



Planning, Policy and Legislation Committee Meeting Agenda Monday, February 11, 2019, 10:30 a.m.

Committee Chair:	John Bauters, City of Emeryville	Executive Director:	Arthur L. Dao
Vice Chair:	Rebecca Kaplan, City of Oakland	Staff Liaison:	Tess Lengyel
Members:	Jesse Arreguin, Keith Carson, Scott Haggerty, Barbara Halliday, John Marchand, Lily Mei, Elsa Ortiz	Clerk of the Commission:	Vanessa Lee
Ex-Officio:	Richard Valle, Pauline Cutter		

1. Call to Order/Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Consent Calendar

Page/Action

- | | | | |
|------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|---|
| 4.1. | Approve January 14, 2019 PPLC Meeting Minutes | 1 | A |
| 4.2. | Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Update | 5 | I |

5. Regular Matters

- | | | | |
|------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|-----|
| 5.1. | Federal, state, regional, and local legislative activities update | 11 | A/I |
| 5.2. | Approve Measure BB Freight and Economic Development Program (TEP-41) funds, authorize release of Request for Proposals (RFP) for Professional Services for Preliminary Engineering and Environmental and Design phases of the Rail Safety Enhancement Program, and authorize negotiations with top ranked firms | 21 | A |

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Monday, March 11, 2019

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda (3-minute limit), submit a speaker card to the clerk.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400. Hard copies available only by request.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the [website calendar](#).

- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.



Alameda CTC Schedule of Upcoming Meetings:

Commission Chair
Supervisor Richard Valle, District 2

Commission Vice Chair
Mayor Pauline Cutter,
City of San Leandro

AC Transit
Board President Elsa Ortiz

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

BART
Vice President Rebecca Saltzman

City of Alameda
Mayor Marilyn Ezzy Ashcraft

City of Albany
Mayor Rochelle Nason

City of Berkeley
Mayor Jesse Arreguin

City of Dublin
Mayor David Haubert

City of Emeryville
Councilmember John Bauters

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember At-Large
Rebecca Kaplan
Councilmember Dan Kalb

City of Piedmont
Vice Mayor Teddy Gray King

City of Pleasanton
Mayor Jerry Thorne

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Description	Date	Time
Bicycle and Pedestrian Community Advisory Committee (BPAC)	February 21, 2019	5:30 p.m.
Paratransit Advisory and Planning Committee (PAPCO)	February 25, 2019	1:30 p.m.
Alameda CTC Commission Meeting	February 28, 2019	2:00 p.m.
Alameda County Technical Advisory Committee (ACTAC)	March 7, 2019	1:30 p.m.
Finance and Administration Committee (FAC)	March 11, 2019	8:30 a.m.
I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)		9:30 a.m.
I-580 Express Lane Policy Committee (I-580 PC)		10:00 a.m.
Planning, Policy and Legislation Committee (PPLC)		10:30 a.m.
Programs and Projects Committee (PPC)		12:00 p.m.
Independent Watchdog Committee (IWC)	March 11, 2019	5:30 p.m.
Paratransit Technical Advisory Committee (ParaTAC)	March 12, 2019	9:30 a.m.
Joint Paratransit Advisory and Planning Committee (PAPCO) and Paratransit Technical Advisory Committee (ParaTAC)	May 20, 2019	1:30 p.m.

All meetings are held at Alameda CTC offices located at 1111 Broadway, Suite 800, Oakland, CA 94607. Meeting materials, directions and parking information are all available on the [Alameda CTC website](http://www.AlamedaCTC.org).

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1. Call to Order/Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approval of the November 19, 2018 PPLC Meeting Minutes

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

Commissioner Haggerty moved to approve the consent calendar. Commissioner Ortiz seconded the motion. The motion passed with the following votes:

Yes: Arreguin, Bauters, Cutter, Carson, Haggerty, Halliday, Kaplan, Marchand, Mei, Ortiz, Valle

No: None

Abstain: None

Absent: None

5. Regular Matters

5.1. Legislative Update

Tess Lengyel provided an update on federal, state, regional, and local legislative activities. On the federal side, Ms. Lengyel provided information on the government shut-down and its effect on transportation. At the state-level, Ms. Lengyel provided an update on the 2019-2020 legislative session, new Senate leadership, Committee appointments and the budget.

Commissioner Kaplan wanted information on vacancies and appointments to the California Transportation Commission (CTC). Ms. Lengyel stated that the Governor reappointed a few members and there is an upcoming appointment for the seat currently held by CTC Commissioner Jim Earp.

Commissioner Kaplan wanted more information on legislation for the disable plaque usage. Ms. Lengyel stated that staff will continue to look into the issue.

Commissioner Arreguin commented on compliance with regional housing allocations for RHNA, and wanted more information on the funding sources that could be withheld if the housing requirements are not met. Ms. Lengyel noted that SB 1 was mentioned initially by the Governor, but there is no specific fund that has been identified at this time.

Commissioner Halliday asked if Alameda CTC is seeing any impacts from the government shutdown. Ms. Lengyel said that the FTA funds are at risk as a result of the government shutdown and TSA is impacted.

