Meeting Notice

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

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Commission Vice Chair
Supervisor Richard Valle, District 2

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Supervisor Keith Carson, District 5

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Mayor Jerry Thorne

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Mayor Pauline Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Planning, Policy and Legislation Committee

Monday, March 13, 2017, 11:15 a.m.
1111 Broadway, Suite 800
Oakland, CA 94607

Mission Statement

The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund, and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Public Comments

Public comments are limited to 3 minutes. Items not on the agenda are covered during the Public Comment section of the meeting, and items specific to an agenda item are covered during that agenda item discussion. If you wish to make a comment, fill out a speaker card, hand it to the clerk of the Commission, and wait until the chair calls your name. When you are summoned, come to the microphone and give your name and comment.

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Reminder

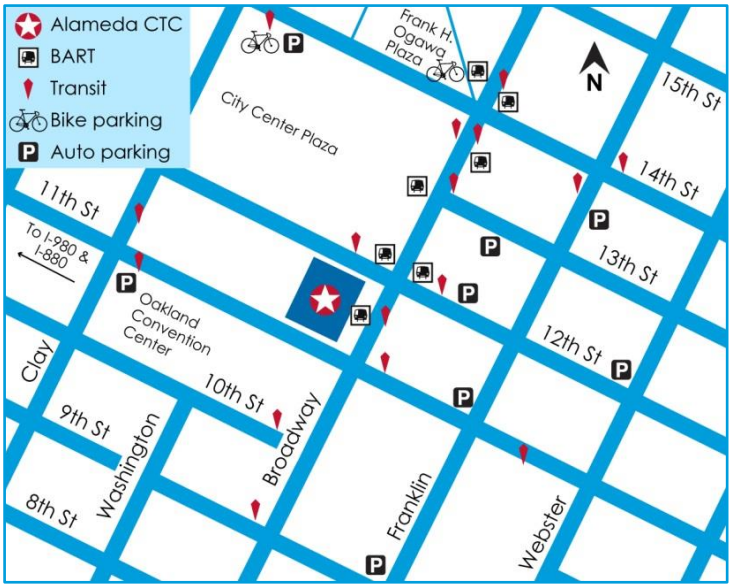
Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

Glossary of Acronyms

A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607



Alameda CTC is accessible by multiple transportation modes. The office is conveniently located near the 12th Street/City Center BART station and many AC Transit bus lines. Bicycle parking is available on the street and in the BART station as well as in electronic lockers at 14th Street and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org).

Garage parking is located beneath City Center, accessible via entrances on 14th Street between 1300 Clay Street and 505 14th Street buildings, or via 11th Street just past Clay Street.
To plan your trip to Alameda CTC visit www.511.org.

Accessibility

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Meeting Schedule

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

Paperless Policy

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

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Planning, Policy and Legislation Committee Meeting Agenda
Monday, March 13, 2017, 11:15 a.m.

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

Chair: Mayor Barbara Halliday, City of Hayward
Vice Chair: Councilmember Kriss Worthington, City of Berkeley
Commissioners: Wilma Chan, Scott Haggerty, John Marchand, Lily Mei, Rebecca Saltzman
Ex-Officio Members: Rebecca Kaplan, Richard Valle
Staff Liaison: Tess Lengyel
Executive Director: Arthur L. Dao
Clerk: Vanessa Lee

1. **Pledge of Allegiance**
2. **Roll Call**
3. **Public Comment**
4. **Consent Calendar**

7. **Committee Member Reports**
8. **Staff Reports**
9. **Adjournment**

Next Meeting: April 10, 2017

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

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1. **Pledge of Allegiance**

2. **Roll Call**
   A roll call was conducted. All members were present with the exception of Commissioner Chan and Commissioner Kaplan.

   Subsequent to the roll call:
   Commissioner Kaplan arrived during item 6.2

3. **Public Comment**
   A public comment was made by Ken Buckowski who stated that he recorded the regional video and would be happy to provide that as a service to Alameda CTC.

4. **Consent Calendar**
   - **4.1. Approval of the January 9, 2017 PPLC meeting minutes.**
   - **4.2. Update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.**
   - **4.3. Approve and authorize the Executive Director to execute administrative amendment to the project agreement for the Guaranteed Ride Home (GRH) Project in support of Alameda CTC's Transportation Demand Management (TDM) work for a time-only extension**

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

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

5. **Legislation**
   - **5.1. Update on federal, state, and local legislative activities and approve legislative positions.**
     Tess Lengyel provided an update on federal, state and local legislative activities. On the federal side, Tess provided an update on the proposed senate Democrat infrastructure package and reviewed the transportation projects submitted by MTC to the State Secretary of Transportation, which included projects from Alameda CTC. On the state side Tess stated that February 17, 2017 is the deadline for introducing bills in the State; staff will evaluate and bring additional positions on legislation in the

coming months. Tess gave an update on Regional Measure 3 plan development and recommended that the Commission take positions on the following bills:

AB 17- support
SB 3- support

Commissioner Saltzman wanted more information on the funding allocations in AB 17. Tess stated that the intent is that each transit operator will get a funding allocation however it has not been determined where the funding will come from and recommended that staff make comments ensuring that any funding in AB 17 does not reduce existing transit operator funding.

Commissioner Saltzman asked why the governor wants to get the state package done in April and wanted to know what conversations the agency has had with local legislators regarding the state package. Tess stated that the Governor and legislative leadership would like to complete the transportation funding package approval before spring recess and prior to the May Revise.

Commissioner Halliday asked if the Commission can be provided with a list of projects that were as proposed as part of the federal package. Tess stated that she would provide that information in the packet that will go to the full Commission.

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

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

6. Planning and Policy

6.1. Approve and authorize release of Requests for Proposals (RFPs) for professional services for Alameda County Safe Routes to School program implementation; authorize the Executive Director or a designee to negotiate and execute all related agreements for implementation of Alameda County Safe Routes to School program

Tess Lengyel recommended that the Commission approve and authorize release of Requests for Proposals (RFPs) for professional services for Alameda County Safe Routes to School program implementation; authorize the Executive Director or a designee to negotiate and execute all related agreements for implementation of Alameda County Safe Routes to School program. She then introduced Cathleen Sullivan, Principal Transportation Planner, who provided a presentation on the Safe Routes to School program. Cathleen's presentation covered an overview of the schedule, a review of the program goals, principles, and framework and an overview of the RFP approval process.

