



Planning, Policy and Legislation Committee Meeting Agenda Monday, June 10, 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 May 13, 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 | 3 | I |

5. Regular Matters

- | | | | |
|------|---|----|-----|
| 5.1. | Plan Bay Area 2050 update and approval of project submissions for Plan Bay Area 2050 | 5 | A |
| 5.2. | Approve the Countywide Active Transportation Plan | 25 | A |
| 5.3. | Approve the Transportation Demand Management Program Contract Amendment | 31 | A |
| 5.4. | Approve legislative positions and receive an update on federal, state, and local legislative activities | 35 | A/I |

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Monday, July 8, 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 for May 2019 through September 2019

Commission Chair
Supervisor Richard Valle, District 2

Commission Vice Chair
Mayor Pauline Cutter,
City of San Leandro

AC Transit
Board Vice 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 Sheng Thao

City of Piedmont
Mayor Robert McBain

City of Pleasanton
Mayor Jerry Thorne

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	June 17, 2019
9:00 a.m.	Finance and Administration Committee (FAC)	July 8, 2019 September 9, 2019
9:30 a.m.	I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)	
10:00 a.m.	I-580 Express Lane Policy Committee (I-580 PC)	
10:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
12:00 p.m.	Programs and Projects Committee (PPC)	
2:00 p.m.	Alameda CTC Commission Meeting	July 25, 2019 September 26, 2019

Advisory Committee Meetings

1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	June 24, 2019 September 23, 2019
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	June 27, 2019 September 5, 2019
5:30 p.m.	Independent Watchdog Committee (IWC)	July 8, 2019
5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	September 5, 2019
9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	September 10, 2019

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 with the exception of Commissioner Bauters, Commissioner Arreguin and Commissioner Carson.

Subsequent to the roll call

Commissioner Arreguin and Commissioner Carson arrived during Item 5.1.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approval of the April 8, 2019 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

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

Yes: Kaplan, Ortiz, Haggerty, Halliday, Mei, Marchand, Cutter, Valle
No: None
Abstain: None
Absent: Bauters, Arreguin, Carson

5. Regular Matters

5.1. Approve legislative positions and receive an update on federal, state, and local legislative activities

Tess Lengyel recommended that the Commission approve legislative and policy positions and receive an update on federal, state, and local legislative activities. Ms. Lengyel thanked the Commission members who attended the legislative visit in Washington DC. She provided an update on the Governor's May revise.

There was discussion among the Committee regarding the Governor's May revise as it relates to the SB 1 funding formula. Commissioner Haggerty motioned to oppose the linkage of SB1 funds to housing production goals. Commissioner Arreguin seconded the motion. The motion passed with the following vote:

Yes: Kaplan, Ortiz, Haggerty, Arreguin, Carson, Halliday, Mei, Marchand, Cutter, Valle
No: None
Abstain: None
Absent: Bauters

Ms. Lengyel then recommended that the Commission take the following positions on two bills:

SB 152 (Beall)- Watch position on bill
SB 328 (Portantino)- Oppose position

Commissioner Halliday motioned to approve staff's recommendation. Commissioner Ortiz seconded the motion. The motion passed with the following vote:

Yes: Kaplan, Ortiz, Haggerty, Arreguin, Carson, Halliday, Mei, Marchand,
Cutter, Valle
No: None
Abstain: None
Absent: Bauters

Ms. Lengyel updated the Committee on the MacArthur Maze project and noted that AC Transit was seeking collective support on a resolution they adopted to encourage Caltrans to include transit only lanes in the project area; measures to mitigate transit service disruptions during construction; ensure coordination with the cities of Berkeley, Emeryville and Oakland; and ensure that the project conforms to or supports regional and local plans. Ms. Lengyel recommended that Alameda CTC take a formal support position on the AC Transit's resolution.

Commissioner Ortiz moved to support the Resolution. Commissioner Arreguin seconded the motion. The motion passed with the following vote:

Yes: Kaplan, Ortiz, Haggerty, Arreguin, Carson, Halliday, Mei, Marchand,
Cutter, Valle
No: None
Abstain: None
Absent: Bauters

6. Committee Member Reports

There were no committee member reports.

7. Staff Reports

8. Adjournment/ Next Meeting

The next meeting is:

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

Location: Alameda CTC Offices, 1111 Broadway, Suite 800, Oakland, CA 9460



Memorandum

4.2

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

DATE: June 3, 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 updates the Commission with a 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. 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 the potential impact of proposed land development on the regional transportation system.

Alameda CTC has not reviewed any environmental documents for review since the last update on May 13, 2018.

Fiscal Impact: There is no fiscal impact associated with this item.

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Memorandum

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 3, 2019

TO: Planning, Policy and Legislation Committee

FROM: Carolyn Clevenger, Director of Planning
Saravana Suthanthira, Principal Transportation Planner
Kristen Villanueva, Senior Transportation Planner

SUBJECT: Plan Bay Area 2050 update and approval of project submissions for Plan Bay Area 2050

Recommendation

Receive update on Plan Bay Area 2050, the Bay Area's next Regional Transportation Plan, and approve submission of projects in Alameda County for consideration for inclusion in Plan Bay Area 2050. Upon approval, the list and associated project details will be sent to MTC to meet their timeline of June 30, 2019.

Summary

The Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) have been working on the update to Plan Bay Area (PBA), the region's long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). This update, known as PBA 2050, goes out to 2050, and will be adopted in mid-2021. MTC/ABAG has been developing PBA 2050 across two phases: 1). Visionary concepts and future scenario planning in the first phase, referred to as "Horizon," and 2). Traditional planning and financial analysis in the second phase, referred to as "PBA 2050." An initial update on this process was presented to the Commission in May 2018. This agenda item will provide a high level update on work completed as part of the Horizon effort since May 2018 including a summary of future scenarios and outline how MTC is envisioning the Horizon effort to feed into PBA 2050. In addition, this item describes a request for project information that MTC has solicited from county transportation agencies on transportation projects for PBA 2050 and includes recommendation by the Commission to approve these projects for submission to MTC for consideration.

In March 2019, MTC requested information via the county transportation agencies on transportation projects for consideration for PBA 2050 that would be considered **"regionally significant, non-exempt"** for air quality modeling purposes of the RTP/SCS.

Alameda CTC staff subsequently reached out to ACTAC members to update projects of this type from the last regional plan, the 2016 Countywide Transportation Plan (2016 CTP), and to provide information on any new non-exempt projects from local planning initiatives. These projects are detailed in Attachment A.

To submit these projects for consideration for PBA 2050, MTC is requiring board approval of the projects by June 30, 2019. Note that Attachment A only includes large “exempt” projects, which are projects that are more operational in nature or address safety such as complete streets. The majority of remaining “exempt” projects will be bundled into **programmatic categories** for the RTP/SCS. MTC plans to update these programs in the fall, at which time Alameda CTC will again coordinate submission for the county.

In addition, Alameda CTC is starting work on the next countywide transportation plan, which will be called the 2020 Countywide Transportation Plan (2020 CTP). As with previous cycles, the CTP is designed to inform the RTP/SCS. County projects are typically listed in detail in the CTP, whereas the RTP/SCS focuses on large regional projects, with the majority of local projects and programs included as general programmatic categories. Alameda CTC has been actively engaged in the PBA 2050 update process, acting as the county’s coordination agency for MTC, and is working to closely coordinate update efforts across the RTP/SCS and CTP. Staff plans to bring a full update of the 2020 CTP, including approach and planned engagement, to PPLC in July.

Background

MTC/ABAG, the Bay Area’s transportation and land use planning agencies, have been working on the update to the Plan Bay Area called PBA 2050. The overall schedule is included as Attachment B. The update will occur in two phases:

1. Horizon or “Blue Sky” Planning: this effort has been underway for a year and a half and will be completed in fall 2019.
2. PBA 2050: This will cover the traditional regional planning process including identifying a preferred scenario, identifying a set of financially-constrained transportation projects, and performing the RTP/SCS environmental clearance.

Alameda CTC has been actively engaged in this process through participating in various forums including the Regional Advisory Working Group (RAWG) and County Transportation Agency coordination meetings.

Horizon

Horizon is a new planning process that leverages new techniques in exploratory scenario planning, embracing uncertainty as a central element of the long-range planning process. Horizon is intended to address a range of topics including but not limited to transportation and land use but also economic development, resilience and the effects of emerging technologies. Key features of Horizon/PBA 2050 initiative which are briefly described below

include: Perspective Papers, Futures, Project Performance and Outreach. An overarching five guiding principles that are intended to frame or guide this process were developed in Summer 2018: Affordable, Connected, Diverse, Healthy and Vibrant.

- **Futures** – Three Futures scenarios were created that include divergent aspects across key assumptions related to a variety of factors such as the future of federal environmental regulation, transportation technology deployment, regional economic prosperity, preferences for home locations and sizes, levels of federal infrastructure funding, major earthquakes, and levels of sea level rise. These Futures are called: Clean and Green, Back to the Future, and Rising Tides and Falling Futures. More information on the key assumptions in each of the Futures is included in the Attachment C. These futures will be used to test the merits of policy strategies and transportation projects that the Bay Area could consider including in PBA 2050.
- **Perspective Papers** – Six papers are being published covering big ideas that the region is currently grappling with, such as autonomous vehicles, climate mitigation and regional growth strategies. The outcome for each paper is a set of high impact strategies that could be major drivers in shaping the region. Four have been released so far on technology, shared mobility, land use, and the future of jobs. The two remaining will cover potential new Bay Crossings and effects of sea level rise. The perspective paper on Land Use, titled “Regional Growth Strategies” identified proposed changes related to land development strategies including Priority Development Areas (PDAs). This change impacts a number of the existing PDAs in Alameda County, and Alameda CTC is coordinating with MTC and local jurisdictions to address this issue.
- **Project Performance** – Similar to prior planning cycles, Horizon includes a Project Performance Assessment for major transportation investments. The assessment will identify costs and benefits of different transportation projects in each of the three Futures mentioned above. This assessment will be done for mega, transformative projects, which are those that would cost more than \$1 billion, and for major projects that generally cost more than \$250 million. Results from this performance assessment are anticipated in fall 2019.

As shown in Attachment B, the Horizon process will be completed in fall 2019. Informed by the outcomes of the above three elements, MTC/ABAG will develop a draft Preferred Scenario to transition to PBA 2050.

