



**1. Pledge of Allegiance**

**2. Roll Call**

A roll call was conducted. All members were present with the exception of Commissioner Chan.

**3. Public Comment**

There were no public comments.

**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.**

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

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

**5. Legislation**

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

Tess Lengyel provided an update on federal and state legislation. She noted that the Governor has several bills awaiting action and he has until October 15, 2017 to act on all bills. Ms. Lengyel recapped legislative activities that the Commission has taken for the year and she informed the committee that the 2018 legislative program will come to the Commission for approval in November.

Commissioner Worthington suggested that the SB 1 gas tax repeal be placed on our next PPLC agenda since the bill is scheduled to be approved by November 20, 2017. Ms. Lengyel stated that staff would include information on the effort at a future meeting.

Commissioner Saltzman wanted information on the impacts of the *California Cannabis Coalition v. City of Upland* court ruling regarding sales tax voting requirements. Tess stated that the court determined that the 2/3<sup>rd</sup> requirement only applies to government agencies who put measures on the ballot which means that

citizens that put a measure on the ballot can increase taxes with a majority vote. Neal Parish provided initial thoughts on the issue and stated that Wendel, Rosen Black and Dean will be analyzing the ruling.

## 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.**

Tess Lengyel introduced this item by stating that the Metropolitan Transportation Commission (MTC) approached Alameda CTC to participate in a joint effort for the I-580 Design Alternative Assessment.. Ms. Lengyel introduced Kristen Villanueva, who provided detailed information on the I-580 Design Alternative Assessment. Ms. Villanueva covered the background of the request from MTC and provided information on the design alternative assessment including the study purpose, scope and schedule. Ms. Villanueva then recommended that the Commission 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.

Commissioner Haggerty wanted to know if the plan is to use existing lanes to convert to a hot lane. Art Dao stated that the objective of the assessment is to analyze options for the segment and he noted that a HOT lane is an option to consider.

Commissioner Haggerty asked if the other counties partnering with MTC had the same funding match for local funds. Ms. Villanueva stated that partnership in Contra Costa County was a 50% match, while the North Bay partnership was approximately an 11% funding match.

Commissioner Kaplan suggested that there be language to include that Alameda CTC would be the operator of any tolled hot lane in the corridor should the decision be made to have a HOT lane in the segment. Mr. Dao noted that it is very early in the project to make that determination and he noted that there will be several opportunities for the Commission to provide input regarding operations as the project progresses.

Commissioner Halliday wanted to ensure that a managed lane be considered in the design assessment. Ms. Lengyel noted that managed lanes are a core part of the assessment and will be considered in addition to several other options.

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

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

**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 14<sup>th</sup>/Mission and Fremont Boulevard Multimodal Corridor Project.**

Saravana Suthanthira recommended that the Commission 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<sup>th</sup>/Mission and Fremont Boulevard Multimodal Corridor Project. She noted that the project will build upon existing transportation and land use planning efforts along the corridor to develop an implementable multimodal improvement plan for the East 14<sup>th</sup>/Mission and Fremont Boulevard. Ms. Suthanthira reviewed the procurement process for the contract and stated that funding was allocated in the 2018 Comprehensive Investment Program.

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

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

**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.**

Cathleen Sullivan provided an update on the evaluation of Year One of the Affordable Student Transit Pass Program Pilot and the launch of Year Two. She provided information on the year one design and reviewed goals of the pilot and implementation of the pilot throughout the county. Ms. Sullivan reviewed the pilot evaluation based on the eighteen Commission approved quantitative and qualitative measures and she noted that the results to date show that all goals of the pilot are being met. Ms. Sullivan summarized the pass distribution, transit usage over the first year, mode share, transit perceptions for participants and non-participants, and information on cost implications for year one participants. Ms. Sullivan concluded the presentation by providing information on the year two program design including next steps and schedule.

Commissioner Kaplan wanted to know if there is a way for students who are not in the free/reduced lunch program to use the pass. Ms. Sullivan stated that there is a transit pass option in those schools but the students cannot get the pass on site.

Commissioner Kaplan suggested adding the eco-pass option to the program where schools that don't need the subsidy can buy passes in bulk. She also suggested that there be an option that students can submit an application to a central location that would be accessed on an individual basis.

Ms. Lengyel noted that staff has had discussions with AC Transit regarding the eco-pass option and she noted that AC Transit does not extend an eco-pass to schools below college level. This means that the decision to have an AC Transit eco-pass for the program will have to be made through AC Transit at the policy level. Ms. Sullivan noted that LAVTA does have an eco-pass option which is being using in East County.

Commissioner Valle asked who the consultant team was that worked on the evaluation. Ms. Lengyel stated that Nelson Nygard is the consultant team working on the pilot program.

Commissioner Halliday wanted to ensure that information on the program was provided in different languages. Ms. Sullivan confirmed that information for the program was provided in several languages.

*This item is for information only.*

#### **7. Committee Member Reports**

There were no committee member reports.

#### **8. Staff Reports**

There were no staff reports.

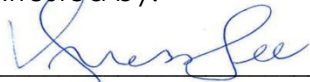
#### **9. Adjournment/ Next Meeting**

The next meeting is:

Date/Time: November 13, 2017 at 11:15 a.m.

Location: Alameda CTC Offices, 1111 Broadway, Suite 800, Oakland, CA 94607

Attested by:



Vanessa Lee,  
Clerk of the Commission



# Memorandum

4.2

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

**DATE:** November 6, 2017

**SUBJECT:** Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

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

## Summary

This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program (CMP). As part of the LUAP, Alameda CTC reviews Notices of Preparations (NOPs), General Plan Amendments (GPAs), and Environmental Impact Reports (EIRs) prepared by local jurisdictions and comments on them regarding the potential impact of proposed land development on the regional transportation system.

Since the last update on October 9, 2017, Alameda CTC reviewed five general plan amendments which were found to be exempt from CMP review requirements. A response was submitted on these general plan amendments and is included as Attachment A.