Commissioner Halliday asked if the program included private schools. Tess stated that the program is for public school students.

Commissioner Halliday questioned if there had been a comprehensive review of the performance of the contract. Tess stated that there are several performance measures in the contracts that focus on program growth.

Commissioner Haggerty wanted to know why the program is limited to public schools. Art Dao stated that this specific program is primarily funded with federal funds which restricts the uses of funding.

Commissioner Halliday wanted to know how local elected officials can become more involved in the program. Tess stated that staff is focused on enhancing the task forces in each of the four planning areas, which could better facilitate engagement with local public officials.

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

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

6.2. Update on Year One of the Affordable Student Transit Pass Program Pilot

Cathleen Sullivan presented an update on Year One of the Affordable Student Transit Pass Program Pilot. She reviewed the pilot program goals, evaluation and findings. Cathleen provided information on pass distribution and transit usage data by area. She concluded by updating the committee on the programs schedule and next steps.

Commissioner Valle asked why the number of passes in South County was so much different than in other areas. Cathleen stated that it's due to the size of the high school in South County.

Commissioner Valle wanted to know why there are such high differences in the transit usage throughout the program. Cathleen stated that it could be a combination of the type of passes each student can use as well as the level of service by transit operators.

Commissioner Mei stated that she is hopeful that the program can expand to other schools in the second year of the pilot. Tess stated that staff will present a program evaluation and potential expansion in March which will include a financial analysis to ensure the program can remain within the $15 million authorized by the 2014 Transportation Expenditure Plan.

Commissioner Marchand wanted to know if there was data on travel modes used prior to the program rolled out to compare current data to. Cathleen stated that there is mode split data collected in the registration form.

Commissioner Haggerty asked why the program is limited to public schools and if the agency can consider giving passes to low-income students who attend private

schools. Tess stated that the pilot program aims to ensure that all students have maximum usage of the pass and the option to extend to private schools will be considered as part of a larger countywide roll out of the program.

This item was for information only.

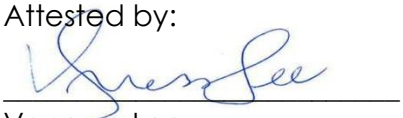
7. **Committee Member Reports**
   There were no committee member reports.

8. **Staff Reports**
   Art Dao informed the Committee that it was the 90th anniversary of the Port of Oakland.

9. **Adjournment/ Next Meeting**
   The next meeting is:

   Date/Time: March 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

DATE:	March 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 February 13, 2017, Alameda CTC reviewed a Final Environmental Impact Report. A response letter was submitted and is included as Attachment A.

Fiscal Impact: There is no fiscal impact.

Attachments

A. Response to Alameda CTC's Comments on the Draft Environmental Impact Report (DEIR) for the Lincoln Landing Project

Staff Contact

Saravana Suthanthira, Principal Transportation Planner

Chris Van Alstyne, Assistant Transportation Planner

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ALAMEDA County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

February 23, 2017

Leigha Schmidt
Senior Planner
City of Hayward
777 B Street
Hayward, CA 94541

SUBJECT: Response to Alameda CTC's Comments on the Draft Environmental Impact Report (DEIR) for the Lincoln Landing Project

Dear Ms. Schmidt,

Thank you for the response to our earlier comments dated November 7, 2016 on the Draft Environmental Impact Report (DEIR) for the Lincoln Landing Project. The proposed project consists of approximately 476 residential units and 80,500 square feet of commercial space. The project site is bounded by Foothill Boulevard to the north and east, City Center Drive to the south, San Lorenzo Creek to the south and west, and Hazel Avenue to the north and west.

Alameda CTC has reviewed the responses to our comments included in Section 2.0 of the Final Environmental Impact Report (FEIR) and finds that they adequately address our comments.

Thank you again for the opportunity to comment on this EIR. Please contact me at (510) 208-7426 / SSuthanthira@alamedactc.org or Chris Van Alstyne, Assistant Transportation Planner at (510) 208-7479 / cvanalstyne@alamedactc.org, if you have any questions.

Sincerely,

Saravana Suthanthira
Principal Transportation Planner

cc: Chris Van Alstyne, Assistant Transportation Planner

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

Summary

The March 2017 legislative update provides information on federal and state legislative activities, an update on the state budget, and recommendations on current legislation.

Background

The Commission approved the 2017 Legislative Program in December 2016. The final 2017 Legislative Program is divided into six sections: Transportation Funding, Project Delivery, Multimodal Transportation and Land Use, Climate Change, Goods Movement, and Partnerships (Attachment A). The program is designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, DC. Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative updates.

Federal Update

At the federal level, due to a change in the administration, a multitude of new cabinet-level appointments have been made and were confirmed in early 2017. In addition, Congress passed an extension to the continuing resolution, and the president signed it, which keeps the federal government funded at fiscal year 2016 levels through April 28, 2017.

On January 24, 2017, Senate Democratic leaders proposed a 10-year, $1 trillion plan to rebuild our nation's crumbling infrastructure and create 15 million middle-class jobs. The "Blueprint to Rebuild America's Infrastructure" proposal would result in improvements throughout the U.S. It would rebuild roads and bridges ($210 billion); fund a new Vital Infrastructure Program ($200 billion); replace and expand rail and bus systems

($180 billion); modernize water and sewer systems ($110 billion); build energy infrastructure ($100 billion); rebuild America's schools ($75 billion); modernize America's ports, airports, and waterways ($65 billion); expand broadband networks ($20 billion), address public and tribal land infrastructure issues ($20 billion); construct new Veterans Administration hospitals ($10 billion), and support innovative financing tools for infrastructure ($10 billion).

In February 2017 the Metropolitan Transportation Commission coordinated project submissions and sent a list of transportation projects that are candidates for federal funding to the State Secretary of Transportation. The list included input from Alameda CTC and other Bay Area congestion management agencies. The Alameda County express lanes on I-80, I-680, and I-880 made the Governor's list submitted to the National Governors Association for key infrastructure projects in California; the Governor's list included projects representing more than $100 billion in targeted investment across the state. If funded, these projects will improve roads, levees, bridges, ports, train and public transit systems, water storage and recycling projects, as well as energy, military, veterans and emergency operations facilities and services.

