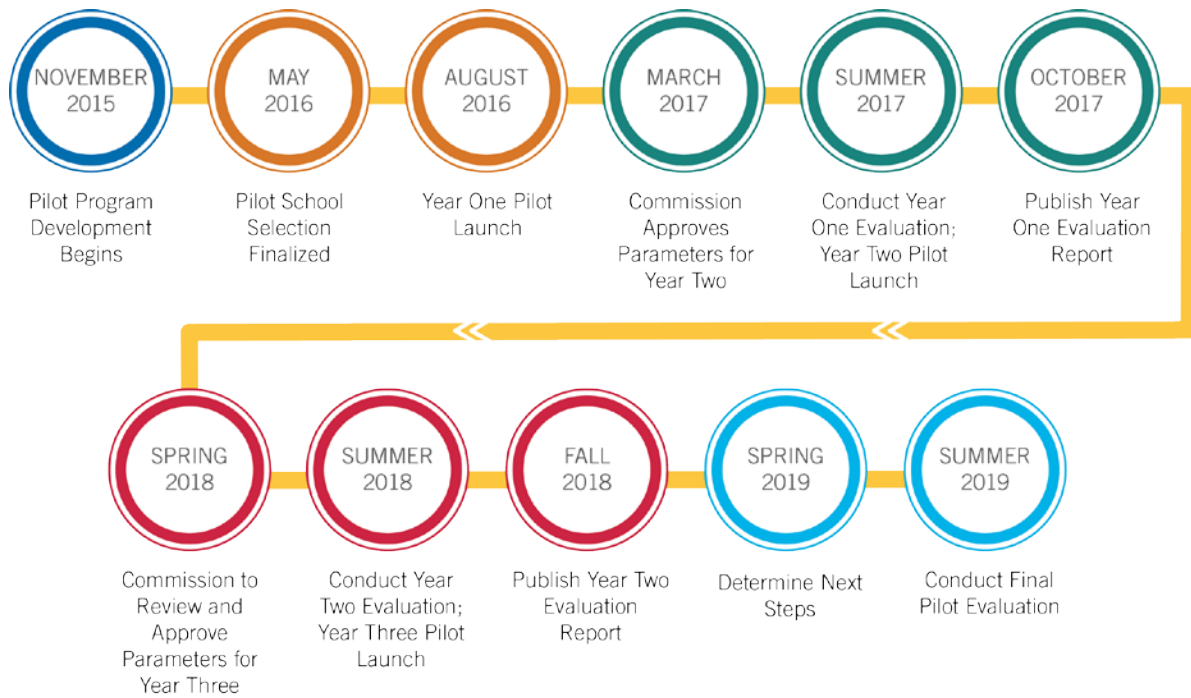
SUBJECT: Affordable Student Transit Pass Program Pilot – Year One Evaluation and Year Two Launch

RECOMMENDATION: Receive an update on the evaluation of Year One of the Affordable Student Transit Pass Program Pilot and the launch of Year Two.

Summary

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

Below is a summary of the overall schedule for the Affordable Student Transit Pass Pilot (ASTPP). In March 2016, the Commission approved a framework for evaluating the pilot program models as part of the ASTPP. In May 2016, the Commission approved the design for the first year of the ASTPP and in March 2017, the Commission approved the parameters for Year Two. Since then, the Alameda CTC has successfully completed Year One and launched Year Two. During summer 2017, the program team undertook a comprehensive evaluation of the design and implementation of Year One of the ASTPP in line with the Commission-approved framework. Staff will present findings from the evaluation report and an update on the Year Two launch at the October meeting. The Executive Summary of the Year One Evaluation Report is included as Attachment A. The full Evaluation Report will be available in mid-late October.