**Fiscal Impact:** There is no fiscal impact.

## Attachment

- A. Response to General Plan Amendments from the City of Livermore for the period between July 2016 and September 2017

## Staff Contacts

[Saravana Suthanthira](#), Principal Transportation Planner

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

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October 20, 2017

Debbie Bell  
Associate Transportation Planner  
Engineering/Community Development Department  
City of Livermore  
1052 S. Livermore Ave.  
Livermore, California 94550

**SUBJECT: Response to General Plan Amendments from the City of Livermore for the period between July 2016 and September 2017**

Dear Ms. Bell,

Thank you for the opportunity to review the City of Livermore's General Plan Amendments opened between July 2016 and September 2017 as part of the 2017 Congestion Management Program (CMP) conformity review process. Alameda CTC has received the following General Plan Amendments (GPAs) which have been approved and are fully entitled by the City of Livermore:


- Sunflower Hill Apartments
- First Street Corridor Land Use GPA Area
- Lifestyle Rx Repurpose
- Housing Implementation Program 2017-2019 and Transferable Development Credit Regulations
- 8343 Vesting Tentative Tract Map, Sonoma School Site

All of the projects reviewed individually generate fewer than 100 net pm-peak hour vehicle trips and cumulatively result in a net reduction of pm-peak hour vehicle trips after complete build-out. Each of these projects was determined to be CEQA exempt and a Notice of Determination for each was filed. A brief description of these GPAs can be found in Attachment A: Details of Projects and Net Trips Generated. Alameda CTC has determined that these projects are exempt from review under the Congestion Management Program Land Use Analysis Program.

Thank you for the opportunity to comment on these projects. Please ensure that all General Plan Amendments are sent in the future to Alameda CTC for review to meet the CMP Land Use Analysis Program requirements.

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 black ink, appearing to read 'Saravana Suthanthira', with a long horizontal flourish extending to the right.

Saravana Suthanthira  
Principal Transportation Planner

Attachment A: Details of Projects and Net Trips Generated



## Attachment A - Project Descriptions and Net Trips Generated

ID	Name	CEQA	Description	Net PM-Peak Trips
GPA16-003	<b>Sunflower Hill Apartments</b>	Notice of Determination (NOD)	Proposal to construct seven buildings, including six residential buildings, ranging from one to two stories, to provide 44 units of affordable, supportive housing for adults with developmental disabilities, and one one-story multipurpose building.	+ 9 trips
GPA16-005	<b>First Street Corridor Land Use GPA Area</b>	NOD	City-initiated request for a General Plan Amendment (GPA) for an approximately 24-acre area which presently has a Service Commercial (SC) General Plan designation. The GPA proposes a dual land use designation retaining the Service Commercial (SC) designation and allowing a land owner to use the Urban High Residential (UH-2) land use category, which allows 8 to 14 residences per acre. The GPA would designate the site a Transferable Development Credit (TDC) Receiver (R) Site.	Net Trip Reduction
GPA17-001	<b>Lifestyle Rx Repurpose</b>	NOD	Lifestyle Rx building expansion of second floor to accommodate additional rehab therapy on first floor, move of health club use to second floor, and conversion of basketball gym to medical office use, and parking lot and site modifications; including a General Plan Amendment (GPA 17-001) creating a new General Plan land use designation of Large Office Commercial allowing a maximum floor area ratio of 0.60.	+11 trips
GPA17-002	<b>HIP 2017-2019 &amp; TDC Regulations</b>	Previous Environmental	General Plan Amendment and Development Code Amendment relating to housing allocations for the Transferable Development Credits (TDC) Program in the Housing Implementation Program (HIP) to extend the allocation guarantee for an additional three years (2017-2019). Unused TDC allocations would carry forward to subsequent years beyond 2019. Consideration of the 2017 Community Services and Infrastructure Report which assess the City's capacity to accommodate residential growth and the 2017-2019 Housing Implementation Program regulations which establish the number of allocations available and the process for granting allocations from 2017-2019.	No Change
SUB16-003	<b>8343 VTTM, Sonoma School Site</b>	NOD	Redesignation of the General Plan and zoning of Sonoma Elementary School site from educational to residential, to demolish the school, and subdivide and construct 54 single-family residential homes (Vesting Tentative Tract Map 8343). The proposed General Plan designation is Urban Medium High Residential (4.5-6.0 dwellings per acre) and the proposed Zoning designation is Low Density Residential (RL). The project proposes to construct two-story, detached homes ranging in size from approximately 2,100 to 3,000 square feet, and provide open space/water quality swales, landscaping, public streets, sidewalk, lighting, utilities and other related improvements.	+ 60 trips

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**DATE:** November 6, 2017

**SUBJECT:** November Legislative Update

**RECOMMENDATION:** Receive an update on federal, state, regional, and local legislative activities and approve the 2018 Legislative Program.

## Summary

This legislative update provides a brief look ahead to federal, state, regional, and local legislative activities in 2018. In addition, staff seeks Commission approval of Alameda CTC's 2018 Legislative Program, which will guide legislative actions and policy direction to positively impact transportation in Alameda County during the upcoming calendar year. The full 2018 Legislative Program is included in Attachments A and B. This is an action item.

## Background

Each year, Alameda CTC adopts a legislative program to provide direction for its legislative and policy activities for the year. The purpose of the legislative program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy. The program is designed to be broad and flexible, allowing Alameda CTC to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in the region as well as in Sacramento and Washington, D.C.

The 2018 Alameda CTC Legislative Program is divided into six sections and retains many of the 2017 priorities:

1. Transportation Funding
2. Project Delivery and Operations
3. Multimodal Transportation and Land Use
4. Climate Change
5. Goods Movement
6. Partnerships

Legislative, policy, and funding partnerships throughout the Bay Area and California will be key to the success of the 2018 Legislative Program.

Attachment A provides background on each of the legislative categories. Attachment B summarizes the proposed legislative platform.

**Fiscal Impact:** There is no fiscal impact.

### **Attachments**

- A. Alameda CTC 2018 Legislation Program
- B. Alameda CTC 2018 Legislation Platform

### **Staff Contact**

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

## 2018 Alameda CTC Legislative Program

### Introduction

Each year, the Alameda County Transportation Commission (Alameda CTC) adopts a legislative program to provide direction for its legislative and policy activities for the year. The purpose of the 2018 Alameda CTC Legislative Program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy in the coming year. The program is developed to be broad and flexible, allowing Alameda CTC to pursue legislative and administrative opportunities that may arise during the year, and to respond to the changing political processes in the region, as well as in Sacramento and Washington, D.C.