State Update

Platinum Advisors, Alameda CTC's state lobbying firm, provided the following summary of the proposed 2017-18 state budget. The following also includes an update on legislation, two constitutional amendments, and a recommended position on two state bills.

State Budget

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

Transportation Funding Plans: As part of the Governor's budget, he unveiled a similar, but updated, proposal compared to last year aimed at addressing the state's transportation funding needs. The new proposal would generate about $4.2 billion annually, which is more than the prior version that would have raised $3.6 billion annually, but still far lower than the legislative proposals that currently hover around $6 billion in both AB 1 and SB 1. The main differences between the Governor's new proposal and the AB1/SB 1 proposals is a lower excise tax increase, no sales tax increase on diesel fuel, and no return of any truck weight fees. Attachment B summarizes the differences between the Governor's proposal and AB1/SB1.

Budget overview: The Legislative Analyst's Office (LAO) put out its overview of the governor's proposed budget. The LAO's advice and analyses figure heavily into the debate on budget priorities during budget season. The LAO will be producing numerous additional analyses that take a more in depth look at specific topics. The report the LAO released is simply a quick overview and response to some of the projections and proposals the governor presented on January 10.

The LAO agrees with the Administration's decision to simply assume the continuation of current law at the federal level. Until more detailed information about what Congress and the President plan to implement is known, it is impossible to model scenarios with any certainty. The LAO advises the Legislature to begin budget deliberations by setting a target level for the state's reserves—preferably a target above even that of the Administration.

Personal income tax projections: Generally, the LAO believes the Administration's 2017-18 personal income tax (PIT) estimates are too low, based on historical growth and the Administration's other economic projections. The Administration estimates 3.3% growth in the budget year, when PIT growth typically comes in around 5%. Since 2009-10, the average has been over 8%, and growth has exceeded 3.3% in 18 of the last 21 years. Whether the PIT is up or down, the May Revision will provide needed clarity and direction. If PIT revenues are higher than expected, it is important to note that much of the funding would be dedicated by law to the Proposition 98 minimum funding guarantee and the budget reserve and debt repayment requirements under Proposition 2.

Cap & Trade: The LAO agrees with the governor's proposal to reconfirm the Air Resources Board's authority to conduct Cap & Trade auctions with a 2/3 vote. This would resolve the question of whether the auction constitutes an illegal tax because it was enacted with a simple majority vote. The LAO also notes that a 2/3 vote would allow the Legislature to use the revenue more broadly, not simply on activities that reduce greenhouse gas emissions. The LAO also urges the Legislature to consider options in allocating the funds differently than as proposed by the governor.

Transportation funding package: The LAO agrees with the Administration that there is a strong need for a transportation funding package; however, they recommend prioritizing the funding of highway maintenance over any other program, so that major rehabilitation on highways can be avoided as much as possible. The LAO also notes that the governor's plan significantly underfunds the estimated need.

Legislation

SB1, Transportation Funding: With April 6th marked as the goal for having a transportation funding package sent to the governor, the Senate Transportation & Housing Committee approved SB 1 on February 14. The bill was also approved in a second policy committee on February 22, the Senate Committee on Environmental

Quality chaired by Senator Bob Wieckowski, and is now on its way to the Committee on Governance & Finance, which is chaired by Senator Mike McGuire. Committee passage only requires a majority vote, but a 2/3 vote is required for passage on the floor.

There is still a long ways to go before an agreement is reached. Senators Richard Roth (D – Riverside) and Anthony Cannella (R-Ceres) opted not to vote on SB 1. While Senator Roth was silent on the bill, Senator Cannella stated why he could not currently support SB 1, and he remains committed to working on reaching an agreement. In short, Senator Cannella feels that SB 1 does not go far enough. He would like to see greater Constitutional protections for transportation revenues, the return of all weight fee revenue, additional CEQA reforms, and expanded rail service. In addition, Senator Canella stated that additional revenue is needed.

Even those that voted for the bill made several comments conditioning their support. Senator Scott Wiener stated, "We are not there yet." Senator Wiener commented that SB 1 only allocates about 10% of the funds to public transit, and he would like to see greater flexibility to allow locals to use any of the funds on transit projects. Senator Nancy Skinner expressed concerns on whether the $100 fee on ZEVs was equivalent to the fees paid for other vehicles. Senator Bob Wieckowski raised similar equity questions. Senator Skinner suggested raising the ZEV fee to be on par with other vehicles, and use that added revenue for transit. Senator Skinner also suggested that the DMV should allow registration fees to be paid monthly to lessen the impact of a large one-time payment. Overall, Senator Skinner voted for the bill but would like to see a higher ZEV fee, monthly DMV payments, and more money for public transit.

Minority report: This week, the Assembly Republican Caucus unveiled its transportation funding plan. AB 496 (Fong) outlines a plan that would dedicate $5.6 billion in ongoing revenue and $2.2 billion in loan repayments. This is done without increasing taxes, but relies on shifting general fund revenue to transportation programs. The $2.2 billion in loan repayments includes the $700 million in loans being repaid in AB 1 and SB 1, as well as $1.5 billion in "excess" weight fee revenue that has been loaned to the general fund over several years. Under existing law the $1.5 billion in weight fee loans would have been repaid to the Transportation Debt Service Fund, but under AB 496 these funds would return to the Highway Users Tax Account. While this proposal is more realistic and defensible than prior plans, it would fill the hole in transportation funding by digging a hole in the general fund. The funding proposal includes the following:

Revenues:

- $3 billion by dedicating all sales tax revenue generated from vehicle sales to transportation. This transfers these funds from the general fund to the Traffic Relief and Road Improvement Account (TR&RIA) created by AB 496.

- $1.1 billion by halting the transfer of truck weight fees from the State Highway Account to the Transportation Debt Service Fund. AB 496 would repeal the laws making this transfer.

- $550 million by dedicating vehicle insurance tax revenue to transportation, another transfer from the general fund.

- $140 million from the return of miscellaneous transportation revenues, such as non-Article 19 funds.