Transportation Projects for Approval

One major component of the regional plan is a fiscally constrained list of transportation projects and programs. As MTC/ABAG is transitioning from Horizon to preparation of PBA 2050, they have requested information on transportation projects that should be considered for inclusion in the RTP/SCS. Solicitations for transportation projects are occurring over three steps:

1. **Request for transformative projects:** In late 2018, MTC started the process with a call for regional projects that could “transform” the region and that cost over \$1 billion. MTC received 35 applications from public agencies. In Alameda County, Alameda CTC, Oakland, Newark, AC Transit, ACE, Caltrans, BART, and the Tri-Valley San Joaquin Valley Regional Rail Authority submitted projects for consideration. (As a reminder, the Commission reviewed the list of projects that Alameda CTC was planning to submit in May 2018.) A list of transformative projects that Alameda CTC submitted to MTC is included in Attachment A. A list of transformative projects submitted by other public agencies in Alameda County is included in Attachment D.
2. Update to the **regionally-significant, non-exempt projects**, which are projects that significantly change road or transit capacity or are regionally significant based on project cost. This is the content of the current project solicitation by MTC and more information is provided below.
3. Update projects that are **not regionally-significant and are exempt**. These will be grouped into programmatic categories in the RTP/SCS. These project types represent the majority of projects that are planned and underway in our county such as bike lanes and streetscape projects. Alameda CTC will start collecting this information later this summer for submittal to the RTP/SCS.

The current request, which MTC has asked the county transportation agencies to facilitate, is for **regionally-significant, non-exempt projects**. In April, Alameda CTC staff reached out to ACTAC members to update projects of this type from the last regional plan, the 2016 Countywide Transportation Plan (2016 CTP), and provide information on any new non-exempt projects agencies have developed as part of local planning initiatives in the meantime. MTC has requested that multi-county transit agencies submit projects directly to MTC. For reference, we are including the regional transit projects that agencies have informed us may be submitted in Attachment E.

In the context of PBA 2050, a project proposal will be deemed **regionally-significant, non-exempt** if it meets any of the following:

- Expands or extends the principal arterial system (length must be greater than ¼ mile)
- Expands or extends a roadway to become part of the principal arterial system (length must be greater than ¼ mile)
- Reduces the number of lanes (e.g., road diet) of the principal arterial system (length must be greater than ¼ mile)
- Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)
- Extends or expands the fixed guideway transit infrastructure
- Adds new or expands transit stations or terminals, including parking facilities
- Expands transit fleets or service levels (e.g., increased frequency, hours of operation)

- Alters the cost for users of the transportation system (e.g., cordon pricing, tolling, transit fares).
- Is a large project that would otherwise be considered exempt (e.g. full build out of the SF Bay Trail)

An update to the remainder of project types, which includes exempt projects and programs, will be carried out in fall 2019 for the purposes of PBA 2050. MTC will also estimate costs associated with local streets and roads maintenance and transit operating and capital expenses out to 2050, which will affect the amount of future revenues that could be assumed for projects. Alameda CTC will be actively participating in this step later this year and will continue to coordinate project updates on behalf of the county. It is anticipated that throughout this process, updates and changes will be made, and being included in Attachment A is not a guarantee that a project will be included in the final PBA 2050.

PBA 2050 Near Term next steps

For additional information on PBA 2050 background and activities, see MTC website on [Horizon Process](#). As mentioned above (See Attachment B), Horizon will be completed in fall 2019, and is expected to identify high performing and resilient policies and projects based on the outcome from the Futures analysis, Perspective Papers, and Project Performance. Alameda CTC staff will continue to be actively engaged in this process and provide comments on the process and deliverables and seek Commission action, as appropriate.

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

Attachments:

- A. Alameda CTC Resolution 19-004 and Draft Regionally Significant Projects for Alameda County
- B. Plan Bay Area 2050 Update Process Overview and Elements
- C. Summary of Futures
- D. Transformative Projects submitted by other public agencies in Alameda County
- E. Regional Transit Projects for Alameda County as of May 28, 2019

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Executive Director
Arthur L. Dao

ALAMEDA COUNTY TRANSPORTATION COMMISSION RESOLUTION 19-004

Resolution approving regionally-significant projects in Alameda County for submittal to the Metropolitan Transportation Commission for consideration for inclusion in Plan Bay Area 2050

WHEREAS, the Metropolitan Transportation Commission (MTC) has initiated an update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Plan Bay Area 2050; and

WHEREAS, on March 4, 2019, MTC issued a request for regionally-significant projects for the update of the RTP/SCS as well as guidelines that defined the term "regionally-significant" for purposes of this submission; and

WHEREAS, MTC has requested Congestion Transportation Agencies (CTAs) to coordinate the submission of projects for each respective county; and

WHEREAS, as the CTA for Alameda County, Alameda County Transportation Commission (Alameda CTC) coordinated with members of the Alameda County Technical Advisory Committee (ACTAC), transit agencies, and internal project managers to update projects in the 2016 Countywide Transportation Plan (2016 CTP), and the current RTP/SCS, and solicit new projects for purposes of this submission; and

WHEREAS, Alameda CTC developed the attached proposed regionally-significant projects for consideration for Plan Bay Area 2050;

NOW, THEREFORE BE IT RESOLVED, The submittal of the projects as attached to this resolution to MTC for consideration for Plan Bay Area 2050 is approved: and

The Clerk of the Alameda CTC is hereby directed to forward a copy of this Resolution to MTC.

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on June 17, 2019 in Oakland, California, by the following vote:

AYES: **NOES:** **ABSTAIN:** **ABSENT:**

SIGNED:

ATTEST:

Richard Valle
Chair, Alameda CTC

Vanessa Lee
Clerk of the Commission

Plan Bay Area 2050
DRAFT List of Regionally Significant Projects for Alameda County

Project costs are estimates and subject to change as projects move through development and PBA 2050 processes
Project costs include an estimate of operations costs through 2050 and are in millions of Year-of-Expenditure \$
RTP ID is "New" if project was included in a program for PBA 2040 or is new for this RTP cycle

#	2016 CTP Index	PBA 2040 ID	Lead Agency	Project Title	Project Cost (\$ Millions)	Project Type	Submission Type
1	49, 193, 211, 223	17-10-0014	ABAG/MTC	San Francisco Bay Trail	\$354	Major Trails and Large Bike Ped	Large Exempt Under Construction
2	4	17-10-0060	AC Transit	AC Transit: East Bay Bus Rapid Transit	\$206	Transit	Under Construction
3		New	AC Transit	AC Transit: Fremont Transit Network Improvements	\$300	Transit	Non-Exempt
4	70	New	AC Transit	AC Transit: Alameda Point Transit Network Improvements	\$459	Transit	Non-Exempt
5		New	AC Transit	AC Transit: Newark PDA Transit Network Improvements	\$178	Transit	Non-Exempt
6		New	ACE/SJRR	Altamont Corridor Vision - Mid-Term (Alameda County Portion)	\$1,351	Transit	Non-Exempt
7	332	New	Alameda County	Niles Canyon Trail	\$156	Major Trails and Large Bike Ped	Large Exempt
8	25	17-01-0001	Alameda CTC	East Bay Greenway	\$621	Major Trails and Large Bike Ped	Large Exempt
9	302	17-01-0015	Alameda CTC	7th Street Grade Separation East and FITS	\$355	Port Rail	Large Exempt
10	303	17-01-0018	Alameda CTC	7th Street Grade Separation West	\$265	Port Rail	Large Exempt
11	318	17-01-0019	Alameda CTC	I-580 Integrated Corridor Mobility (ICM)	\$146	Technology	Non-Exempt
12	150	17-01-0020	Alameda CTC	SR-262 Mission Boulevard Cross Connector Improvements	\$912	Express Lanes and Express Bus	Non-Exempt
13	36	17-01-0021	Alameda CTC	I-880/Whipple Rd Industrial Pkwy SW I/C Imps	\$174	Interchange Modernization	Non-Exempt
14	160	17-01-0024	Alameda CTC	I-880 Winton Avenue A Street Interchange Reconstruction	\$114	Interchange Modernization	Non-Exempt
15	27	17-01-0028	Alameda CTC	I-580/680 Interchange HOV/HOT Widening	\$1,500	Interchange Modernization	Non-Exempt
16	37	17-01-0029	Alameda CTC	Rte 84 Widening, south of Ruby Hill Dr to I-680	\$234	Road Widening	Non-Exempt
17	33	17-01-0030	Alameda CTC	Oakland/Alameda Access Project	\$113	Interchange Modernization	Non-Exempt
18	32	17-01-0031	Alameda CTC	I-880 North Safety Improvements	\$109	Interchange Modernization	Under Construction
19	37	17-01-0032	Alameda CTC	SR 84 Expressway Widening	\$120	Road Widening	Under Construction
20	123	17-01-0037	Alameda CTC	I-80/Ashby Avenue Interchange Improvements	\$52	Interchange Modernization	Non-Exempt
21	31	17-01-0040	Alameda CTC	I-80 Gilman Street Interchange Improvements	\$55	Interchange Modernization	Non-Exempt
22	6	17-10-0003	Alameda CTC	San Pablo Avenue Corridor Project	\$300	Transit	Non-Exempt
23	29	17-10-0058	Alameda CTC	I-680 Express Lanes (NB): Automall Pkwy to SC County Line Phase 2	\$130	Express Lanes and Express Bus	Non-Exempt
24	28	17-10-0058	Alameda CTC	I-680 Express Lanes (NB): SR-84 to Automall Pkwy Phase 1	\$236	Express Lanes and Express Bus	Non-Exempt
25	30	17-10-0062	Alameda CTC	I-680 Express Lanes: SR-84 to Alcosta	\$480	Express Lanes and Express Bus	Non-Exempt
26	325	New	Alameda CTC	Student Transit Pass Program	\$850	Transit	Large Exempt
27	100, 147, 273, 284,	New	Alameda CTC	Rail Safety and Connectivity	\$1,070	Transit	Large Exempt
28	326	New	Alameda CTC	Safe Routes to School	\$1,138	Other	Large Exempt
29		New	Alameda CTC	I-580 Design Alternatives Assessments (DAAs) Implementation	\$786	Express Lanes and Express Bus	Non-Exempt
30		New	Alameda CTC	I-680 Express Bus to Silicon Valley	\$479	Express Lanes and Express Bus	Non-Exempt
31		New	Alameda CTC	E14th/Mission Blvd Corridor Project	\$330	Transit	Non-Exempt
32	107	New	Berkeley	Shattuck Complete Streets and De-couplet	\$7	Road Diet	Non-Exempt
33	105	New	Berkeley	Southside Complete Streets & Transit Improvement	\$9	Road Diet	Non-Exempt
34		New	CCJPA	Oakland to San Jose Phase 2A (OSJ2A)	\$271	Transit	Non-Exempt
35	57	17-01-0009	City of Alameda	New Alameda Point Ferry Terminal	\$22	Transit	Non-Exempt
36	69	17-01-0061	City of Alameda	Ralph Appezato Memorial Parkway Dedicated Bus Lanes or Bus Queue Jump Lanes	\$15	Road Diet	Non-Exempt
37	55	New	City of Alameda	Central Avenue Safety Improvements	\$15	Road Diet	Non-Exempt
38	53	New	City of Alameda	Clement Ave and Tilden Way Complete Streets	\$15	Road Diet	Non-Exempt