Background

The Alameda CTC has undertaken the development, implementation, and evaluation of an Affordable Student Transit Pass Program (ASTPP) which began during the 2016-2017 school year in middle schools and high schools in the four Alameda County planning areas. This pilot program provides a vital opportunity to assess student transportation needs in the county and develop an approach to meet those needs through implementation of a sustainable student transit pass program. The program provides transit passes to students in selected schools for use on the various public transit providers that serve Alameda County.

This pilot program is identified in the 2014 Transportation Expenditure Plan (TEP) and is funded by Measure BB. The TEP specifies that the funds are to be used to implement “successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County.”¹

The ASTPP aims to do the following:

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

In March 2016, the Commission approved an evaluation framework for the Pilot including 18 quantitative and qualitative metrics that align with the five goals for the program. In

¹ Measure BB Transportation Expenditure Plan, 2014

May 2016, the Commission approved the design for the first year of the program and in March 2017, the Commission approved the parameters for Year Two. Since then, the Alameda CTC has successfully completed Year One and launched Year Two. During summer 2017, the program team undertook a comprehensive evaluation of the design and implementation of Year One of the Pilot in line with the Commission-approved framework.

Year One

Figure 1 provides an overview of the parameters for Year 1 of the Pilot. All program models also included the following characteristics:

- Information and training for students on using transit and the applicable passes.
- All passes valid year round, and not limited by day or time.
- A designated on-site administrator at each school, who is trained on administering the applicable pass program.

Overall, during Year One of the ASTPP, nearly 3,000 transit passes were distributed across all participating schools, resulting in over half of a million transit boardings. Figure 2 provides an overview of participation in Year One of the Pilot. Figure 3 provides an overview of usage by program model and by transit operator.

Figure 1 Year One Program Parameters

Parameters	Options Tested	North	Central	South	East
Pass Format	Clipper	X	X	X	
	Flash pass			X	X
Applicability	Universal (all students)	X			X
	Specific grades		X	X	
Pass Cost	Free to students	X	X		X
	Discounted			X	X
	Non-discounted; Information only	X			
Financial Need ²	High	X	X		
	Medium			X	
	Low				X
Transit Service	AC Transit	X	X	X	
	BART	X	X	X	X
	Union City Transit			X	
	LAVTA				X

Figure 2 Summary of Year One Participation

² Financial need as indicated by the percentage of students eligible for Free/Reduced-Priced Meals (FRPM) in the recommended schools. Eligibility for FRPM is often used as a proxy for low-income/poverty.

School District	Year One Participating Schools	Program Model Type	Number of Students Eligible	Number of Passes ³			Average Participation Rate
				AC Transit	Union City Transit	LAVTA/Wheels	
Oakland USD	<ul style="list-style-type: none"> Frick Impact Academy Castlemont HS Fremont HS 	Free + Universal	1,843	1,823	--	--	99%
San Leandro USD	<ul style="list-style-type: none"> John Muir MS San Leandro HS 	Free + Limited Grades	1,614	821	--	--	51%
New Haven USD	<ul style="list-style-type: none"> Cesar Chavez MS James Logan HS 	Discount + Limited Grades	2,270	125	77	--	9% ⁴
Livermore Valley Joint USD	<ul style="list-style-type: none"> East Avenue MS Livermore HS 	Discount + Means-Tested	2,441	--	--	82	3%

Figure 3 Year One Transit Boardings by ASTPP Participants

	Total Transit Boardings by Participants (Aug-July)	Average Daily Boardings	Average Monthly Boardings per Participant
North (Oakland, AC Transit)	417,196	1,245	20
Central (San Leandro, AC Transit)	73,037	218	8
South (Union City)	35,653	106	17
<i>AC Transit</i>	18,034	54	14
<i>Union City Transit</i>	17,619	53	21
East (Livermore, LAVTA/Wheels)	21,144	63	26
All Participating Schools	547,030	1,632	17

Year Two Design and Implementation

³ Due to the varying STPP pass validity periods among the different pilot programs, the number of passes for OUSD and SLUSD represent the total number of STPP passes distributed that year. Since the NHUSD and LVJUSD STPP passes were valid for three and four months respectively, these numbers represent the average numbers of passes across Year One.