The legislative program supports Alameda CTC in its required role as manager of the county's voter-mandated transportation expenditure plans, as the county's congestion management agency and as the operator of express lanes. Alameda CTC relies on its legislative program to advance transportation programs and projects that will maintain and improve Alameda County's multimodal transportation system. Some of the main factors that will influence the 2018 Alameda CTC Legislative Program include:

- Implementation of the Alameda County's 2000 and 2014 Transportation Expenditure Plans and actively seeking opportunities to leverage other funds for project and program delivery;
- Advocacy for funding of Alameda CTC projects and programs to leverage local funds;
- Identification of funding for expansion of Alameda CTC programs including the Affordable Student Transit Pass Program and the Safe Routes to Schools Program;
- Goods movement planning and advocacy, as well as policy development as a result of multimodal arterial planning, a countywide passenger and freight rail strategy, and countywide transit planning efforts;
- Implementation of state legislation, including Senate Bill 1 and Senate Bill 743 that will affect Alameda County's goods movement, project and program delivery, and transportation and land use activities to support the region's Sustainable Communities Strategy;
- Opposition to a repeal of transportation revenue streams enacted through SB 1;
- Implementation of Senate Bill 595 which allows placement of a regional measure before Bay Area voters, Regional Measure 3, that could result in new funding for congestion-relief projects that improve mobility in the bridge corridors;
- Monitoring implementation of California's Cap and Trade Program for transportation funding that will help address climate change to ensure ongoing eligibility for these programs for Alameda County jurisdictions and transit operators; and
- Expansion of legislative and policy partnerships throughout the Bay Area, in California, and in Washington, D.C.

Funding and policy decisions supported through a legislative program will advance Alameda CTC projects and programs. The 2018 Legislative Program is divided into six sections:

1. Transportation Funding
2. Project Delivery and Operations
3. Multimodal Transportation and Land Use
4. Climate Change
5. Goods Movement
6. Partnerships

The following legislative areas are related to federal, state, regional, and local policy and legislative efforts as applicable.

### **1. Transportation Funding**

California represents one of the largest economies in the U.S. Its diverse industries range from agriculture to mining to biotechnology to new transportation technologies—all of which serve as a source of the state's economic strength. Each of these industries relies on a backbone of transportation to move people, goods, and services.

Prior to 2015, transportation funding at the federal and state level was limited. The federal gas tax had not been raised, and even though fuel prices fluctuate significantly in California, the state gas tax had remained flat with no index to inflation since the early 1990's. Meanwhile, the costs to deliver transportation projects and programs, operate transit, and perform system maintenance continued to rise. In 2015, the FAST Act provided a much-needed federal source of funding for highway, transit, and rail surface transportation projects.

In 2016, cities, counties, and transit operators went to the ballot seeking voter approval for transportation infrastructure that was not being funded at the state or federal level. Six transportation-related measures on the ballot sponsored by Self-Help Counties throughout the state passed. In addition, six local measures sponsored by AC Transit, BART, and the cities of Alameda, Albany, Berkeley, and Oakland passed. The measures that passed provide considerable funding for transportation improvements in the Bay Area region and throughout the state. However, several other counties were not able to achieve the 2/3 voter hurdle to pass transportation measures. Alameda CTC has long supported reducing the threshold for passing transportation measures.

In 2017, the outlook for transportation funding from the state improved considerably with the passage of Senate Bill 1, which provides an average of \$5.4 billion per year for state and local transportation projects, and Senate Bill 595, which could bring additional funding to the region if approved by voters as Regional Measure 3.

**FAST Act:** In December 2015, President Obama signed Fixing America's Surface Transportation (FAST) Act, into law. The new law authorized \$305 billion in surface transportation funding through FY 2020. This came after a number of short-term extensions of the nation's surface transportation program. The FAST Act funds federal highway, highway safety, transit, and rail programs for five years. However, more funding is needed to meet state, regional, and local demands for transportation improvements.

**Senate Bill 1:** Alameda CTC took a support position on The Road Repair and Accountability Act of 2017, SB 1, which doubles the amount of funding to cities and counties for road maintenance and repair and provides several discretionary funding opportunities. Passage of this bill brings new opportunities to receive significant transportation funding for improvements in Alameda County. Alameda CTC plans to submit applications and seek funding from these SB 1 programs: Solutions for Congested Corridors Program that supports multimodal projects on congested highways and major arterials; the Local Partnership Program that helps finance priority projects in counties and cities with voter-approved transportation taxes and fees; the Trade Corridor Enhancement Program that funds freight projects nominated by local agencies and the state; and the Active Transportation Program for bicycle and pedestrian projects and programs, including Alameda CTC's Affordable Student Transit Pass Program and Safe Routes to Schools Program expansion.

**Senate Bill 595:** SB 595 (Beall), allows a ballot measure to increase bridge tolls to fund congestion-relief projects and improve mobility in the bridge corridors through Regional Measure 3 (RM3). Alameda CTC was engaged in development of SB 595 and took support positions on the bill during its development. The agency also worked with state legislators and the Metropolitan Transportation Commission to ensure that transportation projects needed in Alameda County are eligible relative to bridge - related congestion and tolls generated by Alameda County toll payers. Alameda CTC will continue to support RM3 funding for Alameda County projects since it is a potential funding source to leverage Measure BB sales tax dollars.

Alameda CTC's legislative priorities for transportation funding include the following:

### **Increase transportation funding**

- Oppose efforts to repeal transportation revenues streams enacted through SB 1.
- Support efforts that protect against transportation funding diversions.
- Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures.
- Support the implementation of more stable and equitable long-term funding sources for transportation.
- Seek, acquire, accept and implement grants to advance project and program delivery.

### **Protect and enhance voter-approved funding**

- Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations.
- Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs.
- Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.
- Support efforts that streamline financing and delivery of transportation projects and programs.
- Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.

## **2. Project Delivery and Operations**

Delivery of transportation infrastructure expeditiously is critical for ensuring cost-effective mobility of people and goods, while protecting local communities and the environment, and creating jobs. However, delivery of projects is often bogged down by long time frames for project delivery processes, including environmental clearance and mitigation, design, right of way, and project financing. Alameda CTC will continue to expedite project delivery and operations through partnerships and best management practices.

### **Advance innovative project delivery**

- Support environmental streamlining and expedited project delivery.
- Support contracting flexibility and innovative project delivery methods.
- Support high-occupancy vehicle (HOV)/toll lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation.
- Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.

### **Ensure cost-effective project delivery**

- Support efforts that reduce project and program implementation costs.
- Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.

### **Protect the efficiency of managed lanes**

- Support utilizing excess capacity in HOV lanes through managed lanes as a way to improve corridor efficiencies and expand traveler choices.
- Support ongoing HOV/managed lane policies to maintain corridor-specific lane efficiency, including improved enforcement.



- Oppose legislation and efforts that degrade HOV lanes that could lead to congestion and decreased efficiency.