Plan Bay Area 2050
DRAFT List of Regionally Significant Projects for Alameda County

Project costs are estimates and subject to change as projects move through development and PBA 2050 processes
Project costs include an estimate of operations costs through 2050 and are in millions of Year-of-Expenditure \$
RTP ID is "New" if project was included in a program for PBA 2040 or is new for this RTP cycle

#	2016 CTP Index	PBA 2040 ID	Lead Agency	Project Title	Project Cost (\$ Millions)	Project Type	Submission Type
39	55	New	City of Alameda	Lincoln Avenue Safety Improvements	\$3	Road Diet	Non-Exempt
40	55	New	City of Alameda	Otis Drive Safety Improvements	\$1	Road Diet	Non-Exempt
41	72	New	City of Alameda	Stargell Complete St	\$5	Road Diet	Non-Exempt
42	75	New	City of Alameda	Water Shuttle Operations	\$47	Transit	Non-Exempt
43		New	City of Alameda	West End Bike/Ped Crossing	\$222	Major Trails and Large Bike Ped	Large Exempt
44		New	City of Alameda	Waterfront and Bay Trails in City of Alameda	\$154	Major Trails and Large Bike Ped	Large Exempt
45	116	17-01-0038	Dublin	I-580 Interchange Imps at Hacienda/Fallon Rd, Ph 2	\$66	Interchange Modernization	Non-Exempt
46	114	17-01-0048	Dublin	Dublin Blvd. - North Canyons Pkwy Extension	\$175	Road Widening	Non-Exempt
47	120	17-01-0051	Dublin	Tassajara Road Widening from N. Dublin Ranch Drive to City Limit	\$31	Road Widening	Non-Exempt
48	112	17-01-0053	Dublin	Dougherty Road Widening	\$45	Road Widening	Non-Exempt
49	115	17-01-0057	Dublin	Dublin Boulevard widening	\$12	Road Widening	Non-Exempt
50		New	Emeryville	40th Street Bus Lanes	\$18	Road Diet	Non-Exempt
51	128	New	Emeryville	Powell Transbay Bus I-80 Ramp/Bus Stop	\$13	Interchange Modernization	Non-Exempt
52	129	New	Emeryville	Powell Street Bridge Widening	\$9	Road Widening	Non-Exempt
53	132	17-01-0052	Fremont	Auto Mall Parkway Improvements Near I-680	\$50	Road Widening	Non-Exempt
54	142	17-01-0058	Fremont/ BART	Irvington BART Station	\$342	Transit	Non-Exempt
55	158	17-01-0036	Hayward	Rt 92/Clawiter/Whitesell Interchange Improvements	\$55	Interchange Modernization	Non-Exempt
56		New	Hayward	Downtown Hayward Complete Streets/Road Diet Project	\$35	Road Diet	Non-Exempt
57		New	LAVTA	LAVTA On-Demand First-Mile/Last-Mile Microtransit Program	\$18	Transit	Non-Exempt
58	174	17-01-0033	Livermore	I-580 Vasco Road Interchange Improvements	\$81	Interchange Modernization	Non-Exempt
59	169	17-01-0034	Livermore	I-580 Greenville Road Interchange Improvements	\$68	Interchange Modernization	Non-Exempt
60	168	17-01-0035	Livermore	I-580 First Street Interchange Improvements	\$62	Interchange Modernization	Non-Exempt
61	172	17-01-0039	Livermore	I-580 SR-84/Isabel Interchange Improvements Phase 2	\$43	Interchange Modernization	Non-Exempt
62	186	New	Newark	Bayside TOD PDA Transit Station and Pedestrian Overcrossing	\$12	Transit	Non-Exempt
63	183	New	Newark	Old Town PDA Road Diet and Complete Streets Improvemns	\$4	Road Diet	Non-Exempt
64	214	17-01-0016	Oakland	Oakland Army Base Infrastructure Improvements	\$301	Port of Oakland	Large Exempt
65	190	17-01-0043	Oakland	42nd Ave. & High St. I-880 Access Improv.	\$18	Interchange Modernization	Non-Exempt
66	198	17-01-0046	Oakland	Coliseum City Transit Hub	\$181	Transit	Non-Exempt
67	202	New	Oakland	Oakland: Telegraph Ave Bike/Ped Imps and Road Diet	\$1	Road Diet	Non-Exempt
68	202	New	Oakland	Oakland: Telegraph Avenue Complete Streets	\$5	Road Diet	Non-Exempt
69	204	New	Oakland	Oakland Fruitvale Ave Bike/Ped Imprvmnts H8-04-014	\$1	Road Diet	Non-Exempt
70	188	New	Oakland	14th Street Safe Routes in the City	\$14	Road Diet	Non-Exempt
71	202	New	Oakland	Telegraph Avenue Road Diet	\$2	Road Diet	Non-Exempt
72	188	New	Oakland	14th Street West Oakland Road Diet	\$0.2	Road Diet	Non-Exempt
73	194	New	Oakland	High Street Road Diet	\$0.2	Road Diet	Non-Exempt
74	194	New	Oakland	Adeline Street Road Diet	\$0.1	Road Diet	Non-Exempt

Plan Bay Area 2050
 DRAFT List of Regionally Significant Projects for Alameda County

Project costs are estimates and subject to change as projects move through development and PBA 2050 processes
 Project costs include an estimate of operations costs through 2050 and are in millions of Year-of-Expenditure \$
 RTP ID is "New" if project was included in a program for PBA 2040 or is new for this RTP cycle

#	2016 CTP Index	PBA 2040 ID	Lead Agency	Project Title	Project Cost (\$ Millions)	Project Type	Submission Type
75	215	New	Oakland	Upper Park Blvd Road Diet	\$0.1	Road Diet	Non-Exempt
76	194	New	Oakland	73rd Avenue Road Diet	\$0.1	Road Diet	Non-Exempt
77	215	New	Oakland	Lower Park Blvd Road Diet	\$0.2	Road Diet	Non-Exempt
78	200	New	Oakland	West Grand Ave Road Diet	\$4	Road Diet	Non-Exempt
79	246	17-01-0042	Pleasanton	I-680 Overcrossing Widening and Improvements (at Stoneridge Drive)	\$19	Interchange Modernization	Non-Exempt
80	247	17-01-0044	Pleasanton	I-680 Sunol Interchange Modification	\$15	Interchange Modernization	Non-Exempt
81	242	17-01-0045	Pleasanton	Santa Rita Road I-580 Overcrossing Widening	\$10	Interchange Modernization	Non-Exempt
82	237	New	Pleasanton	Extension of El Charro Road from Stoneridge Drive to Stanley Blvd	\$62	Road Widening	Non-Exempt
83		New	Pleasanton	El Charro Interchange	\$27	Interchange Modernization	Non-Exempt
84	308	17-01-0017	Port of Oakland	Outer Harbor Intermodal Terminal (OHIT) Phases 2 and 3	\$311	Port of Oakland	Large Exempt
85		New	Port of Oakland	Inner Harbor Turning Basin	\$350	Port of Oakland	Large Exempt
86		New	Port of Oakland	Port Wide Electrification	\$218	Port of Oakland	Large Exempt
87	307	New	Port of Oakland	Port Seaside Projects: Outer Harbor Turning Basin and Marine Terminal Expansion	\$154	Port of Oakland	Large Exempt
88	309, 305	New	Port of Oakland	Port Operations and Resiliency	\$113	Port of Oakland	Large Exempt
89		New	San Leandro	Fairmont Blvd Bike Lanes	\$0.4	Road Diet	Non-Exempt
90	266	17-01-0054	Union City	Union City Boulevard Widening (Whipple to City Limit)	\$17	Road Widening	Non-Exempt
91	276	17-01-0059	Union City	Union City Intermodal Station Phase 4	\$75	Transit	Non-Exempt
92	26	17-01-0047	Union City and Fremont	East-West Connector in Fremont & Union City	\$320	Road Widening	Non-Exempt

Transformative Projects Submitted by Alameda CTC in Fall 2018

Cost rounded to the nearest \$100 million

#	2016 CTP Index	RTP ID	Lead Agency	Project Title	Project Cost (\$ Millions)	Project Type	Submission Type
1	n/a	n/a	Alameda CTC	Alameda County BRT Network + CV Corridors: The Project would create a Multimodal Connected Major Arterial Network in Alameda County through bus infrastructure based on AC Transit's Major Corridor Study; Connected Technology for Roadway infrastructure; Mobility Hubs and EV infrastructure	\$5,100	Transit	Transformative
2	n/a	n/a	Alameda CTC	I-580 I-680 Corridor Enhancements: The Project would implement a series of highway and express lane projects along the I-580 and I-680 corridors in Alameda County including complementary express bus services.	\$7,100	Express Lanes and Express Bus	Transformative
3	n/a	n/a	Alameda CTC	Access Safe Routes to Schools: The Program would implement infrastructure improvements at all K-12 public schools in Alameda County to build a true network of Safe Routes to School.	\$1,200	Major Trails and Large Bike Ped	Transformative
4	n/a	n/a	Alameda CTC	Alameda County Rail Strategy: The Alameda County Rail Strategy is a program of projects that would advance a more efficient and resilient rail system in Alameda County	\$2,000	Transit	Transformative
5	n/a	n/a	Alameda CTC	Major Trails in Alameda County: The proposed improvements include construction of three major trails, including closing the gaps on the two existing facilities, in addition to supporting implementation of other new trails under development.	\$1,600	Major Trails and Large Bike Ped	Transformative