⁴ The number of participants in the NHUSD program (shown in Figure 4) is slightly lower than the sum of the number of passes, due to some students purchasing both passes. This resulted in a slightly lower participation rate.

Based on the mid-year evaluation of Year One, the Commission approved the program model parameters for Year Two in March 2017. Several key lessons from the Year One evaluation directly informed the program design of Year Two:

- **All Year Two program models are available to students across all grades at participating schools.** Limiting programs to a sub-set of grades reduced program uptake, because families with siblings at the same locations still had to drive students in non-participating grades.
- **All Year Two programs are free and will not require students or schools to handle money.** Cash handling at school sites introduced complexity and administrative burden. It was difficult to achieve clarity around processes for staff, parents, and students.
- **NHUSD students, who have access to AC Transit and Union City Transit will get one Clipper card that provides unlimited access to both systems, eliminating the need for two pass products.** Having too many pass products at a single location added complexity and administrative costs without generating meaningful gains in transportation accessibility, and could have possibly undermined student participation due to confusion.
- **All ASTPP transit passes will be provided on Clipper cards** to further facilitate integration with existing fare payment systems and improve breadth of data available. As in Year One, no passes will be limited by time of day or day of year.
- **All eligible high school students at schools within a mile of a BART station can request one BART Orange Ticket with \$50 value.** Most students did not use BART to get to and from school, but these tickets will offset costs for students to travel to spend time with their families or participate in other activities. BART tickets are not restricted by time or day, but they are non-refundable and non-replaceable.

Year Two of the ASTPP added six new schools and simplified the program models, implementing two different program models at 15 school sites across five school districts. The two program models implemented are:

- **Free + Universal:** All enrolled students at participating schools will receive an ASTPP pass for free.
- **Free + Means-Tested:** All students who report that their household income meets the criteria for the FRPM program will receive an ASTPP pass for free.

Figure 4 provides a comparison of the participation in Year One and Year Two of the Pilot.

Figure 4 Year One and Year Two ASTPP Participation

Year Two Program Model	School District	Participating Schools	Participating Transit Operator	Students Eligible in Year One	Students Eligible in Year Two	Year One Participation	Year Two Participation ⁵	
							Bus Passes on Clipper Cards	BART Tickets (High Schools Only)
Free + Universal	OUSD	<ul style="list-style-type: none"> • McClymonds High* • Fremont High • Castlemont High • Westlake Middle* • Frick Middle 	AC Transit	1,843	3,065	99% (1,823)	94% (2,869)	27% (647)
Free + Universal	SLUSD	<ul style="list-style-type: none"> • San Leandro High • John Muir Middle 	AC Transit	1,614	3,618	51% (821)	42% (1,535)	31% (806)
Free + Means-Tested	HUSD	<ul style="list-style-type: none"> • Hayward High* • Bret Harte Middle* 	AC Transit	--	1,615	--	20% (320)	17% (204)
Free + Means-Tested	NHUSD	<ul style="list-style-type: none"> • James Logan High • Cesar Chavez Middle 	AC Transit & Union City Transit	2,270	2,641	9% (196) ⁶	12% (238)	9% (172)
Free + Universal	LVJUSD	<ul style="list-style-type: none"> • Livermore High • Del Valle High* • East Avenue Middle • Christensen Middle* 	LAVTA/ Wheels	2,441	3,188	3% (82)	17% (553)	n/a

*Asterisks indicate schools participating in the ASTPP in Year Two only.

⁵ Year Two participation data as of September 1, 2017.

⁶ The number of participants in the NHUSD program is slightly lower than the sum of the number of passes (Figure 2), due to some students purchasing both passes. Participation rate is based on the number of participants.

Next Steps

The program team will present proposed program parameters for Year Three to the Commission in the spring of 2018.