### **3. Multimodal Transportation and Land Use**

Transportation in the Bay Area must serve multiple needs. It must efficiently deliver food and goods, and move people from one place to another. Multimodal options offer the traveling public choices, manage traffic demand, reduce greenhouse gas emissions, and improve the transportation system efficiency. To that end, Alameda CTC updated its Countywide Transportation Plan in 2016 and developed three multimodal plans in 2016—Countywide Goods Movement Plan, Countywide Multimodal Arterial Plan, and Countywide Transit Plan. In 2017, the agency began project development on two multimodal corridors in the Countywide Multimodal Arterial Plan: San Pablo Avenue (SR-123) Multimodal Corridor and East 14th Street/Mission and Fremont Boulevard Multimodal Corridor. Effective implementation of multimodal transportation systems relies on how local coordination and development supports these types of investments and projects.

Linking land use and transportation decisions can result in economic growth and can expand mobility and reduce emissions for residents and businesses.

Alameda CTC supports efforts that encourage, fund, and provide incentives and/or reduce barriers to integrating transportation, housing, and job development in areas that foster effective transportation use. In addition, since transportation systems must serve all of society to meet the mobility needs of youth, seniors, people with disabilities, working people, and people at all income levels in our communities, Alameda CTC supports a balanced, flexible system with multiple transportation options that expand access for all transportation users.

#### **Reduce barriers to the implementation of transportation and land use investments**

- Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs.
- Support local flexibility and decision-making on land-use for transit oriented development (TOD) and priority development areas (PDAs).
- Support innovative financing opportunities to fund TOD and PDA implementation.

#### **Expand multimodal systems and flexibility**

- Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people, 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, and vanpooling and other modes with parking.

#### **4. Climate Change**

The enactment of Assembly Bill 32 and SB 375 to reduce the state's greenhouse gas (GHG) emissions link transportation and housing and create a funding stream to pay for projects and programs that reduce GHG emissions (the state's Cap and Trade Program) and affect transportation planning, funding, and delivery in Alameda County and throughout the state.

##### ***Cap-and-Trade Program Implementation***

The Cap and Trade Program is a market based approach to address statewide limits on greenhouse gas (GHG) emissions and generates funds through quarterly auctions for carbon credits. The revenue is directed to projects and programs intended to further reduce GHG emissions. Over the past few years, auction returns have been significantly lower than expected, resulting in lower appropriation amounts than expected. In 2017 both court and legislative actions reinforced the cap and trade program and it is expected that future auctions will see increased revenues.

Alameda CTC has participated in commenting on the development of cap and trade guidelines and will continue to work with the state and region on the implementation of the Cap and Trade Program, continuing to advocate for significant funding in the Bay Area.

Alameda CTC also supports investments from new revenue streams for transportation, while supporting legislative options to create and increase separate funding streams for housing. Alameda CTC supports climate change legislation as follows:

##### **Support climate change legislation to reduce GHG emissions**

- Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions, and support economic development.
- Support cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy.
- Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions.
- Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.
- Support efforts that ensure Alameda County jurisdictions are eligible for state funding related to the definition of disadvantaged communities used in state screening tools.

## 5. Goods Movement

Alameda County serves as a gateway to the world for goods movement to and from the county, the San Francisco Bay Area, Northern California, and even the Western U.S. Efficient goods movement expands job opportunities, supports local communities, and bolsters the economy of Alameda County, the Bay Area, and the nation.

Since 2013, Alameda CTC has led a Bay Area Goods Movement Collaborative that brings together partners, community members, and stakeholders from across the county and region in an organized structure to understand goods movement needs and identify, prioritize, and advocate for short- and long-term strategies to address these needs in Alameda County and the Bay Area. In February 2016, Alameda CTC completed development of a Countywide Goods Movement Plan that outlines a long-range strategy for how to move goods effectively within, to, from, and through Alameda County by roads, rail, air, and water. In 2017, Alameda CTC initiated a Rail Strategy Study to establish an overarching freight and passenger rail approach for the county that supports freight and passenger rail efficiencies and reduces impacts on local communities.

In October 2017, the Global Opportunities at the Port of Oakland Project, known as GoPort, was the recipient of a nearly \$10 million Advanced Transportation and Congestion Management Technologies Deployment Grant. The Federal Highway Administration fully funded the request of Alameda CTC to support the integration of Freight Community System and advanced ITS technology.

Alameda CTC continues to support a strong freight program and the National Multimodal Freight Network as part of the federal surface transportation bill, the FAST Act, supports the multimodal goods movement system in Alameda County.

Alameda CTC supports implementation of the California Freight Mobility Plan, allocation of funds for freight projects in Alameda County through the SB 1 Trade Corridors Enhancement Program, and prioritization of Bay Area transportation goods movement projects in regional, state and federal goods movement planning and funding processes.

Alameda CTC supports the following legislative priorities related to goods movement.

### **Expand goods movement funding and policy development**

- Support a multimodal goods movement system and efforts that enhance the economy, local communities, and the environment.
- Support 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 Alameda County goods movement needs are included in and prioritized in regional, state and federal goods movement planning and funding processes.
- Support rewarding Self-Help Counties that directly fund goods movement

infrastructure and programs.

- Leverage local funds to the maximum extent possible to implement goods movement investments in Alameda County through grants and partnerships.

## 6. Partnerships

In the coming year, Alameda CTC seeks to expand and strengthen its partnerships at the local, regional, state, and federal levels to collaborate on policies, funding, legislation, and project and program delivery opportunities.

**Regional Partnerships:** On a regional level, Alameda CTC is facilitating coordination with a number of agencies to leverage funding and efficiently partner on transportation projects and programs. Alameda CTC is also participating in partnerships with the Bay Area CMAs and regional agencies: Metropolitan Transportation Commission, Association of Bay Area Governments, Bay Area Air Quality Management District, and Bay Conservation and Development Commission, as applicable.

**State Partnerships:** Alameda CTC is coordinating at the state level with the Self-Help Counties Coalition and the California Association of Councils of Government, and the California State Transportation Agency. Alameda CTC views these efforts as essential to having more impact at the policy and planning levels, and unifying efforts to help ensure common policies and practices can translate into more effective transportation project and program advocacy and implementation.

**Local Partnership Program:** Alameda CTC supports the SB 1 Local Partnership Program, because it helps finance priority projects in counties and cities with voter-approved transportation taxes and fees. It also leverages local dollars and provides an incentive for counties without a local tax program to establish one. Alameda CTC participated in guidelines development in 2017 and will continue to support partnerships that advance project and program delivery.

**Federal Partnerships:** On a federal level, Alameda CTC advocates for a long-term transportation funding program that is sustainable, reliable, and supports both capital investments and operations.