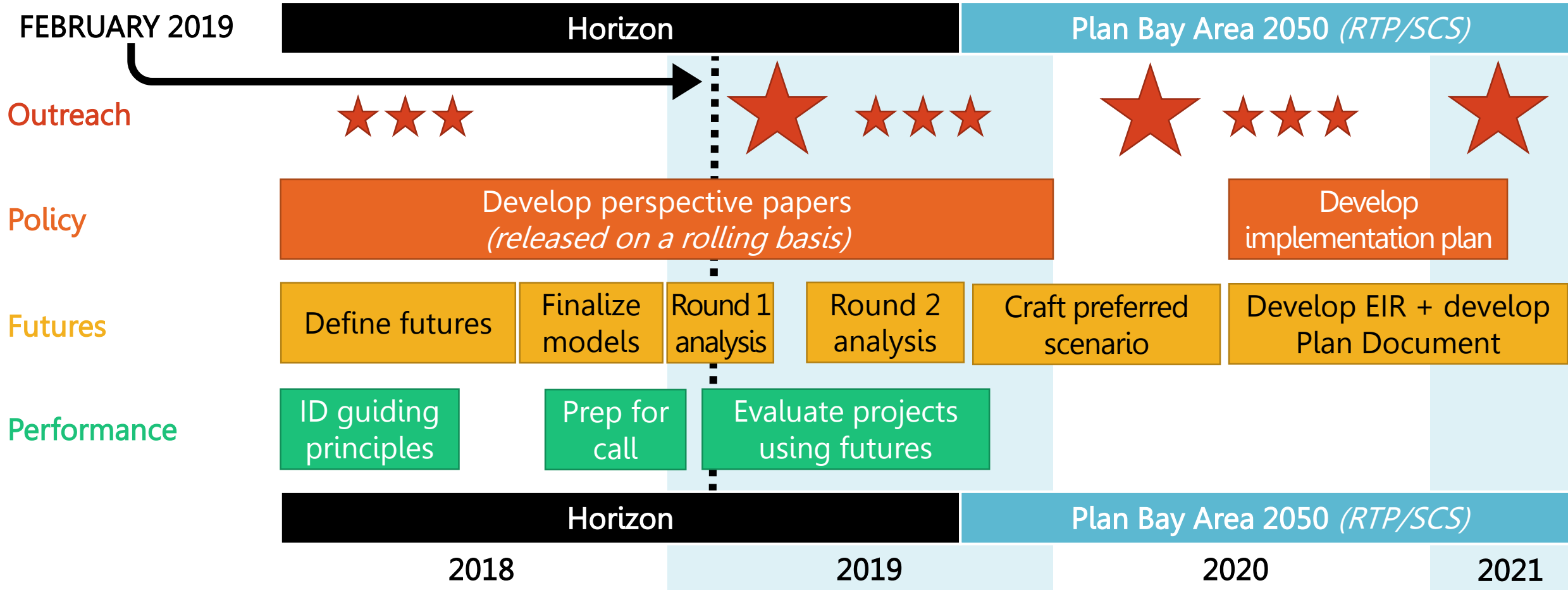
Plan Bay Area 2050
 DRAFT List of Regionally Significant Projects for Alameda County

*Project costs are estimates and subject to change as projects move through development and PBA 2050 processes
 Project costs include an estimate of operations costs through 2050 and are in millions of Year-of-Expenditure \$
 RTP ID is "New" if project was included in a program for PBA 2040 or is new for this RTP cycle*

#	2016 CTP Index	PBA 2040 ID	Lead Agency	Project Title	Project Cost (\$ Millions)	Project Type	Submission Type
6	n/a	n/a	Alameda CTC	Student Transit Pass Program: The program would cover all middle and high schools that have transit service within one quarter mile of the school and provide free bus passes on youth Clipper cards to all interested students in participating districts.	\$800	Transit	Transformative

DRAFT

Horizon and Plan Bay Area 2050 Schedule



2019 ROADMAP



Outreach

Outreach Feedback

- 1) Autonomous Vehicles
- 2) Toward a Shared Future
- 3) Regional Growth Strategies
- 4) Crossings
- 5) Future of Jobs
- 6) Governance
- 7) Sea Level Rise



Perspective Papers

- Challenges & Opportunities Report
- “Win-Win” Strategies Report



Futures

Project Performance Results

- Call for Projects
- Needs & Revenues (Transportation)
- Needs & Revenues (Housing)
- Needs & Revenues (Resilience)
- Growth Forecasts (Population, Jobs)
- Growth Framework (PDAs, etc.)

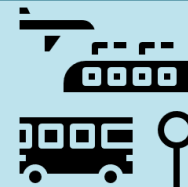


Project Performance



Plan Preparatory Work

- Plan Bay Area 2050
- Environmental Impact Report
- Implementation Plan



Transportation



Land Use






Economic Development






Resilience

- Regional Housing Needs Assessment (RHNA) Page 18

External Forces Summary

#	FUTURE NAME	IMMIGRATION AND TRADE	NATIONAL TAXES AND FUNDING	NATIONAL GROWTH	LAND USE PREFERENCES	NATIONAL ENVIRONMENTAL POLICY	NEW TECHNOLOGIES	NATURAL DISASTERS
A	 Clean and Green	Similar to today	Higher funding via carbon tax	Similar to today	Housing: more urban	Stricter regulations (1' SLR)	Widespread	Magnitude 7.0 Hayward Fault earthquake
					Jobs: more dispersed			
B	 Rising Tides, Falling Fortunes	Reduced	Lower funding due to tax cuts	Limited	Housing: more urban	Relaxed regulations (3' SLR)	More limited	Magnitude 7.0 Hayward Fault earthquake
					Similar to today			
C	 Back to the Future	Increased	Similar to today	Rapid	Housing: more dispersed	Similar to today (2' SLR)	Widespread	Magnitude 7.0 Hayward Fault earthquake
					Jobs: more urban			

Bay Area Conditions — Summary

#	FUTURE NAME	2050 POPULATION	2050 JOBS	2050 INCOME DISTRIBUTION	2050 RACIAL DISTRIBUTION	2050 AGE DISTRIBUTION	2050 INTERREGIONAL TRAVEL	2050 TRANSPORTATION REVENUES
A	 Clean and Green	10.9 million	5.2 million	21% low-income	73% minority	41 median age	↔	\$\$\$
B	 Rising Tides, Falling Fortunes	8.6 million	4.6 million	31% low-income	71% minority	43 median age	↑	\$\$
C	 Back to the Future	13.8 million	6.8 million	21% low-income	77% minority	38 median age	↑↑↑	\$\$\$\$

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List of Transformative Projects submitted by Other Public Agencies in Alameda County

Project costs are estimates and subject to change as projects move through development and PBA 2050 processes

Project costs include an estimate of operations costs through 2050 and are in millions of Year-of-Expenditure \$

#	Project Sponsor	Project Title	Project Description	Project Cost (\$ millions)
1	AC Transit	AC Transit Transbay Improvements	The Project would support a multipart program of roadway improvements for Transbay services through the Bay Bridge corridor as well as frequency increases.	\$8,200
2	AC Transit	AC Transit Rapid Network	The Project would upgrade service on 9 AC Transit major corridors in Alameda and Contra Costa Counties to include high frequency service and BRT-like infrastructure.	\$11,600
3	Caltrans	Webster Posey Tube Replacements	The Project would replace the Webster Posey Tube.	\$6,800
4	City of Newark	Fremont-Newark LRT to Redwood City	The Project would construct subterranean or elevated automated Light Rail Transit or Personal Rapid Transit	\$2,400
5	City of Oakland	Oakland Alameda Gondola Network	The Project would create a network of aerial gondolas to supplement the AC Transit bus network in East Oakland.	\$1,300
6	SJRCC/ACE	Altamont Corridor Vision	The Project would provide safe, frequent, and reliable service by modernizing the corridor connecting the Central Valley and San Francisco Bay Area.	\$6,500
7	TVSJVRR	Valley Link (Dublin to San Joaquin Valley)	The Project would connect San Joaquin County and Tri-Valley commuters to BART system, with connectivity to ACE train.	\$5,300

Cost rounded to the nearest \$100 million

Operations cost are escalated out to year 2050

Plan Bay Area 2050
DRAFT List of Regional Transit Projects for Alameda County

*Project costs are estimates and subject to change as projects move through development and PBA 2050 processes
Project costs include an estimate of operations costs through 2050 and are in millions of Year-of-Expenditure \$
RTP ID is "New" if project was included in a program for PBA 2040 or is new for this RTP cycle*

#	RTP ID	Lead Agency	Project Title	Project Cost (\$ Millions)
1	17-10-0001	AC Transit	Major Corridors Plan	\$10,667
2	New	AC Transit	Maintenance yard rehabilitation	\$568
3	New	AC Transit	Clean Corridors Plan	\$155
4	New	ACE/SJRR	ACE Nearterm Corridor Improvements	\$137
5	New	ACE/SJRR	Altamont Corridor Vision - Long Term (Alameda County port	\$6,416
6	New	CCJPA	Oakland to San Jose Phase 2A (OSJ2A)	\$271
7	New	WETA	Small Vessels	\$671
8	17-06-0030	WETA	Redwood City-San Francisco-Oakland Ferry	\$519
9	17-10-0042	WETA	Berkeley-San Francisco Frequency Increase	\$325
10	17-01-0009	WETA	Alameda Point-San Francisco Ferry	\$287
11	17-05-0019	WETA	Mission Bay-East & North Bay Ferry	\$208
12	New	WETA	South San Francisco Frequency Increase	\$166
13	17-10-0041	WETA	Harbor Bay Ferry Frequency Increase	\$95
14	17-10-0041	WETA	Alameda/Oakland Ferry Frequency Increase	\$50
15	17-10-0006	BART	BART Transbay Corridor Capacity Project	TBD
16	New	BART	Second Transbay Crossing	TBD
17	New	BART	Caldecott Tunnel Resilience Project	TBD
18	17-10-0064	BART	Hayward Maintenance Complex (HMC) Phase I	TBD
19	New	BART	Transit Operations Facility (TOF)	TBD
20	17-10-0005	BART	BART Metro Program	TBD
21	17-10-0005	BART	Bay Fair Connection	TBD
22	New	BART	System Capacity Expansion	TBD

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Memorandum

5.2

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

DATE: June 3, 2019

TO: Planning, Policy and Legislation Committee

FROM: Cathleen Sullivan, Principal Transportation Planner
Aleida Andrino-Chavez, Associate Transportation Planner
Chris G. Marks, Associate Transportation Planner

SUBJECT: Approve Countywide Active Transportation Plan (CATP)

Recommendation

It is recommended that the Commission approve the Countywide Active Transportation Plan (CATP). Alameda CTC staff will provide an overview of the CATP at the Planning, Policy and Legislation Committee meeting.