- $125 million by returning fuel tax revenue being used for non-highway purposes.

- $100 million realized through implementing Caltrans efficiencies.

- $10 million in funds returned to the Off-Highway Vehicle Trust Fund.

- The proposal would also transfer $135 million in diesel fuel taxes from the State Transit Assistance fund, and $160 million in vehicle registration fee revenue currently dedicated to the Air Quality Improvement Program (aka AB 118 Program) to the TR&RIA. The STA and AQIP programs would be backfilled with a like amount of cap & trade auction revenue. It appears that the transfer of these funds to the TR&RIA would only occur to the extent that cap & trade revenue is available to backfill this transfer.

- Transit would also receive an additional $270 million in cap & trade auction revenue, or an amount equivalent to what would be generate by the 3.5% diesel fuel sales tax increase proposed in AB 1.

The ongoing revenue would be annually allocated as follows:

- $2.1 billion to cities and counties for local streets and roads
- $1.7 billion to Caltrans for state highway maintenance
- $1.32 billion for new capacity and traffic relief through the STIP
- $270 million to public transit through the STA program
- $100 million for active transportation projects
- $80 million to the DMV for modernization and the CHP
- $10 million to the Off-Highway Vehicle Trust Fund

AB 496 also includes the following reform measures that are similar to those in AB 1 and SB 1.

- Expands the existing CEQA exemption for road maintenance projects to all counties. It is currently limited to rural counties.
- Creates the Transportation Inspector General.
- Makes the CTC an independent entity, again.

- Allocates federal FASTACT funds through the Trade Corridors Improvement Program.
- Enacts greater CTC oversight of the programming and allocation of funds for the SHOPP.
- Increases the level of contracting out that Caltrans must provide of design and engineering work.
- Extends the sunset on the authority to enter into public private partnerships.
- Repeals provisions the so called "road diet" provisions which allow the Office of Planning & Research to establish congestion metrics other than level of service in areas outside of transit priority areas.

National Environmental Policy Act (NEPA) delegation: AB 28 (Frazier) has been unanimously approved by both the Assembly Committees on Transportation and Appropriations, and was approved by the Assembly floor on Monday, February 13th. AB 28 would re-enact a program that authorizes Caltrans to assume the responsibilities of administering the National Environmental Policy Act (NEPA) for federally funded transportation projects in California. The statutory authority for Caltrans to assume this role expired on January 1, 2017. This NEPA delegation process speeds up the environmental review process that is required under NEPA and CEQA. Technically, AB 28 would waive Caltrans' 11th Amendment right to sovereign immunity from lawsuits brought in federal court—in short, it requires Caltrans to defend its work in the NEPA document. The bill is moving at an accelerated pace in order to reach the governor's desk before Caltrans is required to re-apply with the federal Department of Transportation.

Constitutional amendments: Two Constitutional amendments have been introduced to provide greater protection for transportation funds and lower the voter threshold for local transportation taxes. First, Senator Josh Newman (D-Los Angeles) introduced SCA 2. This measure makes several revisions to the protections added by Prop 22. SCA 2 would prospectively prohibit the use of truck weight fees to pay for transportation bonds approved after January 1, 2017. The bill would also expand the protections for Public Transportation Account revenues to also include the 1.75% increase to the diesel fuel sales tax that was enacted as part of the gas tax swap. The ban on borrowing fees and taxes would also apply to any vehicle fees or taxes dedicated to transportation accounts.

Senator Scott Wiener has introduced SCA 6, which would allow a local government to impose any special tax with a 55% approval of the voters if the special tax dedicates 100% of the revenues, not including collection and administrative expenses, to transportation programs and projects.

State Bill Recommendations

February 17 was the deadline for introducing bills into the legislative process. Staff is still reviewing the currently introduced bills, many of which are spot bills in nature,

and will bring additional positions in the future. This month, staff recommends the following positions.

Bill Number	Bill Information	Recommendation
AB 1444 (Baker) Livermore Amador Valley Transit Authority: demonstration project.	Existing law authorizes the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles only at specified locations, and the autonomous vehicle must operate at speeds of less than 35 miles per hour. This bill would authorize the Livermore Amador Valley Transit Authority, in accordance with substantially similar conditions, to conduct a shared autonomous vehicle demonstration project for the testing of autonomous vehicles that do not have a driver seated in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator, as specified.	Alameda CTC's 2017 legislative program supports innovative project delivery methods as well as project development advancements such as autonomous vehicles. Staff recommends a **SUPPORT** position on this bill.
SB 251 (Cannella) Autonomous vehicles: pilot project.	This bill would allow the County of Merced (with proof of $5 million in insurance) to conduct a pilot project for the testing of autonomous vehicles that do not have a driver seated in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator if the testing is conducted at the Castle Commerce Center.	Alameda CTC's 2017 legislative program supports innovative project delivery methods as well as project development advancements such as autonomous vehicles. Staff recommends a **SUPPORT and seek AMENDMENTS** position on this bill, to include Alameda County in the pilot project.
SCA 6 (Wiener) Local transportation measures:	This measure would require that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation purposes, as	Alameda CTC's 2017 legislative program supports efforts to lower the two-thirds voter threshold for voter-

special taxes: voter approval.	specified, be submitted to the electorate and approved by 55% of the voters voting on the proposition.	approved transportation measures. Staff recommends a **SUPPORT** position on this bill.

Fiscal Impact: There is no fiscal impact.

Attachments

A. Alameda CTC 2017 Legislation Program
B. Comparison of Transportation Funding Package Proposals

Staff Contact

Tess Lengyel, Deputy Executive Director of Planning and Policy

1111 Broadway, Suite 800, Oakland, CA 94607
510.208.7400
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2017 Alameda County Transportation Commission Legislative Program

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

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

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	• Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures. • Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled, or other reliable means. • Support efforts that protect against transportation funding diversions and overall increase transportation funding. • Support new funding sources for transportation. • Support new funding sources for transit operations and capital for bus, BART, and rail connectivity.
	Protect and enhance voter-approved funding	• Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations. • Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs. • Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures. • Support efforts that streamline financing and delivery of transportation projects and programs. • Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems. • Seek, acquire, and implement grants to advance project and program delivery.
Project Delivery and Operations	Advance innovative project delivery	• Support environmental streamlining and expedited project delivery. • Support contracting flexibility and innovative project delivery methods, as well as project development advancements such as autonomous vehicles. • Support high-occupancy vehicle (HOV)/toll lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation and use. • Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.
	Ensure cost-effective project delivery	• Support efforts that reduce project and program implementation costs. • Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.
	Protect the efficiency of managed lanes	• Support utilizing excess capacity in HOV lanes through managed lanes as a way to improve corridor efficiencies and expand traveler choices. • Support ongoing HOV/managed lane policies to maintain corridor-specific lane efficiency • Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	• Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs. • Support local flexibility and decision-making on land-use for transit oriented development (TOD) and priority development areas (PDAs).