**Other Partnering Opportunities:** Alameda CTC will continue to partner on the implementation of its Countywide Transportation Plan and three multimodal plans—Countywide Goods Movement Plan, Countywide Multimodal Arterial Plan, and Countywide Transit Plan—and the multimodal corridor projects and policies that arise from the plans to provide more transportation choices and improve efficiencies throughout the county. Alameda CTC will continue its many multi-county transportation efforts, such as transit planning, express lane implementation, implementation of the first-ever affordable student transit pass program, Transportation Demand Management and other types of transportation projects or programs implemented in more than one county to provide a system of transportation infrastructure or services for the traveling public that can be developed, so that the region is ready to receive federal, state, or

other grants as they become available. This includes work on a mega-regional effort to address infrastructure that supports inter-regional goods movement and transit.

Alameda CTC supports efforts that expand job opportunities for contracting with local and small businesses in the delivery of transportation projects and programs.

**Expand partnerships at the local, regional, state, and federal levels.**

- Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional transportation problems and support governmental efficiencies and cost savings in transportation.
- Support policy development to advance transportation planning, policy, and funding at the county, regional, state, and federal levels.
- Partner with community agencies and other partners to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs.
- Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.

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**2018 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](http://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
<b>Transportation Funding</b>	Increase transportation funding	<ul style="list-style-type: none"> <li>• Oppose efforts to repeal transportation revenues streams enacted through SB 1.</li> <li>• Support efforts that protect against transportation funding diversions.</li> <li>• Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures.</li> <li>• Support the implementation of more stable and equitable long-term funding sources for transportation.</li> <li>• Seek, acquire, accept and implement grants to advance project and program delivery.</li> </ul>
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs.</li> <li>• Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.</li> <li>• Support efforts that streamline financing and delivery of transportation projects and programs.</li> <li>• Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.</li> </ul>
<b>Project Delivery and Operations</b>	Advance innovative project delivery	<ul style="list-style-type: none"> <li>• Support environmental streamlining and expedited project delivery.</li> <li>• Support contracting flexibility and innovative project delivery methods.</li> <li>• Support high-occupancy vehicle (HOV)/toll lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation.</li> <li>• Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.</li> </ul>
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> <li>• Support efforts that reduce project and program implementation costs.</li> <li>• Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.</li> </ul>
	Protect the efficiency of managed lanes	<ul style="list-style-type: none"> <li>• Support utilizing excess capacity in HOV lanes through managed lanes as a way to improve corridor efficiencies and expand traveler choices.</li> <li>• Support ongoing HOV/managed lane policies to maintain corridor-specific lane efficiency, including improved enforcement.</li> <li>• Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.</li> </ul>
<b>Multimodal Transportation and Land Use</b>	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> <li>• Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs.</li> <li>• Support local flexibility and decision-making on land-use for transit oriented development (TOD) and priority development areas (PDAs).</li> <li>• Support innovative financing opportunities to fund TOD and PDA implementation.</li> </ul>

Issue	Priority	Strategy Concepts
	Expand multimodal systems and flexibility	<ul style="list-style-type: none"> <li>• 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, and do not create unfunded mandates.</li> <li>• Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education.</li> <li>• Support parity in pre-tax fringe benefits for public transit, carpooling, and vanpooling and other modes with parking.</li> </ul>
<b>Climate Change</b>	Support climate change legislation to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> <li>• Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions, and support economic development.</li> <li>• Support cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy.</li> <li>• Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions.</li> <li>• Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.</li> <li>• Support efforts that ensure Alameda County jurisdictions are eligible for state funding related to the definition of disadvantaged communities used in state screening tools.</li> </ul>
<b>Goods Movement</b>	Expand goods movement funding and policy development	<ul style="list-style-type: none"> <li>• Support a multimodal goods movement system and efforts that enhance the economy, local communities, and the environment.</li> <li>• Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy.</li> <li>• Support legislation and efforts that improve the efficiency and connectivity of the goods movement system.</li> <li>• Ensure that Alameda County goods movement needs are included in and prioritized in regional, state and federal goods movement planning and funding processes.</li> <li>• Support rewarding Self-Help Counties that directly fund goods movement infrastructure and programs.</li> <li>• Leverage local funds to the maximum extent possible to implement goods movement investments in Alameda County through grants and partnerships.</li> </ul>
<b>Partnerships</b>	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Support policy development to advance transportation planning, policy, and funding at the county, regional, state, and federal levels.</li> <li>• Partner with community agencies and other partners to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs.</li> <li>• Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.</li> </ul>





# Memorandum

6.1

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

**DATE:** November 6, 2017

**SUBJECT:** 2017 Congestion Management Program (CMP) and the FY2016-17 CMP Conformity Findings

**RECOMMENDATION:** Approve the 2017 CMP and the FY2016-17 CMP Conformity Findings.

## Summary

As the congestion management agency (CMA) for Alameda County, Alameda CTC is required to biennially update and implement the legislatively mandated Congestion Management Program (CMP) that identifies strategies to address congestion issues in Alameda County. Alameda CTC's CMP includes forward-looking comprehensive strategies for congestion management that improve multimodal mobility and better connect transportation and land use in the county. Alameda CTC seeks approval for the updated 2017 CMP and the annual findings regarding local jurisdictions' conformance with implementation of the CMP elements.

The CMP is required to incorporate five key elements: level of service monitoring for a designated CMP roadway network, a multimodal performance element, a travel demand management (TDM) program, a land use analysis program (LUAP), and a capital improvement program. The last update to the CMP was completed in October 2015. Considering the legislative efforts (implementation of Senate Bill 743) related to the CMP currently underway, which could fully or partially change the CMP and its requirements, the 2017 update to the CMP is a focused update only to incorporate progress on the implementation of various CMP elements that occurred in the last two years.

The updated CMP document is available on Alameda CTC's [Congestion Management Program web page](#).

The Commission is requested to approve the 2017 update to the CMP and adopt the finding that all jurisdictions are in conformance with the CMP requirements. Once the Commission adopts the 2017 CMP, Alameda CTC will forward the document to the Metropolitan Transportation Commission (MTC) to meet the MTC requirement for CMP conformance.

## Discussion

State CMP legislation requires biennial updates to the CMP. Alameda CTC develops and updates a CMP for Alameda County during odd-number years. The CMP is used to monitor the performance of the county's transportation system, develop strategies to address congestion and improve the performance of a multimodal system, and strengthen the integration of transportation and land use planning. The following are the legislatively required elements of the CMP:

- **Roadway Performance Monitoring:** Monitor congestion levels against the level of service (LOS) standards established for the county's designated CMP roadway system. If roadway LOS standards are not maintained in the CMP roadway system, a deficiency plan is required that defines how improvements will be implemented to bring the LOS to an acceptable standard.
- **Multimodal Performance Measures:** Evaluate the county's multimodal transportation system against adopted performance measures.
- **Travel Demand Management:** Promote alternative transportation strategies with a travel demand management element.
- **Land Use Impact Analysis:** Analyze the effects of local land use decisions on the regional transportation system. Develop and maintain a travel demand model to assess the land use impact.
- **Capital Improvement Program:** Prepare a capital improvement program that maintains or improves the performance of the countywide multimodal transportation system.