Summary

The purpose of the Alameda Countywide Active Transportation Plan (CATP) is to guide Alameda CTC as it plans, funds, and delivers pedestrian and bicycle facilities and programs throughout Alameda County. The CATP supports local jurisdiction efforts to enhance walking and biking in Alameda County, providing support and technical resources to advance local pedestrian and bicycle plans. While local bicycle and pedestrian plans focus on local planning and projects, the intent of the CATP is to identify and focus on key areas of countywide significance, which can often support and enhance local planning efforts. The CATP does not override local plans in any way. A Plan Technical Advisory Committee comprised of local agency and transit agency staff was formed to support development of the CATP.

At the countywide level, the CATP includes analysis of low stress bike networks, identifies a high injury network, evaluates major barriers to a robust bicycle and pedestrian network, and establishes a framework for prioritizing projects of countywide significance to inform decision-making around active transportation funding and work programs at Alameda CTC. At the local level, the CATP provides resources, developed based on feedback from local jurisdiction staff, to help advance projects that provide complete, safe, and connected networks for biking and walking, including better connections to the regional transit network.

The CATP focuses on four key goal areas:

Safety: Increase the safety of people biking and walking in Alameda County by identifying projects, policies, and programs that address the greatest safety needs and by optimizing investments, through corridor-level analyses, performance evaluation, and by following industry best practices.

Multimodal Connectivity: Create connected networks of streets and trails that enable people of all ages and abilities to walk and bike to meet their daily needs, including access to transit, work, school, and major activity centers.

Encouragement: Increase walking and biking in Alameda County through adoption of policies and implementation of programs that complement infrastructure improvements and encourage people to walk and bike for many different types of trips.

Impactful Investment: Invest public monies in projects and programs that maximize benefits for Alameda County's transportation system, complement local and regional investments, and integrate walking and bicycling needs into all transportation planning activities.

Those goals inform all components of the plan including the prioritization criteria, program and policy recommendations, performance measures, and other analyses.

Previous Alameda Countywide Plans addressed walking and biking separately under a Countywide Pedestrian Plan and a Countywide Bicycle Plan, respectively. The first Countywide Bicycle Plan was adopted by the Alameda County Congestion Management Agency in 2001 and was later updated in 2006 when the agency also adopted its first Countywide Pedestrian Plan. Those plans were last updated in 2012. The current update combines pedestrian and bicycle plans under a single Countywide Active Transportation Plan because, while different, the two modes share several commonalities, including: funding sources, design, construction, data collection, sensitivities to roadway characteristics (e.g. road speed and separation from cars), and similar community and environmental benefits. Both biking and walking also forge critical links to regional transit and support for synergy among all three modes is a theme throughout the plan.

Plan Components

Because local jurisdictions have local bicycle and/or pedestrian plans, the CATP focuses on areas of countywide significance. Major elements of the CATP include: identification of countywide and local high injury networks, analysis of major barriers, and technical training and resources for local jurisdictions.

Countywide High Injury Network

Collisions in jurisdictions across Alameda County are concentrated on a few particularly dangerous streets. In Alameda County, 65 percent of pedestrian and 59 percent of bike collisions occurred on just 4 percent of roads.

The HIN is based on analysis of collisions, classified by severity, which occurred on public streets throughout Alameda County between 2012 and 2016. Because this effort is focused on bicycle and pedestrian safety, the analysis excludes freeway mainlines but includes freeway ramp intersections. Cities and unincorporated communities were grouped into low, medium and high use areas, using walking and cycling commute rates, to account for the different exposure in different parts of the county. The Countywide HIN was then defined as streets that ranked in the top 20 percent, based on frequency and severity of collisions.

Local High Injury Network (HIN)

In order to acknowledge that there can be localized concentrations of collisions in addition to those of countywide significance, the CATP also identifies local High Injury Networks. They are defined as streets within the top 10 percent of severity scores, based on frequency and severity of collisions within each jurisdiction. As with the countywide HIN, this analysis excludes freeway mainlines but includes freeway ramp terminal intersections. There was no weighting for exposure added to the Local HINs. While some jurisdictions have developed their own HINs, this analysis is meant to be a resource jurisdictions can use to identify areas for improvement.

Major Barriers

A robust bicycle and pedestrian network is often limited by barriers in the network, either blocking access, or forcing people to travel out of their way or through less-safe conditions to complete their trips. Major linear barriers include freeways, waterways, and rail lines. These barriers were identified using GIS data and integrating the bicycle level of traffic stress and bicycle network connectivity analyses. Major barriers also include gaps in the low stress biking network (including trails) which prevent comfortable access to major transit hubs and between different jurisdictions. The CATP identifies the importance of improvements that resolve or remove a barrier of countywide significance and improve access to:

Regional Transit – Barriers to accessing regional transit nodes for bicyclists and pedestrians; regional transit nodes include rail stations, ferry terminals, and major bus hubs (stop where multiple lines converge, and/or with high ridership and frequent service).

Connectivity between Jurisdictions – Barriers created by gaps in interjurisdictional connectivity, particularly discontinuities in the low stress network occurring at city boundaries given the countywide significance of connecting jurisdictions.

Regional Trails – Barriers to safe and convenient travel along the regional trail network (e.g., high stress crossings of major arterials or gaps in trails).

Communities of Concern

Past equity analysis at the countywide level found that disadvantaged communities have less access to quality bicycle and pedestrian infrastructure. This is consistent with both Bay Area and national research that has found that low-income and minority

populations have higher incidents of pedestrian and bicycle collisions. The CATP prioritizes projects located within a Metropolitan Transportation Commission (MTC)-designated Community of Concern. Location in a disadvantaged community is often a scoring criterion for grant funding, such as the Statewide and Regional Active Transportation Planning Grants (ATP), so projects that fulfill this criterion will often be more competitive for funding.

Access to Major Activity Centers

The Plan also prioritizes projects that not only overcome barriers, but especially those which improve access to major activity centers and destinations, such as employment centers, high-density downtown areas, and transit hubs.

Prioritization Criteria

Past countywide bicycle plans have identified tiers of priority projects. Because bicycle and pedestrian planning is such a dynamic area, and often includes very local projects, the 2019 CATP focuses on identifying the types of projects that rise to the level of countywide significance. This more flexible framework, based on primary and secondary criteria, can be used to evaluate and prioritize active transportation projects for funding. This framework was reviewed with the Plan TAC.

Projects would be considered countywide priority projects if they either improve safety on high injury corridors; overcome major barriers of countywide significance; improve connections to regional transit, trails, or between jurisdictions; serve disadvantaged populations; or provide access to major activity centers. Table 1 demonstrates how these criteria relate back to goals of the CATP when prioritizing projects at the countywide level. Projects which meet multiple criteria would receive the highest priority.

Table 1. Countywide Prioritization Criteria

Criteria		Goals			
		Safety	Multimodal	Encouragement	Impactful Investment
Primary	Countywide High Injury Network	●			
	Major Barriers	●	●	●	
	Communities of Concern				●
Secondary	Local High Injury Network	●			
	Access to Major Activity Centers			●	●

Program and Policy Recommendations

The CATP included a review of existing programs and policies (documented in Chapter 4 of the CATP) as well as interviews with local agencies, to identify programs and policies supporting active transportation that Alameda CTC plays or could play a role in delivering. Alameda CTC identified the following countywide strategies for program and policy implementation, as well as resources and trainings to provide direct support to local jurisdictions.

- Support and expand existing programs which encourage active transportation in Alameda County. These include the Safe Routes to Schools and Affordable Student Transit Pass programs.
- Develop and share safety analysis tools and best practices guidance, building off the Countywide and Local Bike and Ped HINs.
- Facilitate integration with transit. Coordinate with different jurisdictions and agencies on bicycle and pedestrian treatments along transit corridors (consistent with AC Transit's Multimodal Corridor Guidelines).
- Provide policy resources and best practices guidance. These could include resources for evaluating health and equity issues around bicycle and pedestrian planning, improving bike parking, or shared- and micro-mobility.
- Jumpstart projects. As a test of the major barriers analysis, and the prioritization framework, staff developed conceptual plans for seven potential projects. These seven projects overcome major barriers including interjurisdictional gaps, rail lines, freeways, major arterials, and waterways. They are all located on or along the High Injury Network and improve connections to regional transit.
- Facilitate communication between agencies. Members of the Plan TAC expressed interest in having Alameda CTC play a continued role in encouraging information exchange and providing a forum for coordination. On May 9th, Alameda CTC convened a safety workshop, attended by over 40 staff from local jurisdictions and transit agencies. The workshop focused on bicycle and pedestrian safety, with presentations by speakers from Alameda CTC, the City of Berkeley, San Francisco Public Health Department, and the City of Fremont on data analysis and implementation of improvements to reduce traffic collisions. Alameda CTC will continue to look for opportunities to facilitate communication between agencies and share best practices and innovations with our partners.

Performance Measures

Alameda CTC routinely measures the performance of the entire multimodal transportation system and uses this data to track progress towards key goals and to deepen our understanding of the multimodal transportation system. The CATP provides an opportunity to revisit some of the active transportation performance measures, refine them, and consider new measures to best assess progress towards achieving the goals of the CATP. The five key performance measures of the Plan are: Collisions, Bicycle Facility Completion, Program Evaluations, Commute Trips, and

Bicycle/Pedestrian Counts. Each of these will be used to track progress towards the plan goals (see Table 2) as part of the annual Performance Report.

Table 2. Performance Measures

Performance Measure	CATP Goals			
	Safety	Connectivity	Encouragement	Leverage
Collisions	●		●	
Bicycle Facility Completion		●		
Program Evaluations	●		●	
Commute Trips (by mode)			●	
Bicycle/Pedestrian Count Program			●	●

Outreach

The CATP process solicited input from two primary bodies and met four times with each group to review key deliverables as the plan developed. Feedback from each group was incorporated into the plan.

Plan Technical Advisory Committee (TAC) – The Plan TAC included staff from every jurisdiction, transit agency, and key agency partners including Caltrans, East Bay Regional Parks District, and the Bay Trail. In addition to Plan TAC meetings, Alameda CTC staff reached out and conducted hour-long interviews early in the plan development process with each jurisdiction to determine key challenges, needs, and opportunities.

The Countywide Bicycle & Pedestrian Advisory Committee (BPAC) – The Countywide BPAC is a standing committee which reviewed Plan materials regularly, beginning as the scope was developed and continuing through the draft Plan. In particular, BPAC provided detailed feedback and constructive suggestions regarding the high injury network analysis and the major barriers.

Local BPACs – Alameda CTC Staff will also present the results of this plan, including key findings from the countywide analysis and community profiles, to local BPACs upon request for informational purposes.