Commissioner Arreguin wanted an update on the proposed ballot measure for the lockbox for Road Repair measure. Ms. Lengyel stated that there has been no update on the proposed measure and that the author has until May to collect the appropriate signatures.

5.2. 2020 Countywide Transportation Plan Update

Carolyn Clevenger provided an update on the 2020 Countywide Transportation Plan (CTP). She provided an overview of the plans objectives, the 2016 CTC vision statement, and the state of system report and technical issues papers. She covered outreach to all jurisdictions as well as the transit agencies across the county and stated that the Alameda County Technical Advisory Committee (ACTAC) will serve as the technical committee working for the plan development process. Ms. Clevenger covered the key themes to date, long term trends, the CTP working schedule and next steps in the development process.

Commissioner Haggerty stated that cut through traffic is a rampant problem that needs to be addressed. Ms. Lengyel stated that this was identified as an issue with jurisdictions and that staff would be evaluating it closely as the plan is developed.

Commissioner Kaplan suggested that the plan focus on smaller projects collectively to allow them to be addressed into the bigger plan.

Commissioner Halliday suggested that technology be heavily considered while developing the plan and Commissioner Mei also wanted to know how technology and its implications can be addressed into the plan. Ms. Lengyel stated that technology will be addressed in the plan.

Commissioner Arreguin wanted to know how Plan Bay Area fits into the development of the CTP. Ms. Clevenger stated that staff is working closely with MTC as they develop Plan Bay area 2050, and will take that information and apply it on the countywide level in the near term. She noted that the CTP by definition feeds into the regional plan so there will be a lot of cross-referencing as both plans are being developed.

This item is for information only

5.3. Metropolitan Transportation Commission (MTC) Housing and Transportation Funding Conditioning Policy Considerations

Tess Lengyel provided a high level overview of the Metropolitan Transportation Commission Housing and Transportation Funding Conditioning Policy. She noted that Ken Kirkey from MTC will present a more in depth presentation at the Commission meeting later in the month and asked the committee if they had any items they would like MTC to address at the full Commission meeting.

Commissioner Kaplan requested information on the funding sources that will be used and clarification on the funding distribution policy within jurisdictions.

Commissioner Halliday requested information on the role local government will play.

Commissioner Carson provided details on the history and development of the CASA steering committee.

Commissioner Ortiz shared concerns on the funding sources that will be used, specifically if funding that has already been allocated to transit will or could be impacted.

Commissioner Arreguin requested a list of bills that have been introduced to implement elements of the CASA compact and stated that monitoring legislation is a way to influence the process. He also suggested that staff engage MTC on the conditional criteria for funding, so that Alameda County is not penalized.

Commissioner Bauters requested that this is be the only item on the Commission agenda with prioritization on the issues that directly relate to the transportation nexus specifically policies No. 5, 8, 9 & 10.

This item is for information only

6. Committee Member Reports

Commissioner Kaplan stated that she been appointed as President of the Oakland City Council.

7. Staff Reports

Ms. Lengyel noted that Alameda CTC received a \$200,000 grant from the California Office of Traffic Safety to implement safety trainings through the Alameda County Safe Routes to School Program. She also informed members of a memo in their folders from Chair Valle regarding project related briefings that will start in January.

8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: February 11, 2019 at 10:30 a.m.

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

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Memorandum

4.2

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

DATE: February 4, 2019

TO: Planning, Policy and Legislation Committee

FROM: Saravana Suthanthira, Principal Transportation Planner
Chris G. Marks, Associate Transportation Planner

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

Recommendation

This item is provide the Commission with an update on the summary of Alameda CTC's review and comments on Environmental Documents and General Plan Amendments. This item is for information only.

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 January 14, 2018, the Alameda CTC reviewed one NOP. A response was submitted and is included as Attachment A.

Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachment:

- A. Response to the Notice of Preparation (NOP) of a Draft Environmental Impact Report for the Oakland Waterfront Ballpark District Project

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December 28, 2018

Peterson Vollmann, Planner IV
City of Oakland Planning Bureau
250 Frank H Ogawa Plaza, Suite 2214
Oakland, CA 94612

SUBJECT: Response to the Notice of Preparation (NOP) of a Draft Environmental Impact Report for the Oakland Waterfront Ballpark District Project

Dear Mr. Vollmann,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) for the Oakland Waterfront Ballpark District Project. The project site is located at the Port of Oakland along the Inner Harbor of the Oakland-Alameda Estuary. The site is approximately 55 acres, including the Charles P. Howard Terminal and adjacent parcels. It is bordered by Jack London Square to the East, the Oakland Estuary Middle Harbor to the South, Union Pacific railroad tracks and the Embarcadero to the North, and the Schnitzer Steel heavy metal recycling center to the West. The project site currently offers maritime support uses for short-term tenants, and was previously used as a maritime container terminal until 2014. The proposed project would demolish existing buildings on the site and build a new open-air Major League Baseball park with a capacity of approximately 35,000 people, up to 4,000 residential units, approximately 2.27 million square feet of adjacent mixed use development, a performance venue, a 300-400 room hotel, new and expanded utility infrastructure, and new signage and lighting. The proposed project would also construct or provide improved access from surrounding neighborhoods and regional transportation networks, potentially including expanded bus or shuttle service and a new network of public streets and sidewalks.