### 2017 Update to CMP Elements

Alameda CTC only made focused changes during the 2017 update to report on the work performed and progress made in implementing the CMP elements since the last update in 2015. No substantial changes have been made to the legislative requirements of the program, since the adoption of the CMP legislation in 1991. Since 2015, various legislative efforts (SB 743, AB 1098, and AB 779) have proposed modifications to either all or part of the Congestion Management Program. AB 1098 and AB 779 failed. However, as required by SB 743, the Governor's Office of Planning and Research (OPR) is working to identify the alternative metric for transportation impact assessment in the California Environmental Quality Act (CEQA) process from a delay-based metric such as LOS, to another metric such as vehicle miles traveled (VMT). Alameda CTC actively participated in this process by leading the Bay Area Working Group in 2015 and 2016 to coordinate with the OPR. The OPR has identified VMT as the new metric but is still finalizing the guidance for impact analysis. Since the CMP legislation requires use of the LOS metric, which is in direct conflict with SB 743, the legislation is

anticipated to be amended or revamped at some point. Until SB 743 is fully implemented with the update to CEQA Guidelines on the transportation impact analysis based on OPR's effort, or other legislative efforts to amend the CMP legislation are approved, Alameda CTC will not do any major updates to the CMP or any of the five required elements.

The following updates were made to the CMP elements as part of the 2017 CMP update:

- Designated CMP Network—The CMP roadway network monitored for LOS performance has been expanded by adding approximately 220 miles of additional major arterial roads based on the countywide modal plans completed in 2016. Additionally, 146 miles of CMP roadways that are major transit corridors are identified for the first time for monitoring bus transit performance.
- Level of Service Monitoring—Incorporated the 2016 LOS monitoring results of the CMP network, and no new deficiency plans were identified.
- Multimodal Performance Element—Alameda CTC published its annual performance element as the [2016 Performance Report](#). A list of additional performance measures for potential consideration in the future has been identified based on the three countywide modal plans completed in 2016.
- Travel Demand Management—The ["Commute Choices" website](#) is being modified for better use as a resource center, so that employers and local governments can get more information on TDM strategies. The [Guaranteed Ride Home Program](#) implementation continued.
- Land Use Analysis Program—The projects or studies related to implementing complete streets policies in Central County and parking management in North County are complete. The update to the [Alameda County Priority Development Area Investment and Growth Strategy](#) was adopted by the Commission in May 2017. On-going land use analysis of Notices of Preparations, Environmental Impact Reports, and General Plan Amendments occurred.
- Travel Demand Model—Alameda CTC is starting to update the countywide model to incorporate the recently adopted Plan Bay Area 2040 assumptions.
- Capital Improvement Program—Alameda CTC's [2018 Comprehensive Investment Plan](#) (CIP) that serves as Alameda CTC's CMP Capital Improvement Program was adopted in April 2017. The CIP focuses on project/program delivery over a five-year programming window with a two-year allocation plan. The [State Transportation Improvement Program list of projects from Alameda County](#) for a total funding of \$48.8 million was approved in October 2017. These projects will be considered by MTC for incorporation into the Regional Transportation Improvement Plan that will be forwarded to the California Transportation Commission for the 2018 STIP.
- Program Conformance: Deficiency Plans—No new deficiency plans were identified as a result of the 2016 LOS monitoring program. The deficiency plan implementation process, regarding completion of the deficiency plan implementation, has been

clarified in the Deficiency Plan guidelines. Specifically, a deficiency plan can be considered fully implemented, if the local jurisdiction determines and Alameda CTC concurs, that the implementation of the Deficiency Plan resulted in a measurable improvement in LOS bringing the formerly deficient segments into compliance with the LOS standards. For Deficiency Plans that include both near-term and long-term actions, if completion of the near-term actions resulted in a measureable improvement in LOS, and has demonstrated compliance with LOS standards for at least five years, Alameda CTC and the local jurisdiction may consider implementation of the Deficiency Plan to be complete without the completion of the long-term actions.

### **2017 Annual CMP Conformity Findings**

Annually, local jurisdictions must comply with four elements of the CMP to be found in compliance. Non-conformance with the CMP requirements means that respective local jurisdictions are at a risk of losing Proposition 111 gas tax funding. The four elements are:

1. Level of Service Monitoring Element: Prepare Deficiency Plans and Deficiency Plan Progress Reports, as applicable;
2. Travel Demand Management Element: Complete the TDM Site Design Checklist;
3. Land Use Analysis Element:
  - a. Submit to Alameda CTC all Notices of Preparations, Environmental Impact Reports, and General Plan Amendments;
  - b. Review the allocation of Association of Bay Area Governments' land use projections to Alameda CTC's traffic analysis zones; and
4. Pay annual fees.

In September 2017, Alameda CTC contacted all Alameda County jurisdictions for the necessary documentation to determine CMP conformity for fiscal year 2016-2017 (FY2016-17). Documents were requested by September 25th, 2017. Attachment A summarizes the status of conformance documentation by jurisdiction; all jurisdictions have complied with the CMP conformance requirements.

The conformance elements and related activities undertaken to establish conformance are described as follows.

#### *Level of Service Monitoring Program*

The following Deficiency Plans are active, and status reports have been received. No new deficiency plans were required based on the 2016 level of service monitoring results.

1. SR-260 Posey Tube Eastbound to I-880 Northbound Freeway Connection  
Lead jurisdiction: City of Oakland  
Participating jurisdictions: City of Alameda and City of Berkeley
2. SR-185 (International Boulevard) Between 46th and 42nd Avenues  
Lead Jurisdiction: City of Oakland  
Participating jurisdiction: City of Alameda
3. Mowry Avenue Eastbound from Peralta Boulevard to SR-238 (Mission Boulevard)  
Lead jurisdiction: City of Fremont  
Participating jurisdiction: City of Newark

#### *Travel Demand Management Element*

Jurisdictions submitted the updated Site Design Checklist.

#### *Land Use Analysis Program*

- *Development project review:* Jurisdictions reviewed a list of land use projects that Alameda CTC had reviewed and commented on during FY2016-17.
- *Land use forecast review:* Jurisdictions reviewed Plan Bay Area 2013 (Sustainable Communities Strategy) land use allocations as part of the Alameda Countywide Travel Demand Model update completed in August 2014. Jurisdictions will review the updated land use data base incorporating the Plan Bay Area 2040 assumptions in fall of 2017.