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

Attachments:

- A. [Countywide Active Transportation Plan](#)



Memorandum

5.3

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

DATE: June 3, 2019

TO: Planning, Policy and Legislation Committee

FROM: Tess Lengyel, Deputy Executive Director of Planning and Policy
Krystle Pasco, Assistant Program Analyst

SUBJECT: Approval of the Transportation Demand Management Program Contract Amendment

Recommendation

Approve and authorize the Executive Director, or designee to Execute Amendment No. 1 to Professional Services Agreement No. A18-0027 with Nelson\Nygaard Consulting Associates to extend the contract two years and add an amount not to exceed \$620,000 to the contract for a total not-to-exceed amount of \$1,275,971 to provide Program Management Services for the Implementation of the Transportation Demand Management (TDM) Program. Funding for this contract amendment is contingent upon approval of the 2020 Comprehensive Investment Plan (CIP), which will include an allocation of \$879,000 in combined Measure BB and Transportation Fund for Clean Air (TFCA) funds to the overall TDM program at the Commission's June meeting.

Summary

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

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

As part of the 2018 Comprehensive Investment Program (CIP), the Commission allocated a total of \$854,000 of Measure BB and Transportation Fund for Clean Air (TFCA) funds to the TDM program for fiscal years 2017/18 – 2018/19. Consultant services were sought through a Request for Proposals (RFP), released in August 2017. Two proposals were received and reviewed by a panel. Based on the review of the proposals and interviews, the panel selected Nelson\Nygaard Consulting Associates as the top-ranked firm and entered into a contract with Nelson\Nygaard Consulting Associates to implement the TDM Program.

To fund the continuation of the TDM program for another two years, an additional \$879,000 of funding from a combination of TFCA and Measure BB sources is recommended to be allocated to the TDM program for fiscal years 2019/20 and 2020/21 through the 2020 CIP, which is scheduled for consideration by the Commission in June 2019. That allocation will fund this contract as well as other activities to implement the TDM program.

Staff recommends that the Commission approve and authorize the Executive Director, or his designee, to negotiate and execute Amendment No. 1 to Professional Services Agreement No. A18-0027 with Nelson\Nygaard Consulting Associates to extend the contract two years and add an amount not to exceed \$620,000 to the contract for a total not-to-exceed amount of \$1,275,971 to provide Program Management Services for the Implementation of the Transportation Demand Management (TDM) Program.

This item is contingent upon Commission approval of the 2020 CIP.

Background

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

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

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

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

In order to ensure comprehensive and efficient delivery of TDM strategies, Alameda CTC has restructured how it delivers the various components of the TDM Program in order to unite current activities into a comprehensive TDM Program under one contract with an enhanced focus on the following major work areas: education and promotion, regional coordination, and employer and local government outreach and engagement. The Professional Services Agreement scope includes:

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

Fiscal Impact: Approval of the recommended action will authorize \$620,000 of Measure BB and TFCA funds for subsequent encumbrance and expenditure to this contract. The encumbrance of these funds is contingent on the anticipated allocation of \$879,000 in Measure BB and Transportation Fund for Clean Air (TFCA) funds to the TDM program that is being considered as part of the 2020 CIP at the Commission's June meeting.

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DATE: June 3, 2019

TO: Planning, Policy and Legislation Committee

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

SUBJECT: Legislative Positions and Receive an Update on Federal, State, and Local Legislative Activities

Recommendation

It is recommended that the Commission approve legislative and policy positions and receive an update on federal, state, and local legislative activities.

Summary

The June 2019 legislative update provides information on federal and state legislative activities.

Background

The Commission approved the 2019 Legislative Program in December 2018 (Attachment A). The purpose of the legislative program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy. The final 2018 Legislative Program is divided into six sections: Transportation Funding; Project Delivery and Operations; Multimodal Transportation, Land Use, and Safety; Climate Change and Technology; Goods Movement; and Partnerships. 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 the region as well as in Sacramento and Washington, DC.

Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative updates.

Federal Update

Alameda CTC staff will provide a verbal update on federal legislative activities at the June meeting, if there are items of relevance to report regarding Alameda CTC's legislative platform.

State Update

Platinum Advisors, Alameda CTC's state lobbying firm, provided the following summary of state activities.

Budget Update: Governor Newsom released his May Revision to the January Budget on May 9th. The Revision predicted short-term revenues of \$3.2 billion higher than the January estimates. The Revision does not propose any changes to transportation funding. The Governor's budget continues to rely on the existing funding programs and the SB 1 allocations; however, the housing element of the May Revision does include language that could impact future SB1 funds as noted below.

Housing: The May Revision continues the commitment made in January of providing \$750 million in onetime general fund review to assist local governments in increasing housing production by dedicating \$250 million for technical assistance and \$500 million in general purposes.

"Housing and transportation are inextricably linked." The biggest surprise in the Revision is that the Governor reiterates that the long-term housing production strategy continues to tie the receipt of SB 1 local street and road funds to meeting housing goals. Commencing with the revamped Regional Housing Needs Assessment process in 2022, the SB 1 streets and roads fund would be distributed upon compliance with housing element law and zoning, as well as, entitling to meet the updated housing goals. See Attachment B for draft trailer bill language on this linkage in the last segment related to long-term reform.

With respect to the \$250 million dedicated to assisting cities and counties with planning and zoning for housing, the May Revision proposes to expand eligible recipients for these funds to include school districts and county offices of education. With teachers being priced out of areas where they work, some school districts have surplus property that could be used for housing. The \$250 million would be awarded by the regional planning entity, and schools along with cities and counties can apply for these funds to develop housing plans.

The May Revision makes a major change on how the \$500 million will be used. Previously, these funds would have been used as a reward to cities and counties that meet planning goals for housing. The May Revision now calls for allocating these funds to the Infill Infrastructure Grant Program. This change was based on reports from local governments that one of the biggest barriers for housing production is the lack of infrastructure funding for water, sewer, and sidewalks. This one-time investment along

with \$300 million in Prop 3 funds, provides a total of \$800 million available through the Infill Investment Grant Program. Under the Infill Investment Grant Program cities, counties, and developers can apply for these funds.

The May Revise provides funding to staff the Governor's proposal for innovative housing projects. The Revise provides \$2.5 million to the Housing and Community Development Department and General Services to hire real estate consultants to assist with proposals, site investigation, and evaluating and monitoring projects. In the January budget the Governor directed state agencies to inventory surplus properties where housing development is feasible. The plan is to then invite developers to submit proposals that use creative and streamlined approaches to building housing.

Cap & Trade: The May Revise proposes spending an additional \$251 million of the \$300 million in assumed revenue. This new spending includes allocating an additional \$92 million for Transformative Climate Communities projects, and an additional \$8 million allocated to workforce training programs. The workforce training funding is increased from \$27 million to \$35 million annually. These funds would be targeted for apprenticeship and pre- apprenticeship construction programs.

The bulk of the new allocations is \$130 million for Low Carbon Transportation Programs administered by CARB. This includes a \$50 million increase for Clean Truck, Bus, and Off-Road Freight Equipment programs, and \$65 million to upgrade diesel equipment used in the agricultural sector.

Staff will provide updates on the advancement of the budget in June.

Legislation: The final date to get bills out of their house of origin was May 31. Over half of the bills Alameda CTC has taken positions on have moved forward in this legislative session. Attachment C shows bills Alameda CTC has taken positions on and if they have moved into the second house or if they have become two-year bills.

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

Attachments:

- A. Alameda CTC 2019 Legislative Program
- B. Draft Budget Trailer Bill Language Linking SB1 and Housing Goals
- C. Alameda CTC Bill Positions Bill Status

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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.

**Housing Planning and Production Grants
Draft Trailer Bill Language**

Section 1. Chapter X (commencing with Section XXXXX) is added to Part X of Division XX of the Health and Safety Code, to read:

CHAPTER X. Housing Planning and Progress Grants

XXXXX. Definitions. For purposes of this chapter:

- (a) "Council of governments" means a single or multicounty council created by a joint powers agreement pursuant to Chapter 5 (commencing with Section 6500) of Division 1 of Title 1 that prepares an allocation plan pursuant to Sections 65584.04 and 65584.05 of the Government Code.
- (b) "Department" means the California Department of Housing and Community Development.
- (c) "Completed Entitlement" means a housing development or project which has received all the required land use approvals or entitlements necessary for the issuance of a building permit. This means that there is no additional action, including environmental review or appeals, required to be eligible to apply and obtain a building permit.
- (d) "Housing element" or "element" means the housing element of the community's general plan, as required pursuant to this article and subdivision (c) of Section 65302.
- (e) "Jurisdiction" means a city, county, city and county, school district, county office of education, or a combination of these entities.
- (f) "Low-income unit" means units restricted to low-income households, as defined by 80 percent of the county area median income.
- (g) "Market rate unit" means units not restricted to low-income households, as defined by 80 percent of the county area median income.
- (h) "Program" means the Housing Planning and Progress Grants program.
- (i) "Regional Housing Needs Assessment" means the housing goals identified for each locality pursuant to Article 10.6 of Chapter 3 of Division 1 of Title 7 of the Government Code.
- (j) "Annual Progress Report" means reports required to be submitted to the Department under Section 65400 of the Government Code.

XXXXX.1. Program framework.

- (a) The Local Government Planning Support Grants program is hereby established for the purpose of providing regions and jurisdictions with one-time funding, including grants for planning activities to enable jurisdictions to meet the Sixth Cycle of the Regional Housing Needs Assessment.
- (b) The Department shall administer the program.
- (c) The Department's decision to approve or deny an application or request for funding from a regional government and the determination of the amount of funding to be provided shall be final.
- (d) The Department shall maintain records of the following:
 - (1) The number of applications for program funding received by the Department.
 - (2) The number of applications for program funding denied by the Department.
 - (3) The name of each recipient of program funds.
- (e) The Department may carry out the program through the issuance of forms, guidelines, and one or more notices of funding availability as necessary to exercise the powers and perform the duties conferred or imposed on it by this chapter. Any forms, guidelines and notice of funding availability issued pursuant to this section shall not be subject to the rulemaking provisions of

the Administrative Procedure Act (Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2 of the Government Code).

XXXXX.2. Planning grants.

(a) Upon appropriation by the Legislature, the Department shall allocate two hundred and fifty million dollars (\$250,000,000) to regions and jurisdictions for technical assistance, preparation and adoption of planning documents, and process improvements to accelerate housing production and facilitate compliance to implement the Sixth Cycle of the Regional Housing Needs Assessment.