Issue	Priority	Strategy Concepts
		• Support innovative financing opportunities to fund TOD and PDA implementation.
	Expand multimodal systems and flexibility	• Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people, including addressing parking placard abuse, and do not create unfunded mandates. • Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education. • Support parity in pre-tax fringe benefits for public transit, carpooling, vanpooling and other active transportation/bicycle and pedestrian modes of travel with parking.
Climate Change	Support climate change legislation to reduce greenhouse gas (GHG) emissions	• Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions, and support economic development. • Support cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy. • Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions. • Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.
Goods Movement	Expand goods movement funding and policy development	• Support a multimodal goods movement system and efforts that enhance the economy, local communities, and the environment. • Support a designated funding stream for goods movement. • Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy. • Support legislation that improves the efficiency and connectivity of the goods movement system. • Ensure that Bay Area transportation systems are included in and prioritized in state and federal goods movement planning and funding processes. • Support rewarding Self-Help Counties that directly fund goods movement infrastructure and programs.
Partnerships	Expand partnerships at the local, regional, state and federal levels	• Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional transportation problems and support governmental efficiencies and cost savings in transportation. • Support policy development to advance transportation planning, policy, and funding at the county, regional, state, and federal levels. • Partner with community agencies and other partners to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs. • Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.

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

California Transportation Funding Proposals

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

DATE:	March 6, 2017
SUBJECT:	Affordable Student Transit Pass Program Recommendations for Pilot Year Two
RECOMMENDATION:	Approve the Affordable Student Transit Pass Pilot Program Sites and Parameters for Year Two of the Pilot Program; authorize Alameda CTC staff to enter into all necessary agreements and contracts for program implementation.

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 designs of an affordable transit pass program over a three-year horizon to identify successful model programs that could be expanded and sustained with additional funding sources after the pilot program period. Available funding for this initial three-year pilot program as defined in the TEP is $15 million, including all costs related to transit passes, administration, staffing, direct costs, education and outreach to schools, and student travel training.

In March 2016, the Commission approved a framework to select pilot program schools. In May 2016, the Commission approved the design for Year One of the pilot program, as well as a shortlist of 36 schools as the candidate pool for potential expansion to additional schools in the second and third years of the program. Since then, the Alameda CTC has successfully implemented four pilot programs at nine middle and high schools across Alameda County.

This memorandum recommends schools and parameters for Year Two of the program (2017-2018 school year), in line with the approved site selection framework and initial lessons learned from Year One. Once the Year Two schools and parameters are approved, Alameda CTC staff will enter into and/or adjust agreements and contracts, as necessary, with the applicable transit agencies, Clipper, schools, and school districts to implement the program and will begin work with each of the schools on implementation.

Background

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

The program provides transit passes that are distributed or sold at a discount to students in selected schools for use on the various public transit providers that serve Alameda County. This pilot program is identified in the 2014 Transportation Expenditure Plan (TEP) and is funded by Measure BB. The TEP specifies that the funds are to be used to implement "successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County." [1]

The Affordable STPP aims to do the following:

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

Year-One Program Development and Implementation

In March 2016, the Commission approved two program implementation aspects:

(1) A site selection framework that set forth criteria and protocols for selecting pilot program schools in each of four planning areas of the county and
(2) An evaluation framework to evaluate the effectiveness of the pilot programs.

In May 2016, the Commission approved nine schools for transit pass distribution and two schools for an education-only program in Year One as well as the shortlist of schools for future potential expansion in subsequent years of the pilot program. The Year One pilot programs were launched in August 2016.

[1] Measure BB Transportation Expenditure Plan, 2014

Figure 1: Affordable STPP Year One Program Design

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
Financial Need[2]	High	X	X		
	Medium			X	
	Low				X
Transit Service	AC Transit	X	X	X	
	Union City Transit			X	
	LAVTA				X

Year-Two Program Development

The recommendations for Year Two are based on initial lessons learned from implementation and administration of the Year One program, feedback from schools, students and families, and a financial analysis of resources to support on-going implementation of the pilot program and potential expansion. Some factors supporting Year Two recommendations, based upon lessons learned from Year One are:

- Limiting student eligibility to certain grades may be suppressing interest in the program due to families who have students in multiple grades.
- Programs with multiple pass formats within a school site have higher administrative complexity and higher program administrative costs.
- Programs that provide free and universal passes entail the lowest administrative costs, but the highest student enrollment and pass costs.
- Programs that require collecting funds from students entail extra administrative cost and burden on school and program staff.
- In discounted programs, a high up front cost for a transit pass may be limiting student ability to participate in the program.
- A means-based program that provides passes at no cost to lower-income students while allowing all students to purchase a discounted pass seems viable based on limited data to date (this type of program is currently only offered in East County). Expansion to other schools in the county would aid in evaluating the pilot model.

[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.

However, data on eligibility for free and reduced price meals is held by each school district, and is, understandably, kept very private; many school districts do not release the data even to schools, and may not be willing to release or utilize this data for the purposes of the pilot. Alameda CTC staff is currently exploring our ability to implement this pilot model at other schools in Alameda County.

- Expansion of the pilot program within the initial three-year pilot period needs to maintain the integrity of the Commission-approved performance evaluation metrics.

Given that Alameda CTC is currently six months into Year One, the full cost implications of the programs are still being assessed as data on direct costs from transit pass usage are billed to Alameda CTC. Therefore, the recommended expansion for Year Two is modest and allows testing of Commission-approved program parameters with expanded populations while ensuring sufficient resources will be available for the full three years of the pilot, and retaining the integrity of the performance evaluation framework. Additional expansion and changes will be considered for future years of the program as additional data on costs becomes available.