Fiscal Impact: There is no fiscal impact. \$2 million was approved by the Commission to initiate the program and hire the consultant team in October 2015. Authorization for allocation of the additional \$13 million for the full Affordable Student Transit Pass program was approved by the Commission in May 2016. The Comprehensive Investment Plan includes the full \$15 million to fund the program over the three-year pilot program horizon.

Attachments

- A. Year One Evaluation Report

Staff Contact

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[Cathleen Sullivan](#), Principal Transportation Planner

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AFFORDABLE STUDENT TRANSIT PASS PILOT PROGRAM



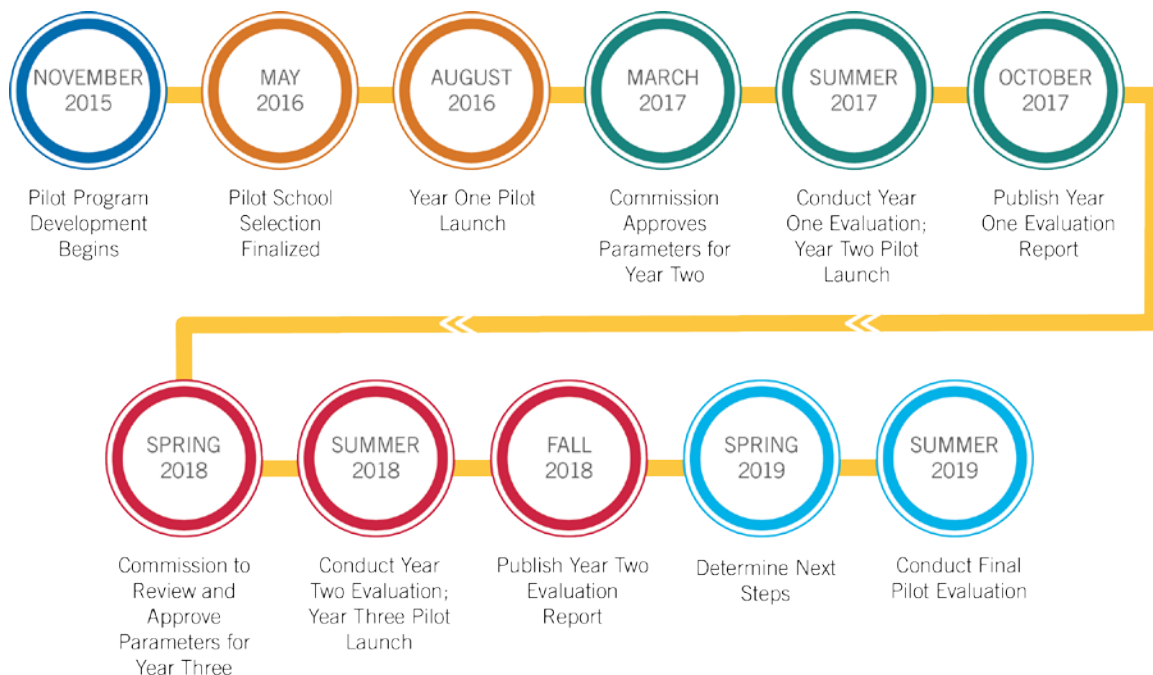
Year One Evaluation Report October 2017

Executive Summary

Middle and high school students often cite the cost of transportation to school as a barrier to school attendance and participation in afterschool activities. In recognition of this issue, the 2014 Transportation Expenditure Plan (TEP), passed by Alameda County voters as Measure BB, included implementation of an affordable student transit pass pilot program. The Affordable Student Transit Pass Pilot (STPP) sets out to:

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

With these goals in mind, the Alameda CTC is testing and evaluating different approaches to an affordable transit pass program for public middle and high school students in Alameda County over a three-year period.