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

Basis for Congestion Management Program (CMP) Review

- The proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a transportation impact analysis of the project. For information on the CMP, please visit:
http://www.alamedactc.org/app_pages/view/5224

Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP requires local jurisdictions to conduct travel model runs themselves or through a consultant. The City of Oakland and the Alameda CTC signed a Countywide Model Agreement on May 28, 2008. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of

a sample letter agreement is available upon request. The most current version of the Alameda CTC Countywide Travel Demand Model was updated in June 2018 to be consistent with the assumptions of Plan Bay Area 2040.

Impacts

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) and Congestion Management Program (CMP) roadway networks.
 - MTS roadway facilities in the project area include: I-880, I-980, SR-24, 7th Street, 8th Street, 11th Street, 12th Street, 14th Street, Middle Harbor Road, Market Street, Broadway, Embarcadero, the Webster Tube, and the Posey Tube.
 - For the purposes of CMP Land Use Analysis, the Highway Capacity Manual 2010 freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts.
 - The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see Chapter 6 of the 2017 CMP for more information).
- This project should identify and coordinate with other significant improvement projects in the area (such as the Oakland-Alameda Access Project) sponsored by Alameda CTC that are already in advanced project development stages. These projects did not include the proposed project during the project development and impact analyses. An impact assessment and potential mitigation, as appropriate, should be included in the DEIR.
- The DEIR should address potential impacts of the project on Metropolitan Transportation System (MTS) transit operators.
 - MTS transit operators potentially affected by the project include: AC Transit, BART, and the San Francisco Bay Ferry. In addition, Capitol Corridor and Amtrak operate intercity passenger rail in the project area.
 - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix J of the 2017 CMP document for more details.
- The DEIR should consider impacts to freight and passenger rail safety and performance. The project site is located close to the Oakland Jack London rail station, active freight railyards, and the Port of Oakland.
- The DEIR should address potential impacts of the project to cyclists on the Countywide Bicycle Network.
 - Countywide bicycle facilities in the project area include: Planned extension of the East Bay Greenway and the Bay Trail
 - Impacts to consider on conditions for cyclists include effects of vehicle traffic on cyclist safety and performance, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2017 CMP document for more details.

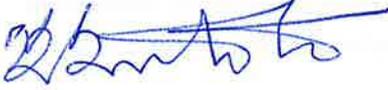
- The DEIR should address potential impacts of the project to pedestrians in Pedestrian Plan Areas of Countywide Significance as defined by the Countywide Pedestrian Plan.
 - The Project overlaps with an Area of Countywide Pedestrian Significance:
 - The site is located within a ½ mile of a transit corridor
 - Proximity to the Oakland Central Business District
 - Impacts to consider on conditions for pedestrians include effects of vehicle traffic on pedestrian access and safety, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2017 CMP document for more details.

Mitigation Measures

- Alameda CTC's policy regarding mitigation measures is that to be considered adequate they must be:
 - Adequate to sustain CMP roadway and transit service standards;
 - Fully funded; and
 - Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the Federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.
- The DEIR should discuss the adequacy of proposed mitigation measure according to the criteria above. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The DEIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.
- Jurisdictions are encouraged to discuss multimodal tradeoffs associated with mitigation measures that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify impacts to automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.
- Given the size and significance of project in trip generation, the DEIR should consider using TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, shuttles, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Alameda CTC CMP Menu of TDM Measures and TDM Checklist may be useful during the review of the development proposal and analysis of TDM mitigation measures (See Appendices F and G of the 2017 CMP).
- The DEIR should identify impacts and propose mitigation measures related to freight and passenger rail services and the safety of vehicle, pedestrian, and bicycle traffic going in and out of the Port of Oakland and the Jack London Amtrak station due to the project site's proximity to the these facilities, and the overall complex traffic operations in the area.

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

Sincerely,



Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner



Memorandum

5.1

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

DATE: February 4, 2019

TO: Planning, Policy and Legislation Committee

FROM: Tess Lengyel, Deputy Executive Director of Planning and Policy

SUBJECT: Federal, state, regional, and local legislative activities update

Recommendation

This item is to provide the Commission with an update on federal, state, regional, and local legislative activities.

Summary

Each year, Alameda CTC adopts a legislative program to provide direction for its legislative and policy activities for the year. 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 2019 Alameda CTC Legislative Program is divided into six sections for Transportation Funding, Project Delivery and Operations, Multimodal Transportation, Land Use and Safety, Climate Change and Technology, Goods Movement, Partnerships. Partnership throughout the Bay Area and California on legislation and policy issues will be key to the success of the 2019 Legislative Program

Background

The Commission approved the 2019 Legislative Program in December 2018. The purpose of the legislative program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy.

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 and policy updates. The following are updates that include information from Alameda CTC state and federal lobbyists, Platinum Advisor and CJ Lake, respectively.