The Commission-approved site selection framework and shortlisted schools serve as the foundation of recommendations for Year Two of the Affordable STPP. [3] As previously approved, the site selection process draws upon data related to school needs and transit service availability as well as qualitative information on school site administration readiness. In expanding the program for Year Two, staff reviewed and updated the data on the shortlisted schools including: enrollment, student population eligible for free and reduced-price meals (FRPM), and transit service access.

Recommended Year-Two Model Program Pilots

These recommendations were developed to ensure Alameda CTC can use the adopted performance measures to evaluate each school individually, and also to allow comparison of similar pilot program models in different planning areas of the county to fully understand the effectiveness of each program parameter. The summary of recommended Year 2 program parameters are shown below.

[3] Additional information about the site selection process is provided in the memo to the Commission dated May 19, 2016.

Figure 2: Affordable STPP Year-Two Program Design Recommendations

Parameters	Options Tested	North	Central	South	East
Pass Format	Clipper	X	X	X	X*
	Flash pass			X	
Applicability	Universal (all students)	X	X*	X*	X
Pass Cost	Free	X	X*	X*	X*
	Discounted			X	
Financial Need[4]	High	X	X		
	Medium			X	
	Low				X
Transit Service	AC Transit	X	X	X	
	Union City Transit			X	
	LAVTA				X

*These program elements are new or have changed from Year One. Changes described in detail below.

All model programs include the following characteristics:

- The program team and transit agency partners provide information and training for students on using transit and the applicable passes.
- All passes are valid year round. Use is not limited by day or time.
- A designated on-site administrator is assigned at each school. He or she receives training associated with the applicable pass program.

***North County**. Programs will test utilization of free and universal passes and the sustained impact of passes during transition from middle to high school.*

- **Format:** Free and universal (all students) AC Transit pass on Clipper to be provided to three high schools and two middle schools with a feeder relationship.
    - **Changes:** The information-only program format was discontinued due to lack of responsiveness by the participating schools. The program team recommends replacing these schools with two new schools in North County from the approved shortlist and transitioning from an education-only program to one where passes are offered.
    - **Rationale:** Per Commission direction, a free and universal pass is provided in a planning area demonstrating the greatest need (lowest incomes). The pass is provided on Clipper for necessary data collection, program evaluation, and transit agency preference. This program will allow the evaluation of the transition of program participants from middle to high school. Although a means-based program was considered for the schools recommended for

[4] 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.

inclusion in Year Two, the eligible schools had a high enough percentage of FRPM-eligible students that it does not make sense to limit free passes only to FRPM-eligible students as any costs savings gained by this limitation would be outweighed by higher administrative costs.

- **Participating schools:**
  - Continued from Year One unchanged:
    - Fremont High, Oakland
    - Castlemont High, Oakland
    - Frick Middle School, Oakland
  - Recommended for inclusion for Year Two:
    - McClymonds High, Oakland
      - 318 students (85% FRPM eligible)
      - Transit service: served by 6 AC Transit routes within ¼ mile
    - Westlake Middle, Oakland
      - 455 students (93% FRPM eligible)
      - Transit service: served by 9 AC Transit routes within ¼ mile
      - Participates in Safe Routes to Schools program

Central County *– Programs will test utilization of free and universal passes, a free pass for FRPM-eligible students at two new schools (pending confirmation from the school district), and the sustained impact of passes during transition from middle to high school.*

- **Format:** Free and universal (all students) AC Transit pass on Clipper at Year 1 schools and a free pass for FRPM-eligible students at one new high school and one new middle school.
  - **Changes:** The program at Year One participating schools was previously limited to 8th through 10th graders with the original intent of being able to track student usage from middle to high school with a full student cohort through the end of the three-year pilot program. The recommended changes for Year Two will now open the program to students in all grades at the existing schools. An expansion to one additional high school and middle school with a feeder relationship from the shortlist is also recommended under a model where free passes are offered to FRPM-eligible students.
  - **Rationale**: A free pass is appropriate for a planning area with high level of need. A pass is provided on Clipper for necessary data collection, program evaluation, and transit agency preference. The recommended extension of the program to all grades is based on the desire to increase participation in the program; participation in the grade-limited program was lower than in the free and universal programs, in spite of being free. School, family, and student

feedback and usage data indicate several causal factors: 11th and 12th graders are typically higher users of the program, and families with students in multiple grades prefer that their children travel together rather than via different modes. For example, the limitation on grades disallowed some families with students in both eligible and ineligible grades to have their children travel together to school. Addition of a means-based program is recommended for inclusion in Year Two at two schools in Hayward.

- **Participating schools:**
  - Continued from Year One, expanding to all grade levels:
    - San Leandro High, San Leandro
    - John Muir Middle, San Leandro
  - Recommended for inclusion in Year Two for a free pass for FRPM – eligible students, pending full confirmation from the Hayward Unified School District:
    - Hayward High, Hayward
      - 1,580 students (75% FRPM eligible)
      - Transit access: served by 3 high-frequency AC Transit routes within ¼ mile, Hayward BART within a mile
    - Bret Harte Middle, Hayward
      - 632 students (69% FRPM eligible)
      - Transit access: served by 9 AC Transit routes, Hayward BART within one mile
      - Participates in Safe Routes to Schools program

South County *– Program will test a discounted model using two transit agencies in one area. Staff also recommends exploring with the school district the opportunity to implement a free pass program for FRPM-eligible students.*

- **Format:** All students have access to a discounted transit pass which can be used on either AC Transit or Union City Transit. Low-income students can get pass for free while others get a discount, pending school district approval.
  - **Changes:** In Year One, the program was limited to 8th through 10th graders and will be expanded to allow participation by all grades. The current discount will be increased to provide a lower up-front cost to students. Those students eligible for free and reduced price meals will now be eligible to receive passes for free, pending school district approval. Steps will be taken to simplify the administration of the program with two transit providers.
  - **Rationale**: The pass medium will include Clipper and flash passes and will be designed to maximize ease of administration and student access to the program. The program will be extended to all grades based on findings that

the grade-limited program may be suppressing participation due to families having students in multiple grades (similar to Central County). The discount will be increased to further remove barriers to participation and students on the free and reduced price meal program will be eligible for the passes for free, pending approval from the school district. No additional schools are added at this time due to the size of currently participating schools and the potential cost implications of the recommended program changes.