Year One of the STPP involved four different program models, which reflected the general characteristics of the student populations, transit service characteristics, school needs, and stakeholder input throughout the county. In August 2016, the STPP launched at five high schools and four middle schools across four selected Alameda

County unified school districts (USDs). Table ES-1 summarizes Year One parameters and participation levels.

This document evaluates the outcomes for Year One of the STPP based on 18 qualitative and quantitative metrics adopted by the Commission in spring 2016. To find the location(s) in the Year One Evaluation Report where specific metrics are presented, please see the Reference Table on page ES-4 of this Executive Summary.

Figure ES-1 Summary of Year One Program

School District	Year One Participating Schools	Program Model Type	Number of Students Eligible	Number of Passes ¹			Average Participation Rate
				AC Transit	Union City Transit	LAVTA/Wheels	
Oakland USD	<ul style="list-style-type: none"> ▪ Frick Impact Academy ▪ Castlemont High ▪ Fremont High 	Free + Universal	1,843	1,823	--	--	99%
San Leandro USD	<ul style="list-style-type: none"> ▪ John Muir Middle ▪ San Leandro High 	Free + Limited Grades	1,614	821	--	--	51%
New Haven USD	<ul style="list-style-type: none"> ▪ Cesar Chavez Middle ▪ James Logan High 	Discount + Limited Grades	2,270	125	77	--	9% ²
Livermore Valley Joint USD	<ul style="list-style-type: none"> ▪ East Avenue Middle ▪ Livermore High 	Discount + Means-Tested	2,441	--	--	82	3%

¹ Due to the varying STPP pass validity periods among the different pilot programs, the number of passes for OUSD and SLUSD represent the total number of STPP passes distributed that year. Since the NHUSD and LVJUSD STPP passes were valid for three and four months respectively, these numbers represent the average numbers of passes across Year One.

² The number of participants in the NHUSD program is slightly lower than the sum of the number of passes, due to some students purchasing both passes. This results in a slightly lower participation rate.

Key Findings on Program Impacts

These outcomes generally align with the first three goals of the STPP.

- **Higher Transit Use:** Participating students take transit more often. Year One of the STPP generated nearly 550,000 transit boardings across all participating schools, with an average of 1,632 daily boardings.
- **Better School Access:** Participating students and administrative staff at each school site (referred to as school site administrators) reported easier access to school and increased attendance. About 14% of program participants reported missing fewer days of school than they did during the prior year (only 3% of eligible non-participants reported missing fewer days of school, compared to the prior year).
- **High Financial Benefit:** Two-thirds of participating students stated that the cost savings provided by this program was important to them and their families.
- **Increased Afterschool Involvement:** Involvement in non-school-based afterschool activities and afterschool jobs increased dramatically (by 77% and 238% respectively) for students participating in the STPP.
- **Positive Perceptions of Transit:** More than 80% of Year One participants reported positive associations with bus travel, affirming that they feel safe on the bus and that transit meets their needs.

Key Findings on Program Implementation

These outcomes generally align with the last two goals of the STPP.

- School site administrators reported that they were able to effectively manage the program at their respective schools. Nevertheless, there was consensus that administration of the discount pass programs was more complex and time-consuming than administration of the free programs.
- Transit operators reported that participating in the program was a generally positive experience. None reported any spikes in boardings or unruly students causing operational issues.
- Although overall AC Transit ridership has grown over the last five years, youth ridership has declined (based on the number of riders paying retail youth fares). For the most recent year, this may be due in part to participants in the STPP who transitioned away from using other youth pass products to the STPP. That said, data indicates that the STPP resulted in a net gain in youth riders.
- Administrative costs associated with the STPP program team (Alameda CTC staff and consultants) were generally higher for program models that included multiple pass formats and that included collecting funds from students.
- The majority of administrative costs for the program team were expended on one-time efforts associated with developing and initiating the program. For Year One, the ongoing administrative costs were lower than the overall costs required for initiating the STPP.

REFERENCE TABLE: Year One Evaluation Performance Indicators

To be provided with complete report.