State Update

On January 10, 2019, Governor Newsom unveiled his first budget outlining \$209 billion in spending, including \$144 billion in general funds expenses, \$59 billion in special fund spending, and \$5.3 billion in bond funds. The budget supports new investments while adding more reserve funds. The budget proposal adds \$1.8 billion to reserves bringing the Rainy Day fund to \$15.3 billion. In addition, the budget adds \$700 million to the Safety Net Reserve, for a total of \$900 million to preserve safety net programs during a recession.

The 2019-20 budget proposes to pay off outstanding loans of \$4 billion, including \$2.4 billion to eliminate all outstanding loans from special funds and transportation accounts. The remaining debt payments are for state payroll deferral and CALPERS payments that provided one-time budget savings about a decade ago to balance the budget at that time. In addition, the proposed budget includes a one-time \$3 billion supplemental contribution to the state's share of unfunded PERS liability, and a \$1.1 billion payment toward CalSTRS pension liability.

Transportation Funding: The budget summary does not include a chapter on transportation. With SB 1 in place, the budget proposal supports the flow of SB 1 funds as prescribed in law. The budget estimates a total of \$4.8 billion in SB 1 funds will be available and the funds are programmed as follows:

- \$1.2 billion for cities and counties for local road repair
- \$1.2 billion for the repair and maintenance of the state highway system
- \$400 million for the state's bridges and culverts
- \$307 million for trade corridors
- \$250 million for congested commute corridors
- \$458 million for local transit operations
- \$386 million for capital improvements for transit and intercity rail
- \$200 million for Local Partnership projects
- \$100 million for Active Transportation projects
- \$25 million for freeway service patrols
- \$25 million for local planning grants

State Transit Assistance (STA): The formula allocation of the funds to transit operators through the STA formula totals nearly \$1 billion in 2019-20. This includes \$422 million in "base" STA revenue, \$108 million in SB 1 registration fee revenue, \$350 million in SB 1 diesel sales tax revenue, and \$122 million in cap & trade Low Carbon Transit Operation Program funds. An additional \$50 million in SB 1 diesel sales tax revenue is allocated to commuter and intercity rail operators.

Cap & Trade: The budget summary includes an expenditure plan for cap & trade auction revenue. The proposal does not propose any changes to the 60% of funds

that are continuously appropriated to high-speed rail, transit operations, housing, and transit capital funds. The total cap & trade auction revenue anticipated in 2019-20 is approximately \$2.5 billion. Some funds are taken “off-the-top” for forest health programs, and then 60% is continuously appropriated, leaving about \$1 billion in discretionary funds. Governor Newsom’s proposed expenditure plan is as follows:

Figure EPA-01
2019-20 Cap and Trade Expenditure Plan
(Dollars in Millions)

Investment Category	Department	Program	Amount
Air Toxic and Criteria Air Pollutants	Air Resources Board	AB 617 - Community Air Protection	\$200
		AB 617 - Local Air District Implementation (\$50 million total, including other funds)	\$20
		Technical Assistance to Community Groups	\$10
Low Carbon Transportation	Air Resources Board	Clean Vehicle Rebate Project	\$200
		Clean Trucks, Buses, & Off-Road Freight Equipment	\$132
		Enhanced Fleet Modernization Program, School Buses & Transportation Equity Projects	\$50
		Agricultural Diesel Engine Replacement & Upgrades	\$25
Healthy Forests	CAL FIRE	Healthy & Resilient Forests	\$165
		Prescribed Fire & Fuel Reduction	\$35
Climate Smart Agriculture	Department of Food & Agriculture	Healthy Soils	\$18
		Methane Reduction	\$25
Short-Lived Climate Pollutants	CalRecycle	Waste Diversion	\$25
Integrated Climate Action: Mitigation & Resilience	Strategic Growth Council	Transformative Climate Communities	\$40
	Coastal Commission & SF Bay Conservation and Development Commission	Coastal Resilience	\$3
	Community Services & Development	Low-Income Weatherization	\$10
	California Conservation Corps	Energy Corps	\$6
Workforce Training	Workforce Development Board	Apprenticeships for a Green Economy	\$27
Climate and Clean Energy Research	Strategic Growth Council	Climate Change Research	\$10
Total			\$1,001

Green Apprenticeships: The cap & trade expenditure plan includes \$27 million for workforce development. This revenue would be used to establish apprenticeships and workforce assistance as described below:

- Pre-Apprenticeship Construction Partnerships—\$10 million annually for 5 years to place approximately 3,000 disadvantaged workers in apprenticeships for a career in the trades by doubling the training capacity for each of the existing 14 regional hubs.
- Training Partnerships—\$10 million annually for 5 years to place 2,000 disadvantaged workers into entry-level jobs and develop skills in climate and technology-related occupations through the expansion of existing partnerships.
- Worker Transition Fund—\$5 million annually for 5 years to provide income replacement in conjunction with retraining for approximately 1,500 displaced workers resulting from climate policies or automation.
- Technical Assistance and Program Administration—\$2 million for 11 positions and contract resources at the California Workforce Development Board to support these programs.