- **Participating schools:**
  - Continued from Year One with changed parameters as described above:
    - James Logan High, Union City
    - Cesar Chavez Middle, Union City

East County *– Program will test utilization of free and universal passes and the impact of an "eco-pass" payment model with the transit agency.*

- **Format:** All students will have access to a free LAVTA/Wheels transit pass on Clipper.
  - **Changes:** The program will transition to an eco-pass model where all students are given transit passes for free and Alameda CTC will pay the transit agency a lump sum for enrollment of all students at the schools. Transit passes will now be available on Clipper rather than in flash pass format due to LAVTA's ability to provide institutional passes via Clipper for Year Two. The program will be expanded to the two additional schools on the shortlist that are in Livermore Valley Joint Unified School District.
  - **Rationale:** From a student perspective, this pilot is similar to the free and universal programs in North and Central County. From an agency-payment perspective, Alameda CTC will pay LAVTA a single bulk payment for each school, at a deeply discounted rate on a per pass basis. This creates a known and reliable income stream for the transit agency, provides Alameda CTC with a deep discount for each pass purchased, and allows all students to have access to a free transit pass. Changing from a flash pass to Clipper will also test whether the pass format influences the student participation/utilization level.
  - **Participating schools:**
    - Continuing from Year One with an eco-pass model:
      - Livermore High, Livermore
      - East Avenue Middle, Livermore
    - Recommended for inclusion in Year Two with an eco-pass model:
      - Del Valle Continuation High, Livermore
        - 132 students (52% FRPM eligible)

    - Transit access: served by 2 LAVTA/Wheels routes
- Andrew N. Christensen Middle, Livermore
    - 615 students (20% FRPM eligible)
    - Transit access: 1 LAVTA/Wheels route)
    - Participates in Safe Routes to Schools program

Pilot Program Estimated Costs

The three-year Affordable Student Transit Pass Program has a maximum budget of $15 million to cover all costs associated with the program, including all costs related to transit passes, administration, staffing, direct costs, education and outreach to schools, and student travel training. The estimated program costs over the three-year pilot program are as follows:

Activity	**Estimated costs for three year pilot**
Transit agency contract costs for purchase of student transit passes	$13 million (87% of total costs)
Direct costs for transit pass purchase (cards only, not service), travel training, printing, educational materials, shipping	$900,000 (6% of total costs)
Program establishment, operations, administration and evaluation (staff and consultant costs for three years)	$1.1 million (7%) of total costs
Estimated Total	**$15 million**

Future Program Expansion Opportunities

The intent of the initial pilot program included in the 2014 TEP was to implement and evaluate different models of affordable pass programs in different areas of the county to identify successful models that could be implemented more broadly after the initial three-year pilot period. During Year Two of the pilot program, staff will continue to research and evaluate the feasibility of the following types of programs, and if possible, assess if they can be added or expanded within the pilot program timeframe:

- **Eco-pass**: This type of program allows an institution to purchase unlimited ride passes on transit for its employees, residents, or students (in the case of many colleges) during specific time periods, guaranteeing funding to transit operators and offering transit access to all eligible pass recipients. These programs assume that while all eligible students, residents, or employees can receive and use a pass, not all of them do, or that some participants use the passes much less frequently than others.
    - An eco-pass program would eliminate the need for programs with means-based eligibility requirements since all students would receive the pass. If broad institutional participation in an eco-pass program is achieved, this type of program would "follow the child" rather than be based on participation in a pass program by a public vs. private school, as expressed by Commissioners at the February 2017 board meeting.

    - We will be testing a LAVTA/Wheels eco-pass program this year and will gain a better understanding of the implications of the program during Year 2.
    - AC Transit has an existing EasyPass program for use by colleges, businesses, and residential developments that could potentially serve as the basis for implementing a middle and/or high school eco-pass program.
- **Additional models for students eligible for free and reduced price meals**: Assess and evaluate additional school-based and countywide program models that allow students who quality for free and reduced price meals to get a free transit pass.
- **Travel Training Expansion and Transit Use Evaluation**: Expand travel training to more middle schools to prepare students to use transit and to support parent/student comfort with riding transit. Periodically track and evaluate student usage of transit to assess and remove barriers to transit use and the costs associated with travel training activities. This could potentially become part of middle school Safe Routes to Schools programs, funding permitting.
- **Expand Funding**: Seek grant opportunities to expand the program and create a stronger link with the countywide Safe Routes to Schools program for middle and high school students that encourages green transportation (walking, biking and transit) to reduce congestion and emissions around school sites, particularly for morning and afternoon student drop-offs and pickups.

Next Steps

After Commission approval, Alameda CTC will work with the schools currently participating to incorporate any recommended changes and refine processes for greater efficiency and effectiveness for Year Two. Staff will also begin work with the new schools to integrate them into the program and address any unique needs of each school. Finally, staff will continue to work closely with each of our transit agencies to incorporate new schools and changed parameters for the pass products offered.

The expanded program at schools will be launched in August 2017. Leading up to Year Two of the Affordable STPP, actions will include but not be limited to:

- Finalize pass pricing and administrative costs with the transit operators
- Adjust financial agreements with applicable agencies if necessary
- Enter into MOUs with the new school sites to obtain necessary statistical information, establish any administrative costs, and establish payment mechanisms (applicable only for schools provided with discounted passes); adjust existing MOUs with current school sites if necessary
- Identify and train on-site school administrators at the new school sites
- Develop informational materials for students, including language translation, and distribute to all schools

- Print and distribute passes at all schools
- Gather baseline data at all school sites

Fiscal Impact: There is no fiscal impact. The full $15 million for the Affordable Student Transit Pass Program has already been programmed by the Commission and any approved program expansions/modifications will be implemented within the approved program overall budget.