All jurisdictions have met the TDM, Land Use Analysis Program, Deficiency Plan and fee requirements.

Based upon approval by the Commission, Alameda CTC will submit the 2017 CMP to MTC to meet the MTC CMP Conformity requirements.

#### **Fiscal Impact:**

#### **Attachments**

- A. [2017 CMP Executive Summary](#)
- B. FY2016-17 CMP Conformance

#### **Staff Contacts**

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

[Saravana Suthanthira](#), Principal Transportation Planner

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

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**Attachment B**  
**2017 CMP CONFORMANCE**  
**Land Use Analysis, Site Design, Payment of Fees and Deficiency Plans**

	Land Use Analysis Program		TDM Element	Payment of Fees	Level of Service Element	
Jurisdiction	GPA & NOP Submittals	Land Use Forecast Review*	Site Design Checklist	Payments thru 4th Quarter FY 16/17	Deficiency Plan Progress Reports or Concurrence	Meets All Requirements
Alameda County	Yes	Yes	Yes	Yes	N/A	Yes
City of Alameda	Yes	Yes	Yes	Yes	Yes	Yes
City of Albany	Yes	Yes	Yes	Yes	N/A	Yes
City of Berkeley	Yes	Yes	Yes	Yes	Yes	Yes
City of Dublin	Yes	Yes	Yes	Yes	N/A	Yes
City of Emeryville	Yes	Yes	Yes	Yes	N/A	Yes
City of Fremont	Yes	Yes	Yes	Yes	Yes	Yes
City of Hayward	Yes	Yes	Yes	Yes	N/A	Yes
City of Livermore	Yes	Yes	Yes	Yes	N/A	Yes
City of Newark	Yes	Yes	Yes	Yes	Yes	Yes
City of Oakland	Yes	Yes	Yes	Yes	Yes	Yes
City of Piedmont	Yes	Yes	Yes	Yes	N/A	Yes
City of Pleasanton	Yes	Yes	Yes	Yes	N/A	Yes
City of San Leandro	Yes	Yes	Yes	Yes	N/A	Yes
City of Union City	Yes	Yes	Yes	Yes	N/A	Yes

N/A indicates that the city is not responsible for any deficiency plan in the past fiscal year.

\* This requirement has been met through jurisdictions review of land use allocation in 2014 travel demand model update. Jurisdictions will be reviewing the land use allocation based on the Plan Bay Area 2040 in the Fall of 2017.

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# Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

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**DATE:** November 6, 2017

**SUBJECT:** Goods Movement Emissions Reduction Pilot Program

**RECOMMENDATION:** Approve the Goods Movement Emissions Reduction Pilot Program Principles and Investment Types and authorize the Executive Director to negotiate and enter into funding agreements as necessary to implement the program.

## Summary

The their Countywide Goods Movement Plan includes a goal to reduce environmental and community impacts from goods movement operations to create healthy communities and a clean environment, and improve quality of life for those communities most impacted by goods movement. In an effort to advance that goal, Alameda CTC included \$6 million in the 2018 Comprehensive Investment Plan to fund a Goods Movement Emissions Reduction Pilot Program. For the past year, Alameda CTC has been participating in a multi-agency effort led by the Bay Area Air Quality Management District to advance a coordinated program that can leverage other funds from multiple sources to reduce impacts on our local communities.

Staff recommends the Commission approve a list of programs to advance for funding as part of the Goods Movement Emissions Reduction Pilot Program. Programming will be contingent on the principles articulated below being met prior to execution of any funding agreements.

## Background

For the past year, Alameda CTC has actively participated in a multi-agency effort focused on goods movement emissions reductions led by the Bay Area Air Quality Management District (BAAQMD) and including participation of a number of agencies: the City of Oakland, the Port of Oakland, the Alameda County Public Health Department, the Metropolitan Transportation Commission, the California Air Resources Board (CARB), and the Environmental Protection Agency. The group met multiple times to identify potential areas of investment with a focus on reducing emissions in the West Oakland neighborhood, which the BAAQMD has identified as having significantly higher rates of particulate emissions resulting in adverse impacts on public health. The

intent is to develop a strategic framework to leverage the various funding sources at the agencies and private sector in order to advance investments that can result in measurable reductions in emissions.

The BAAQMD anticipates taking an update on the overall effort to its Mobile Source Committee in December. This will include a discussion of the funding programs the BAAQMD anticipates being available to fund emission reduction projects, which are primarily funding programs administered by BAAQMD or CARB, as well as a summary of the different types of equipment the BAAQMD is considering for inclusion in the investment strategy. Following the December discussion with the Mobile Source Committee, the BAAQMD will engage the private sector and community in discussions to get input on the overall strategy with a focus on feasibility and timing of new technology, economic feasibility and community priorities. It is anticipated that the full BAAQMD Board will approve an overall investment framework in early 2018.

In addition to the agency effort, Alameda CTC staff has met multiple times with members of the Ditching Dirty Diesel Collaborative (DDDC), who actively participated in the development of the Countywide Goods Movement Plan. DDDC was able to provide insight into the needs and priorities of the impacted communities to the discussion. Staff intends to continue regular meetings with DDDC as we advance the Alameda CTC Goods Movement Emissions Reduction Pilot Program.

### **Program Principles**

The intent of Alameda CTC's Goods Movement Emissions Reduction Pilot Program is to use the \$6 million investment from Alameda CTC Measure BB to leverage significant other funding from the public and private sector to reduce goods movement emissions in the county. Numerous funding opportunities exist, particularly those managed by BAAQMD and CARB, to invest in new equipment technologies across all modes of the goods movement system. The multi-agency partnership the BAAQMD has spearheaded seeks to identify the full range of needs and then start to match the most appropriate funding source to each need, taking into account things such as funding source restrictions, amount of emissions reduced, technological and economic feasibility, and impacted community and industry input. As Alameda CTC works with the BAAQMD and other agency partners to advance improvements, the following principles will guide how and where we seek to invest Alameda CTC local funds:

1. Alameda CTC shall actively partner with other agencies, the private sector and other stakeholders to advance emissions reduction projects.
2. Alameda CTC funding will be for investments that result in a reduction in emissions from Goods Movement activities in Alameda County.
3. Alameda CTC funding will serve as a local match to leverage other federal, state, regional, local and private funding to the greatest extent possible.
4. Alameda CTC shall provide no more than 30 percent of the funding for any investment.

5. Alameda CTC funding shall be encumbered only when a full funding agreement for an implementable project has been secured, including Alameda CTC matching funds.
6. Alameda CTC funding shall support investments that are proven technology and implementable within 18 months from date of award.
7. Alameda CTC shall serve as a funding partner, not an implementing agency, of emissions reduction projects.