Budget subcommittees will conduct hearings on the budget into early May prior to the Governor's May Revise, which must be released by May 14. Thereafter, both the Assembly and Senate will finalize each houses' version of the budget, then conference to resolve differences. The legislative leaders and the Governor will meet in June to address any outstanding issues and a final budget must be adopted by June 15. The new budget year will begin on July 1 after the Governor signs the final budget bill.

Legislation: Both January and February have bill deadlines, including January 25th as the last day to submit bill requests to the Office of Legislative Counsel and February 22nd is the final day for introducing new bills. It is anticipated that over 2500 bills will be introduced into the state legislature this year. Staff evaluates bills related to Alameda CTC's legislative platform and brings recommendations during the legislative year on bills that advance or affect the adopted Alameda CTC legislative program.

Since the commencement of the 2019 legislative year, several bills have been introduced, many with spot bill language - language of intent that will be flushed out further as bills are heard in committees. Many bills thus far address the state's housing needs and range from reestablishment of redevelopment agencies, to new tax increment financing, expediting housing approval processes and changing housing development requirements regarding zoning, density and height limitations, and lowering the voter threshold for parcel and sales taxes that could fund housing development. Staff will evaluate housing bills that have transportation related components relevant to the Alameda CTC adopted legislative platform.

Regarding transportation, Alameda CTC is watching several bills that have been introduced (below) and will bring recommendations in the upcoming months as bills are more clearly defined through the committee hearing processes.

- AB 147 regarding the Wayfair Supreme Court Decision: Assemblywoman Autumn Burke and Senator Mike McGuire have introduced AB 147, which would enact changes to implement the *South Dakota v. Wayfair* decision. Under *Wayfair*, the U.S. Supreme Court found that online retailers are required to collect and remit sales tax regardless of whether the online retailer has a physical presence in the state where the order is delivered. The California Department of Tax and Fee Administration (CDTFA) through its authority has issued a letter stating how it intends to comply with this decision which relies on the \$100,000 threshold implemented in South Dakota, but CDTFA would apply that dollar threshold to sales within each taxing jurisdiction, not statewide total. To simplify this process, AB 147 would propose a \$500,000 statewide threshold. This bill would also require sales tax to be collected on sales made through an intermediary, such as eBay, and under the bill eBay would be the entity that is required to collect and remit the tax.
- AB 252 NEPA Delegation: Assemblyman Daly introduced AB 252, which would remove the sunset date for delegation to Caltrans the National Environmental Policy Act (NEPA) review in California. Current law allows NEPA delegation through January 1, 2020 and this bill would extend that authority indefinitely, allowing continuation of this more streamlined environmental review process for projects that must go through federal environmental reviews pursuant to NEPA.
- SB 137 State and Federal Fund Swap: Senator Bill Dodd introduced SB 137 which would allow any city or county to swap federal transportation funds for state funds. The current exchange program is limited to regional transportation planning agencies with a population below 200,000. This measure is sponsored by CSAC, and it is aimed at streamlining project delivery by removing the federal review process associated with using federal funds. With the additional SB 1 funds in state accounts, the resources should be sufficient to allow interested cities and counties to exchange federal funds for state dollars, thus eliminating the need to complete both NEPA and CEQA reviews.
- SB 127 Complete Streets: Senator Wiener reintroduced a measure that would require Caltrans to address complete needs on state highways that operate as local roads. SB 127 would require Caltrans, starting with the 2020 State Highway Operation and Protection Program (SHOPP) to include investments that improve the safety of pedestrians and bicyclists. In particular, this bill would require Caltrans when it undertakes a capital improvement project on a state highway or a local street that crosses a state highway to include investments in or improvements to pedestrian and bicycle facilities. Caltrans

is required to form a project development team for each project that include representatives from the local transportation agency, bicycle and pedestrian advisory committees, and representatives from disadvantaged communities. Bicycle and pedestrian investments are not required to be made on freeways, and Caltrans can seek to exempt a project if the investments would create an adverse impact or there is a demonstrated absence of need.

Federal Update

On January 25th, the President signed a clean continuing resolution (CR) through February 15 for the remaining seven appropriations bills that need to be approved to fully open the federal government. The plan includes funding the departments of Transportation, Agriculture, Homeland Security, Treasury, Commerce, Housing and Urban Development, Justice, State and Interior, as well as the IRS, National Science Foundation, FDA and EPA. Additionally, there is an agreement for the House and Senate to go to conference on border wall negotiations.

Federal Surface Transportation Reauthorization: The Fixing America's Surface Transportation (FAST) Act funds the nation's federal surface transportation program. The FAST Act bill was signed by President Barack Obama on December 4, 2015. The \$305 billion, five-year bill was funded without increasing transportation user fees. The bill will expire in 2020.

The federal gas tax was last raised in 1993 and it is anticipated that action on development of a new transportation/infrastructure bill could take place this year and would include a particular focus on how to address funding the nation's transportation system.