Attachments

A. Adopted Short List of Potential School Sites

Staff Contact

Tess Lengyel, Deputy Executive Director of Planning and Policy

Cathleen Sullivan, Principal Transportation Planner

ATTACHMENT A – Shortlisted Schools Approved by the Commission, May 2016 (data updated February 2017)

	Planning Area	School District	School Name	School Type	Charter	School Level	Grades	Enrollment (2015-2016)	SR2S	Traditional/ Continuation School Day	Existing Bus Stop within 1/4 mile of School	Income Opportunity (percent of FRPM eligible students)	# of Bus Routes
1	North	Berkeley Unified	REALM Charter High*	Traditional	Charter	High	9 - 12	366	No	Yes	Yes	73%	9
2	North	Berkeley Unified	REALM Charter Middle*	Traditional	Charter	Middle	6 - 8	302	No	Yes	Yes	72%	9
3	North	Oakland Unified	Castlemont High*	Traditional	Non-charter	High	9 - 12	564	No	Yes	Yes	81%	8
4	North	Oakland Unified	Fremont High*	Traditional	Non-charter	High	9 - 12	773	No	Yes	Yes	84%	6
5	North	Oakland Unified	McClymonds High	Traditional	Non-charter	High	9 - 12	318	No	Yes	Yes	85%	6
6	North	Oakland Unified	Oakland High	Traditional	Non-charter	High	9 - 12	1,583	No	Yes	Yes	88%	20
7	North	Oakland Unified	Roosevelt Middle	Traditional	Non-charter	Middle	6 - 8	511	No	Yes	Yes	96%	3
8	North	Oakland Unified	Westlake Middle	Traditional	Non-charter	Middle	6 - 8	455	Yes	Yes	Yes	93%	9
9	North	Oakland Unified	Bret Harte Middle	Traditional	Non-charter	Middle	6 - 8	484	No	Yes	Yes	79%	10
10	North	Oakland Unified	Aspire Berkley Maynard Academy	Traditional	Charter	Middle	K - 8	n/a	No	Yes	Yes	n/a	4
11	North	Oakland Unified	Oakland Military Institute	Traditional	Charter	Middle/High	6 - 12	616	No	Yes	Yes	25%	19
12	North	Oakland Unified	Alliance Academy	Traditional	Non-charter	Middle	6 - 8	371	No	Yes	Yes	94%	1
13	North	Oakland Unified	Elmhurst Community Prep	Traditional	Non-charter	Middle	6 - 8	371	No	Yes	Yes	94%	1
14	North	Oakland Unified	Frick Middle*	Traditional	Non-charter	Middle	6 - 8	204	No	Yes	Yes	94%	7
15	North	Oakland Unified	Urban Promise Academy	Traditional	Non-charter	Middle	6 - 8	371	No	Yes	Yes	95%	6
16	Central	San Leandro Unified	San Leandro High*	Traditional	Non-charter	High	9 - 12	2,597	Yes	Yes	Yes	62%	5
17	Central	San Leandro Unified	John Muir Middle*	Traditional	Non-charter	Middle	6 - 8	969	Yes	Yes	Yes	69%	3
18	Central	Hayward Unified	Cesar Chavez Middle	Traditional	Non-charter	Middle	6 - 8	579	Yes	Yes	Yes	86%	5
19	Central	Hayward Unified	Bret Harte Middle	Traditional	Non-charter	Middle	7 - 8	632	Yes	Yes	Yes	69%	9
20	Central	Hayward Unified	Hayward High	Traditional	Non-charter	High	9 - 12	1,580	No	Yes	Yes	75%	3
21	Central	San Lorenzo Unified	Bohannon Middle	Traditional	Non-charter	Middle	6 - 8	834	Yes	Yes	Yes	67%	4
22	Central	San Lorenzo Unified	San Lorenzo High	Traditional	Non-charter	High	9 - 12	1,386	Yes	Yes	Yes	77%	2
23	South	New Haven Unified	Cesar Chavez Middle*	Traditional	Non-charter	Middle	6 - 8	1,284	Yes	Yes	Yes	55%	5
24	South	New Haven Unified	James Logan High*	Traditional	Non-charter	High	9 - 12	3,793	No	Yes	Yes	41%	16
25	South	Newark Unified	Newark Junior High	Traditional	Non-charter	Middle	7 - 8	935	No	Yes	Yes	49%	4
26	South	Newark Unified	Newark Memorial High	Traditional	Non-charter	High	9 - 12	1,767	No	Yes	Yes	42%	8
27	South	Fremont Unified	William Hopkins Junior High	Traditional	Non-charter	Middle	7 - 8	n/a	No	Yes	Yes	n/a	2

	Planning Area	School District	School Name	School Type	Charter	School Level	Grades	Enrollment (2015-2016)	SR2S	Traditional/ Continuation School Day	Existing Bus Stop within 1/4 mile of School	Income Opportunity (percent of FRPM eligible students)	# of Bus Routes
28	South	Fremont Unified	American High	Traditional	Non-charter	High	9 - 12	2,093	Yes	Yes	Yes	22%	6
29	East	Dublin Unified	Wells Middle	Traditional	Non-charter	Middle	6 - 8	873	Yes	Yes	Yes	18%	2
30	East	Dublin Unified	Dublin High	Traditional	Non-charter	High	9 - 12	2,273	Yes	Yes	Yes	9%	2
31	East	Livermore Valley Joint Unified	Del Valle Continuation High	Continuation	Non-charter	High	7 - 12	132	No	Yes	Yes	52%	2
32	East	Livermore Valley Joint Unified	East Avenue Middle*	Traditional	Non-charter	Middle	6 - 8	621	Yes	Yes	Yes	29%	2
33	East	Livermore Valley Joint Unified	Livermore High*	Traditional	Non-charter	High	9 - 12	2,059	No	Yes	Yes	20%	4
34	East	Livermore Valley Joint Unified	Andrew N. Christensen Middle	Traditional	Non-charter	Middle	6 - 8	615	No	Yes	Yes	20%	1
35	East	Pleasanton Unified	Thomas S. Hart Middle	Traditional	Non-charter	Middle	6 - 8	1,167	Yes	Yes	Yes	6%	5
36	East	Pleasanton Unified	Foothill High	Traditional	Non-charter	High	9 - 12	2,085	Yes	Yes	Yes	5%	4

*Schools in Year 1 Pilot Program