(b)(1) Of the amount described in paragraph (a), one hundred and twenty-five million (\$125,000,000) shall be available to regions as identified in paragraphs (A) through (G).

(A) Association of Bay Area Governments, representing the counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma.

(B) Sacramento Area Council of Governments, representing the counties of El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba.

(C) San Diego Association of Governments representing San Diego County.

(D) Southern California Association of Governments, representing counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura.

(E) A central coast multi-agency working group consisting of the association of Monterey Bay Area Governments, San Luis Obispo Council of Governments, and Santa Barbara Association of Governments, representing the counties of Monterey, San Benito, San Luis Obispo, Santa Barbara, and Santa Cruz.

(F) A San Joaquin Valley multi-agency working group consisting of Fresno Council of Governments, Kern Council of Governments, Kings County Association of Governments, Madera County Transportation Commission, Merced County Association of Governments, San Joaquin Association of Governments, Stanislaus Council of Governments and the Tulare County Association of Governments, representing the counties of Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare.

(G) Cities, counties, and councils of governments of the following counties: Alpine, Amador, Butte, Calaveras, Colusa, Glenn, Del Norte, Humboldt, Inyo, Lake, Lassen, Mariposa, Modoc, Mendocino, Mono, Nevada, Plumas, Shasta, Sierra, Siskiyou, Tehama, Tuolumne, and Trinity. These jurisdictions may directly apply to the Department for funds.

(2) Allocations pursuant to this subdivision shall be made to these regions on behalf of all the jurisdictions they represent. The amount of these allocations shall be calculated according to population estimates consistent with the methodology identified in subdivision (c) and provided in total to each region. In consultation with the Department, each region may determine appropriate use of funds or sub-allocations within its boundaries to appropriately address its unique housing and planning priorities.

(3) The following provisions apply to the multi-agency working groups identified in subparagraph (E) and (F) of subdivision (b)(1).

(A) Prior to November 30, 2019, the central coast and San Joaquin Valley regions shall form a multi-jurisdictional working group comprised of one county representative from each county, and two city representatives nominated by the city selection committee that represents a larger city and a smaller city within each county. At least one of the three representatives from each county must also serve on the board of the council of governments or commission identified in subdivision (b)(1). The multi-jurisdictional working group shall select a council of governments to serve as the fiscal agent and identify staff to assist the work

of the group. Once formed, the multi-jurisdictional working group shall notify all member cities and counties of its purpose pursuant to this section, the composition of its members, its timeline for action and proposed meeting schedule. The Department may select a fiscal agent for the multi-jurisdictional working group in the absence of agreement within the membership. The Department's decision shall be based on factors such as capacity and experience in administering programs.

(B) In recognition of the unique challenge in developing a process through a multi-agency working group, eight million dollars (\$8,000,000) from the amount identified in paragraph (a) shall be provided to a multiagency working group that does not form a smaller multi-jurisdictional working group under subparagraph (b)(1). Of this amount, 25 percent shall be set aside for the central coast multi-agency working group and 75 percent shall be set aside for the San Joaquin Valley multiagency working group.

(4) In consultation with the Department, a region shall establish priorities and use funds allocated to:

(A) Sub-allocate funds directly and equitably to local agencies or sub-regional entities in a grant program for planning that will accommodate and develop housing and infrastructure that will accelerate housing production in a way that aligns with state planning priorities, housing, transportation, equity, and climate goals.

(B) Provide local agencies with technical assistance, planning, temporary staffing or consultant needs associated with updating local planning and zoning documents, expediting application processing and other actions to accelerate additional housing production.

(C) Update a housing element to comply with state law.

(D) Supporting enhanced local planning activities, and environmental analysis that will support housing development and location-efficient housing consistent with adopted regional plans, including sustainable communities strategies.

(E) Providing funding for the formation or augmentation of a regional, sub regional, or local housing trust funds.

(F) Develop an improved methodology for the distribution of the Sixth Cycle Regional Housing Needs Assessment to further the statutory objectives per Government Code 65584(d).

(5) Beginning September 15, 2019 and by no later than January 31, 2020, a region may request funds pursuant to paragraph (1). The Department shall have 30 days to review a request for funds pursuant to this paragraph and provide comments. A region shall incorporate comments as appropriate to achieve the goals of this Program. Following approval, the Department shall disburse corresponding funds, provided that no more than 50% of the allocation of a region shall be awarded before the Department receives, reviews, and approves the region's action plan report.

(i) The cities, counties, and councils of governments identified in (b)(1)(G) may apply directly to the Department for use of the funds pursuant to this subdivision.

(6) By December 31, 2019, regions may request funds to organize and partner with and make suballocations to jurisdictions to promote sufficient housing supply, including but not limited to implementing this subdivision. The Department shall have 30 days to review a request for funds pursuant to this paragraph, and following approval disburse corresponding funds, provided that no more than 50% of the allocation of a region shall be awarded before the Department receives and reviews the region's action plan pursuant to paragraph (8) of this subdivision.

(7) The region shall develop an education and outreach strategy to inform local agencies of the need and benefits of taking early action related to the sixth cycle regional needs allocation. The council of governments shall also survey member cities and counties to identify how to expend the funds among the uses identified in subsection (1) and develop the regional action plan in subsection (8). The outreach effort must also include at least two public workshops, but may also include other strategies designed to produce information and data the council of governments deems relevant.

(8) By December 31, 2020, the regions must submit an action plan to the Department that identifies specific strategies that jurisdictions within the region have implemented or plan to implement to meet their housing goals. The action plan must include the following components:

(A) A general overview of regional economic, demographic, environmental, socioeconomic equity, and market conditions that are affecting housing availability and accessibility

(B) An allocation budget for the funds provided in subdivision (1)

(C) A section that identifies best practices and process improvements from within or outside the region that promote sufficient supply of a range of housing types affordable to a variety of incomes, including policies and programs that create additional development certainty, reduce regulatory barriers, and other strategies that have been shown to increase housing development.

(D) A mechanism for the region to report on the results and successes of the progress of jurisdictions in developing early action items, including a summary of any building permits or certificates of occupancy, or other completed entitlement that have been issued by a local jurisdiction,

(E) The amounts retained by the region and any sub-allocations to jurisdictions.

(9) At least 90 days before submission to the Department, an action plan shall be submitted for a 30-day comment period to the respective boards of supervisors and city councils within the region, with its contents explained to the affected local jurisdictions via webinar or in at least two public workshops.

(A) After considering written comments, the council of governments shall make any changes deemed necessary and submit a final action plan to respective boards of supervisors and city councils within the region and to the Department.

(10) The Department shall have 60 days to review action plans submitted by regions and provide approval or in the event the Department does not approve the report they must provide written findings and the region shall have the opportunity to amend and resubmit with a Department review period of no greater than 45 days. The Department shall disburse any remaining funds pursuant to paragraph (1) to regions, following approval of their action plan pursuant to paragraph (8) of this subdivision.

(11) Expenditures shall be limited to housing-related planning activities. These activities include but are not limited to:

(A) Technical assistance in improving housing permitting processes, tracking systems, and planning tools

(B) Facilitating technical assistance between jurisdictions

(C) Establishing regional housing trust funds

(D) Developing local or regional policies to link transportation funds to housing outcomes

(E) Performing infrastructure planning, including for sewers, water systems, transit, roads, or other public facilities necessary to support new housing and new residents

(F) Performing feasibility studies to determine the most efficient locations to site housing, consistent with section 65041.1 of the Government Code

(G) Performing feasibility studies for affordable housing projects on surplus property owned by school districts or county offices of education

(c) Of this amount, one hundred and twenty-five million (\$125,000,000) shall be available directly for jurisdictions to assist in planning or other activities related to meeting their Sixth Cycle of the Regional Housing Needs Assessment.

(1) Jurisdictions are eligible for funds under this paragraph if they demonstrate a commitment to participate in the development of their regional action plan. By December 31, 2019, the Department shall disburse funds to jurisdictions pursuant to paragraph (2). If the jurisdiction is in a region that does not submit a plan pursuant to paragraph (8) of subdivision (b), the jurisdiction must submit a plan to the Department that identifies specific strategies to meet their Sixth Cycle of the Regional Housing Needs Assessment and prepare to be effective at meeting their long-term housing goals, as well as promote sufficient supply of a range of housing types affordable to a variety of incomes.

(2) Maximum grant amounts shall be set as follows, according to population estimates as of January 1, 2019 posted on the Department of Finance Internet Web site:

(A) One million and five hundred thousand dollars (\$1,500,000) to very large localities (with populations over 750,000).

(B) Seven hundred and fifty thousand dollars (\$750,000) to large localities (with populations between 300,000 and 749,999 inclusive).

(C) Five hundred thousand dollars (\$500,000) to medium to large localities (with populations between 100,000 and 299,999, inclusive).

(D) Three hundred thousand dollars (\$300,000) to medium localities (with populations between 60,000 and 99,999, inclusive).

(E) One hundred and fifty thousand dollars (\$150,000) to small localities (with populations between 20,000 and 59,999, inclusive)

(F) Sixty five thousand dollars (\$65,000) to very small localities (with populations under 20,000).

(3) Expenditures shall be limited to housing-related planning activities to promote and streamline development, including staffing or contracts. These activities include but are not limited to:

(A) Any other uses eligible under paragraph (4) of subsection (b).

(B) Rezoning and encouraging development by updating planning documents and zoning ordinances, such as general plans, community plans, specific plans, sustainable communities' strategies, and local coastal programs.

(C) Completing environmental clearance to eliminate the need for project-specific review.

(D) Establishing Workforce Housing Opportunity Zones pursuant to Article 10.10 (commencing with Section 65620) of Chapter 3 of Division 1 of Title 7 of the Government Code or Housing Sustainability Districts pursuant to Chapter 11 (commencing with Section 66200) of Division 1 of Title 7 of the Government Code.

(E) Revamping local planning processes to speed up production.

(F) Creation or improvement of accessory dwelling unit ordinances.

(d) Of the amount appropriated in subsection (a) of XXXX.2, five percent of the funds shall be set aside for program administration, including state operations expenditures and technical assistance, as well as expenditures by councils of government and the regional entities receiving funding.

XXXXX.3. Investments in Infrastructure.

(a) Upon appropriation by the Legislature, five hundred million dollars (\$500,000,000) shall be allocated to the Infill Infrastructure Grant program administered by the Department, pursuant to Sections 53545.12 and 53545.13.

(1) In addition to the conditions described Section 53545.13(c), the qualifying infill area or qualifying infill project shall meet all of the following conditions:

(A) Be located in a city, county, or city and county that has a compliant housing element.