The following summarizes the committees that are related to the surface transportation reauthorization. The House and Senate Full Committees have organized for the 116th Congress; however, the Subcommittee Chairman and Ranking Members are still unknown at this point

- House Appropriations
 - Full Committee Chairwoman: Nita Lowey (D-NY)
 - Full Committee Ranking Member: Kay Granger (R-TX)
 - Jurisdiction: Legislates the disbursement of revenue to all federal departments and agencies
- House Energy and Commerce (E&C)
 - Full Committee Chairman: Frank Pallone (D-NJ)
 - Full Committee Ranking Member: Greg Walden (R-OR)
 - Jurisdiction: With respect to transportation, emissions/Corporate Average Fuel Economy (CAFE) standards for vehicles (of all types to include trains, airplanes, and ships), authorization for vehicle safety standards within the National Highway Traffic Safety Administration

(NHTSA) of DOT, DOE vehicle technologies (and all DOE programs in general), and communications infrastructure/technology for autonomous vehicles (AV). The Committee also has jurisdiction over health, energy, environment, and communications policy in general.

- House Transportation and Infrastructure (T&I)
 - Full Committee Chairman: Peter DeFazio (D-OR)
 - Full Committee Ranking Member: Sam Graves (R-MO)
 - Jurisdiction: Policy (not disbursement of funds or control of Highway Trust Fund [HTF]) for all modes of transportation (highways, transit, airplanes, ships/boats), interior waterways and Clean Water Act standards, and U.S. Army Corps of Engineers projects/programs (Waters of the United States), and federal buildings/infrastructure management.
- House Ways and Means
 - Full Committee Chairman: Richard Neal (D-MA)
 - Full Committee Ranking Member: Kevin Brady (R-TX)
 - Jurisdiction: With respect to transportation, Ways and Means maintains jurisdiction over the HTF and any tax/user fee measure used to finance it.
- Senate Appropriations
 - Full Committee Chairman: Richard Shelby (R-AL)
 - Full Committee Vice Chairman: Patrick Leahy (D-VT)
 - Jurisdiction: Legislates the disbursement of revenue to all federal departments and agencies
- Senate Banking
 - Full Committee Chairman: Mike Crapo (R-ID)
 - Full Committee Ranking Member: Sherrod Brown (D-OH)
 - Jurisdiction: With respect to transportation, transit funding.
- Senate Commerce
 - Full Committee Chairman: Roger Wicker (R-MS)
 - Full Committee Ranking Member: Maria Cantwell (D-WA)
 - Jurisdiction: In terms of transportation, airports, railroads, highway safety (NHTSA), pipelines (PHMSA), and communications (Vehicle 2 Vehicle (V2V), Vehicle to Infrastructure (V2I), Autonomous Vehicles (AV))
- Senate EPW
 - Full Committee Chairman: John Barrasso (R-WY)
 - Full Committee Ranking Member: Tom Carper (D-DE)
 - Jurisdiction: With respect to transportation, highways (FHWA), inland waterways and projects under the control of the U.S. Army Corps of Engineers for Civil Works (USACE). They also have jurisdiction over federal air and water emission/pollution standards (i.e. the Clean Water Act, and Clean Air Act)
- Senate Finance
 - Full Committee Chairman: Chuck Grassley (R-IA)

- Full Committee Ranking Member: Ron Wyden (D-OR)
- Jurisdiction: With respect to transportation, the HTF

Staff will provide updates as activities on transportation reauthorization efforts continue to evolve.

Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachment:

- A. Alameda CTC 2019 Legislative Program



2019 Alameda County Transportation Commission Legislative Program

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

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

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

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none"> • Oppose efforts to repeal transportation revenues streams enacted through SB1. • 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. • Ensure fair share of sales tax allocations from new laws and regulations • Seek, acquire, accept and implement grants to advance project and program delivery.
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> • Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations. • Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs, including funding to expand the Affordable Student Transit Pass program. • 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. • Support statewide principles for federal surface transportation reauthorization and/or infrastructure bills that expand funding and delivery opportunities for Alameda County
Project Delivery and Operations	Advance innovative project delivery	<ul style="list-style-type: none"> • Support environmental streamlining and expedited project delivery, including contracting flexibility and innovative project delivery methods. • Support high-occupancy vehicle (HOV)/express 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	<ul style="list-style-type: none"> • Support efforts that reduce project and program implementation costs. • Support funding and policies to implement transportation projects that create jobs and economic growth, including for apprenticeships and workforces training programs.
	Protect the efficiency of managed lanes	<ul style="list-style-type: none"> • Support HOV/managed lane policies that protect toll operators' management of lane operations and performance, toll rate setting and toll revenue reinvestments, deployment of new technologies and improved enforcement. • Support legislation that clarifies and enables effective toll processing, resolution of unpaid tolls, and interoperability. • Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.
	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> • Support legislation that increases flexibility and reduces barriers for infrastructure improvements that link transportation, housing, and jobs.