### **Goods Movement Emissions Reduction Pilot Program Investment Types**

Recommendations are based on priorities identified through the multi-agency partnership. In addition, the Ditching Dirty Diesel Collaborative provided a list of emission reduction priorities from the community perspective.

Specific amounts to each program will be determined based on projects meeting the principles listed above, project readiness, and anticipated emissions reduced.

- Ocean-going vessel emission control technologies: investments could include additional shore power improvements including power vaults or cable reels, or barge-mounted emission control technologies (e.g. bonnets) for container or bulk ships
- Locomotives: advance newest technology rail switchers at the Port of Oakland or Oakland Army Base
- Cargo handling equipment: includes investments such as rubber tired gantry cranes at the Port of Oakland
- Trucks: expand deployment of zero and near zero emission vehicles with a focus on trucks that operate in Alameda County

One investment area that has come up repeatedly by the community but that there are currently no eligible funding sources identified for are receptor-side mitigations, such as HVAC systems or tree planting in heavily impacted communities. Alameda CTC will support as appropriate efforts to secure funds to invest in receptor-side mitigations. To date, the Alameda County Public Health Department, CARB and the BAAQMD appear to be the most likely agencies able to move forward such a program.

**Fiscal Impact:** The Goods Movement Emissions Reduction Pilot Program was included in the 2018 Comprehensive Investment Plan for a total cost of \$6 million. This action authorizes programming the funds, contingent upon the requirements as detailed in the recommended principles and investment types.

### **Staff Contact**

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

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# Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** November 6, 2017

**SUBJECT:** Implementation of the Transportation Demand Management (TDM) Program (PN 1393.200): Professional Services Agreement with Nelson\Nygaard Consulting Associates.

**RECOMMENDATION:** Approve and authorize the Executive Director, or a designee to negotiate and execute the Professional Services Agreement with Nelson\Nygaard Consulting Associates for a not-to-exceed amount of \$720,000 to provide Program Management Services for the Implementation of the Transportation Demand Management (TDM) Program

## Summary

Many of the activities, projects, and programs undertaken by the Alameda CTC contribute to the agency's overall transportation demand management goal of supporting travel during non-peak periods and by modes other than driving alone. Alameda CTC also manages specific Transportation Demand Management (TDM) programs which are targeted efforts that complement the agency's broader planning and projects portfolio in order to ensure coordinated and efficient delivery of TDM strategies.

Alameda CTC is working to unite current activities into a comprehensive TDM Program with an enhanced focus on the following major work areas: communications and promotion, regional coordination, and employer and local government outreach and engagement. This Program will also include provision of bike safety education classes for adults and the Guaranteed Ride Home program. Bringing various efforts together as part of one coordinated program allows Alameda CTC to identify synergies between efforts in order to maximize benefits and impacts of programs and leverage efforts across the agency in the most efficient way possible.

As part of the 2018 Comprehensive Investment Program, the Commission allocated \$854,000 of Measure BB and Transportation Fund for Clean Air (TFCA) funds to the TDM Program. Staff has subsequently worked to define the scope of work for the TDM Program and procure a consultant team. Consultant services were sought through a Request for Proposals (RFP), released in August. Two proposals were received and reviewed by a panel.

Based on the review of the proposals and interviews, the panel selected Nelson\Nygaard Consulting Associates as the top-ranked firm.

Staff recommends that the Commission approve and authorize the Executive Director, or his designee, to negotiate and execute a Professional Services Agreement with Nelson\Nygaard Consulting Associates for a not-to-exceed amount of \$720,000 to provide TDM Program Management Services.

## **Background**

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

- Guaranteed Ride Home (GRH) Program
- Countywide Bicycle Safety Education Program
- Bike Month Visual Promotion Campaign, currently known as iBike (runs in conjunction with Bike to Work Day)
- Commute Choices website
- Safe Routes to School Program
- Affordable Student Transit Pass Pilot Program
- Travel Training for Seniors and People with Disabilities (through the Paratransit Program)
- Countywide Carpool Promotion Program (also known as Commute Alternatives Program)
- Coordination with regional partners

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

- Alameda CTC's Countywide Transit, Bicycle, Pedestrian, Multimodal Arterial, and Goods Movement Plans
- Alameda CTC's Multimodal Corridor Studies
- Construction and operations of Express Lanes (I-580 and I-680 Express Lanes)
- Public transit operations funding
- Public transit infrastructure investments
- Bicycle and pedestrian Direct Local Distribution (DLD) funding to cities

In order to ensure comprehensive and efficient delivery of TDM strategies, as part of this procurement, Alameda CTC is restructuring how it delivers the various components of the TDM Program in order to unite current activities into a comprehensive TDM Program under

one contract with an enhanced focus on the following major work areas: communications and promotion, regional coordination, and employer and local government outreach and engagement.

## **Procurement**

In order to secure the consultant resources necessary for the successful delivery of the TDM Program, Alameda CTC released RFP #R18-0005 in August 2017. Alameda CTC received two proposals on September 18, 2017 from the following firms:

- AECOM
- Nelson\Nygaard Consulting Associates

A selection panel composed of representatives from Alameda CTC reviewed the proposals and selected the two (2) firms for interviews. Consultant interviews were conducted on October 25, 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 for performing the scope of work efficiently and effectively.
- 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.

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

- Nelson\Nygaard Consulting Associates
- AECOM

The Professional Services Agreement scope includes:

- Implementation and Program Administration of the Guaranteed Ride Home (GRH) Program
- Implementation and Program Administration of the Countywide Bicycle Safety Education (BSE) Program
- Coordination and Implementation of the Bike Month Visual Promotion Campaign
- Program Communications
- Performance Measures and Program Evaluation
- Project Management
- Optional Tasks, as needed

Nelson\Nygaard Consulting Associates is a well-established firm with a strong history of delivering programs in the county. In the event Alameda CTC does not reach agreement with Nelson\Nygaard Consulting 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 Nelson\Nygaard Consulting Associates for a not-to-exceed amount of \$720,000 to provide Program Management Services.

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

**Fiscal Impact:** The action will authorize the encumbrance of \$854,000 in previously allocated Program funds (Measure BB and TFCA) approved in the 2018 CIP for this program. This amount is included in the Project Funding Plan, and sufficient budget has been included in the Alameda CTC Adopted FY 2017-18 Budget. Of this amount, an amount not to exceed \$720,000 is for consulting services to implement the program and the remainder is for Alameda CTC staff costs.

## Staff Contacts

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