Issue	Priority	Strategy Concepts
Multimodal Transportation, Land Use and Safety		<ul style="list-style-type: none"> • Support local flexibility and decision-making regarding land-uses for transit oriented development (TOD) and priority development areas (PDAs). • Support funding opportunities for TOD and PDA implementation, including transportation corridor investments that link PDAs.
	Expand multimodal systems, shared mobility and safety	<ul style="list-style-type: none"> • Support policies that provide increased flexibility for transportation service delivery through programs that address the needs of commuters, youth, seniors, people with disabilities and low-incomes, and do not create unfunded mandates. • Support policies that enable shared mobility innovations while protecting the public interest, including allowing shared data (such as data from transportation network companies and app based carpooling companies) that could be used for transportation and land use planning and operational purposes. • Support investments in active transportation, including for improved safety and Vision Zero strategies. • 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. • Support legislation to modernize the Congestion Management Program, supporting the linkage between transportation, housing, and multi-modal performance monitoring
Climate Change and Technology	Support climate change legislation and technologies to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> • Support funding for infrastructure, operations, and programs to relieve congestion, improve air quality, reduce emissions, expand resiliency and support economic development, including transitioning to zero emissions transit fleets. • 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 legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County, including data sharing that will enable long-term planning. • Support the expansion of zero emissions vehicle charging stations. • Support efforts that ensure Alameda County jurisdictions are eligible for state funding related to the definition of disadvantaged communities used in state screening tools.
Goods Movement	Expand goods movement funding and policy development	<ul style="list-style-type: none"> • Support a multimodal goods movement system and efforts that enhance the economy, local communities, and the environment. • Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy. • Support legislation and efforts that improve the efficiency and connectivity of the goods movement system, including passenger rail connectivity. • 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.
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> • Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional transportation problems and support governmental efficiencies and cost savings. • Partner with community and national organizations and other partners to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs. • Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.



Memorandum

5.2

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

DATE: February 4, 2018

TO: Planning, Policy, and Legislative Committee

FROM: Carolyn Clevenger, Director of Planning

SUBJECT: Approve Measure BB Freight and Economic Development Program (TEP-41) funds, authorize release of Request for Proposals (RFP) for Professional Services for Preliminary Engineering and Environmental and Design phases of the Rail Safety Enhancement Program, and authorize negotiations with top ranked firms

Recommendation

It is recommended that the Commission approve the following actions related to the Rail Safety Enhancement Program:

1. Allocate \$5,500,000 of Measure BB Freight and Economic Development Program (TEP-41) funds for the Preliminary Engineering and Environmental and Design phases; and
2. Approve release of Request for Proposals (RFP) for professional services for Environmental, PA&ED and Design phases of the Rail Safety Enhancement Program and authorize the Executive Director to negotiate with the top ranked firms.

Summary

Safety at rail crossings in Alameda County is an on-going need. There are about 10 fatalities on average every year along Alameda County rail tracks from either a collision at a highway-rail crossing or between crossings as a result of trespassing. At the same time, multiple recently completed plans at the local, regional and state levels, including the Countywide and Regional Goods Movement Plans, the Countywide Transit Plan, the State Rail Plan, Capitol Corridor's Vision Plan, and *ACEForward* all identify growth potential for rail in the county. Both freight rail and intercity passenger rail provide opportunities to reduce congestion and vehicles miles traveled on our roadways, reduce emissions, and provide efficient transportation options for regional and interregional trips. The Rail Safety Enhancement Program (SEP) identifies at-grade safety treatments that can be implemented in the near-term to address existing safety issues along rail tracks and mitigate against future safety issues as rail service are expected to grow.

This recommendation builds upon the grade crossing prioritization framework approved by the Commission at its March 2018 meeting. The prioritization framework identified 10 Tier 1 rail corridors and 23 Tier 1 crossings to focus the agency's initial analysis. Since then, staff have worked with jurisdictions and a consultant team to assess safety issues at Tier 1 crossings and corridors and identify potential treatments for crossings as well as for locations where trespassing between crossings is prevalent. The project team has subsequently identified a set of near-term treatments and developed a potential implementation approach in which Alameda CTC staff would work closely with local jurisdictions to manage and deliver a multi-jurisdictional program of near-term improvements.

Advancing the rail safety program immediately as one coordinated program would have the following benefits:

- Address existing safety issues, particularly near schools
- Achieve project development efficiencies through one point of contact with California Public Utilities Commission (CPUC) and Union Pacific Railroad (UPRR) as well as one application to CPUC and one environmental clearance
- Well-position grade crossing projects to compete for funding such as Regional Measure 3 and the State Trade Corridors Enhancement Program
- Achieve delivery efficiencies through one program manager strategically coordinating contracting and construction management

This item provides an overview of the type of treatments that could be implemented with this program and a brief description of a potential implementation approach.

Background

The rail system in Alameda County is a critical transportation link, moving both people and goods. Alameda County contains the core of the Bay Area/Northern California freight and passenger rail system, and there is growing demand for both freight and passenger service. The goals of the Alameda County Goods Movement Plan, adopted in 2016, included a multimodal and safe goods movement system that supports improved quality of life, and identified rail as a key opportunity area. In addition, the Countywide Transit Plan identified intercity passenger rail as a key opportunity area to reduce congestion, vehicles miles traveled, and emissions. This grade crossing safety analysis was conducted in order to better understand and develop programs to address community impact issues and safety issues pertaining to both current and anticipated rail activity in Alameda County.

In November 2017 and February 2018, staff met with Alameda County Technical Advisory Committee (ACTAC) to get input on the development of the SEP, including review of the methodology used to prioritize crossings, review initial results, and share a grade crossing toolkit resource. The analysis was used to prioritize a subset of the 133 at-grade rail crossings and 23 rail corridors in the county in order to focus resources and advocate to implement improvements. This analysis created a list of 23 Tier 1 Crossings and 10 Tier 1

Corridors. An update on the grade crossing analysis, including the prioritized list of Tier 1 crossings and corridors, was presented to the Alameda County Planning, Policy and Legislation Committee (PPLC) on March 5, 2018. The Alameda CTC Commission approved the item at its March Commission meeting. In addition, staff consulted with UPRR to compare this analysis to safety assessments that UPRR has conducted.

Following the identification of the Tier 1 crossings and corridors, Alameda CTC conducted site assessments of the Tier 1 crossings and corridors. In addition, Alameda CTC consulted with jurisdictions that had Tier 1 crossings and corridors and discussed existing issues and concerns, identified on-going efforts, and invited them to the site assessments. These meetings helped to inform the assessments and potential recommendations. Note that the Martinez – Emeryville corridor was excluded from the scoping assessment because it has received funding from SB 1 and Emeryville is actively advancing that project.

Near-Term Safety Improvements

The existing safety conditions of a total of 56 grade crossings in Alameda County were assessed. (The 56 grade crossings includes those crossings that are Tier 1 grade crossings, as well as additional crossings that are part of the Tier 1 corridors.) Based on the results of the existing condition surveys, the following potential near-term safety improvements were considered for each crossing:

- Track removal
- Driveway and/or side street closure
- Conversion of one-way couplet
- Pavement markings
- Roadway paving
- Dynamic envelope marking
- Signage upgrades
- Crossing panels
- Raised median
- Street lighting
- Four-quadrant gates
- Signal interconnect
- Pre-signal / queue cutter
- Pedestrian flashing lights and gates
- Sidewalk realignment, widening, repair
- Bike path realignment
- Pedestrian "Z" crossing
- Anti-trespass fencing
- Anti-trespass landscaping
- Closure of crossing

Recommendations for the majority of crossings included treatments such as: anti-trespassing fencing at the crossing, upgrades to signing and striping, sidewalk modification, installation of raised medians, and pedestrian flashing lights and gates. Pedestrian treatments are aimed at notifying pedestrians that they are approaching a crossing and would include pedestrian-level flashing lights for when a train is approaching.

One of the areas in the county with known safety and noise issues is the set of 8 crossings in Jack London Square, from Market to Webster Streets in the City of Oakland. This set of crossings is of particular interest to Capitol Corridor and UPRR due to the high volume of trains in this area as well as the area serving major freight rail access to the Port of Oakland. The Commission approved this rail crossing as a priority project area to address at its October 2017 meeting. Given the complexity of this area, a concept for the Jack London Square corridor was developed and discussed with UPRR, Capitol Corridor, and

the City of Oakland. This project would clearly separate rail tracks from pedestrians, bicyclists, and drivers and would establish a set of secure crossings. The engineering treatments would significantly increase safety, improve Capitol Corridor and UPRR operations in this area, and could qualify as a Quiet Zone should the city choose to establish one.

Conceptual Cost Estimates

Conceptual estimates of treatment costs were developed for improvements at the Tier 1 crossings and corridors. A very preliminary cost estimate to implement the current recommendations for the Tier 1 crossings and corridors, including contingency, is approximately \$65 million. Additional consultation with local jurisdictions, UPRR, and CPUC must take place in order to update and refine the potential improvements, and before any recommendations could move forward. More refined cost assessments would also occur as crossing design treatments are further defined.

Potential Implementation Approach

The SEP is proposed to be delivered as one comprehensive program of near-term safety improvements. This will allow for a consistent approach to be used across the county in working with UPRR and CPUC, and provide all parties with one point of contact. Local jurisdictions would be closely involved in the process, with Alameda CTC serving as an overall program manager. It is recommended that all the improvements at each crossing be implemented as one program, potentially in phases as funding and project delivery resources allow, to achieve maximum benefits while reducing traffic disruptions and reducing the overall cost of the improvements if constructed as one project. To achieve this objective, Alameda CTC would operate as the lead agency for preparation of design plans, submission of appropriate paperwork to CPUC, coordination of design review by UPRR, CPUC, and local jurisdictions, as well as lead for environmental clearance. Given efficiencies through delivering one program, it is anticipated that the program could be delivered between 3 and 5 years.

Funding Opportunities

There are a number of upcoming funding opportunities specifically focused on goods movement that the SEP could be well-positioned to compete for. Two potential funding opportunities are: Regional Measure 3 Goods Movement and Mitigation funds, and the State Trade Corridor Enhancement Program, each of which would require local funding matches to move projects into construction.

Fiscal Impact: Approval of the recommended action will allocate \$5,500,000 of Measure BB Freight and Economic Development Program (TEP-41) funds for subsequent encumbrance and expenditure. This budget will be included in Alameda CTC's annual budget starting in FY 2019/20.