(B) Be located in a city, county, or city and county that, at the time of application, has submitted its annual progress reports for 2018 through the most recently required annual progress reports.

(C) Be a joint application between a city, county, or city and county and a developer to build infrastructure that supports the development of mixed income housing.

(b) Of the amount appropriated in subsection (a) of XXXX.3, five percent of the funds shall be set aside for program administration, including state operations expenditures and technical assistance, as well as expenditures by councils of government and the regional entities receiving funding.

XXXXX.4. Timelines.

(a) (1) The Department shall make award determinations and issue a notice of funding availability for the planning grants available pursuant to section XXXXX.2 no later than August 15, 2019.

(2) Regions can apply for planning grants pursuant to section XXXXX.2 no later than December 31, 2020, and the Department shall have 30 days to review applications before issuing awards.

(3) Jurisdictions can apply for planning grants pursuant to section XXXXX.2 no later than December 31, 2019.

(4) Regions shall submit their action plans pursuant to section XXXXX.2 no later than December 31, 2020, and make such action plans available publicly on an internet website.

(5) By March 1st, 2022, and every year thereafter regions shall complete an evaluation of progress made by jurisdictions in implementing yearly action plan goals pursuant to subparagraph (x) of paragraph (x) of subdivision (x) section XXXXX.2 and make these evaluations available publicly on an internet website.

(5) Jurisdictions and regions shall expend planning grant allocations no later than January 1, 2022.

(6) Regions shall report status of their action plans and all uses of planning grant funds to the Department no later than December 31, 2022. Status of the action plan must include an evaluation of jurisdiction actions taken in support of the plan, including which actions had greatest impact on housing production.

(7) Jurisdictions shall report all uses of planning grant funds to the Department no later than March 1, 2022.

(b) The Department may request additional information, as needed, to meet other applicable reporting or audit requirements.

(c) The Department may monitor expenditures and activities of an applicant, as the Department deems necessary, to ensure compliance with program requirements.

(d) The Department may, as it deems appropriate or necessary, request the repayment of funds from an applicant, or pursue any other remedies available to it by law for failure to comply with program requirements.

XXXXX.5. Long-term reform.

(a) It is the intent of the Legislature to revamp the existing Regional Housing Needs Assessment process pursuant to section 65584 of the Government Code, to accomplish the following objectives:

- (1) Creating a fair, transparent, and objective process for identifying housing needs across the state.
- (2) Strategically planning for housing growth according to statewide priorities consistent with section 65041.1 of the Government Code, and expected future need for housing at all income levels.
- (3) Encouraging increased development to address the state's housing affordability issues.
- (4) Improving compliance and outcomes through incentives and enforcement.

(b) By December 31, 2022, the Department, in collaboration with the Office of Planning and Research, shall propose, after engaging in stakeholder participation, an improved Regional Housing Needs Allocation process and methodology that promotes and streamlines housing development and substantially addresses California's housing shortage. The Department may appoint a third-party consultant to facilitate a comprehensive review of the current Regional Housing Needs Allocation process and methodology.

(c) (1) By December 31, 2022, the Department, in collaboration with the California State Transportation Agency and the Office of Planning and Research, shall propose, after engaging in stakeholder participation, opportunities to link transportation and other non-housing funding, including funds available pursuant to paragraph (2) of subdivision (h) of section 2032 of the Streets and Highways Code, with statutorily required housing goals, including but not limited to housing element and annual progress report compliance, and policies that support meeting of housing goals, and integrated housing and transportation planning. The recommendations proposed may be implemented administratively or proposed to the Legislature for statutory change, as applicable.

(2) To aid the implementation of paragraph (1), beginning July 1, 2023, funds available pursuant to paragraph (2) of subdivision (h) of section 2032 of the Streets and Highways Code may be withheld from any jurisdiction that does not have a compliant housing element and has not zoned or entitled for its annual housing goals, pursuant to its most-recent Regional Housing Needs Allocation. Any forms and guidelines issued pursuant to this subdivision shall not be subject to the rulemaking provisions of the Administrative Procedure Act (Chapter 3.5 (commencing with Section 11340) or Part 1 of Division 3 of Title 2 of the Government Code).

(3) By May 1, 2023, and annually thereafter, the Department shall report to the Controller a list of cities and counties with funds to be withheld from the following fiscal year's apportionment pursuant to paragraph (2). The Controller shall reapportion any withheld funds under paragraph (2) to all cities and counties that do not have funds withheld for that fiscal year, pursuant to the formula in clauses (i) and (ii) of subparagraph (C) of paragraph (3) of subdivision (a) of Section 2103 of the Streets and Highways Code.

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Attachment C: Alameda CTC Bill Positions Bill Status

Bills	Subject	Position
Two-Year Bills: Bills that did not pass through first house		
AB 11 (Chiu D) Community Redevelopment Law of 2019.	Current law dissolved redevelopment agencies as of February 1, 2012, and designates successor agencies to act as successor entities to the dissolved redevelopment agencies. This bill, the Community Redevelopment Law of 2019, would authorize a city or county, or two or more cities acting jointly, to propose the formation of an affordable housing and infrastructure agency by adoption of a resolution of intention that meets specified requirements.	Alameda CTC - Support
AB 148 (Quirk-Silva D) Regional transportation plans: sustainable communities strategies.	Current law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Current law requires the regional transportation plan to include, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy. This bill would require each sustainable communities strategy to identify areas within the region sufficient to house an 8-year projection of the emergency shelter needs for the region, as specified.	Alameda CTC - Support
AB 659 (Mullin D) Transportation: emerging transportation technologies: California Smart City Challenge Grant Program.	Would establish the California Smart City Challenge Grant Program to enable municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs, and would specify certain program goals. The bill would require the commission to form the California Smart City Challenge Workgroup on or before July 1, 2020, to guide the commission on program matters, as specified. The bill would require the commission, in consultation with the workgroup, to develop guidelines on or before March 1, 2021, for the program, which would not be subject to the Administrative Procedure Act, and would authorize the commission to revise them as necessary.	Alameda CTC - Support
AB 847 (Grayson D) Housing: transportation-related impact	Would require the Department of Housing and Community Development, upon appropriation by the Legislature, to establish a competitive grant program to award grants to cities and counties to offset up to 100% of any transportation-related impact fees exacted upon a qualifying housing development project, as	Alameda CTC - Support

fees grant program.	defined, by the local jurisdiction. (Amended: 3/27/2019)	
<u>AB 1350</u> (Gonzalez D) Youth Transit Pass Pilot Program.	Would create the Youth Transit Pass Pilot Program upon the appropriation of moneys from the Greenhouse Gas Reduction Fund by the Legislature, and would require the Department of Transportation to administer the program. The bill would require the department to award available moneys to eligible participants, as defined, to provide free transit passes to persons under the age of 25 through new or existing transit pass programs, as specified. (Amended: 3/26/2019)	Alameda CTC - Support
<u>AB 1648</u> (Levine D) Housing: school employees: affordable rental housing.	Would define affordable rental housing for the purposes of the Teacher Housing Act of 2016 to mean a rental housing development with a majority of its rents restricted to levels that are affordable to persons and families whose income does not exceed 200 percent of area median income, as specified, and located on real property owned by the school district.	Alameda CTC -
<u>AB 1717</u> (Friedman D) Transit-Oriented Affordable Housing Funding Program Act.	Would establish the Transit-Oriented Affordable Housing Funding Program, to be administered by the California Housing Finance Agency (CalHFA). The bill would authorize the city council of a city, or the board of supervisors of a city and county, to participate in the program by enactment of an ordinance establishing a transit-oriented affordable housing district, as provided.	Alameda CTC - Support
<u>SB 50</u> (Wiener D) Planning and zoning: housing development: incentives.	Would authorize a development proponent of a neighborhood multifamily project located on an eligible parcel to submit an application for a streamlined, ministerial approval process that is not subject to a conditional use permit. The bill would define a "neighborhood multifamily project" to mean a project to construct a multifamily structure on vacant land, or to convert an existing structure that does not require substantial exterior alteration into a multifamily structure, consisting of up to 4 residential dwelling units and that meets local height, setback, and lot coverage zoning requirements as they existed on July 1, 2019.	Alameda CTC – Watch position, and provided comments on legislative language via a letter
Bills Continuing through this year's legislative process		
<u>AB 252</u> (Daly D) Department of Transportation: environmental review process:	Current federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery program, under which the participating states may assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Current law,	Alameda CTC - Support

federal program.	until January 1, 2020, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the program. This bill would extend the operation of these provisions indefinitely.	
AB 1226 (Holden D) State highways: property leases: assessment.	Would require the Department of Transportation to assess the feasibility of constructing facilities above highways built below grade in urban areas that would be made available and leased to a city, county, or other political subdivision or another state agency for affordable housing, transitional housing, emergency shelter, feeding program, or wraparound services purposes, or any combination of these purposes, and would require the department, on or before January 1, 2021, to submit that assessment to the Governor and the fiscal and policy committees of the Legislature that oversee transportation programs.	Alameda CTC - Support
AB 1486 (Ting D) Surplus land.	Current law prescribes requirements for the disposal of surplus land by a local agency. Current law defines "local agency" for these purposes as every city, county, city and county, and district, including school districts of any kind or class, empowered to acquire and hold real property. This bill would expand the definition of "local agency" to include sewer, water, utility, and local and regional park districts, joint powers authorities, successor agencies to former redevelopment agencies, housing authorities, and other political subdivisions of this state.	Alameda CTC - Support
AB 1487 (Chiu D) San Francisco Bay area: housing development: financing.	Current law provides for the establishment of various special districts that may support and finance housing development, including affordable housing special beneficiary districts that are authorized to promote affordable housing development with certain property tax revenues that a city or county would otherwise be entitled to receive. This bill, the San Francisco Bay Area Regional Housing Finance Act, would establish the Housing Alliance for the Bay Area (hereafter the entity) and would state that the entity's purpose is to increase affordable housing in the San Francisco Bay area, as defined, by providing for enhanced funding and technical assistance at a regional level for tenant protection, affordable housing preservation, and new affordable housing production.	Alameda CTC - Oppose unless amended
ACA 1 (Aguiar-Curry D)	The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions.	Alameda CTC - Support

<p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.</p>	
<p><u>SB 5</u> (Beall D) Affordable Housing and Community Development Investment Program.</p>	<p>Would establish in state government the Affordable Housing and Community Development Investment Program, which would be administered by the Affordable Housing and Community Development Investment Committee. The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority, transit village development district, or a combination of those entities, to apply to the Affordable Housing and Community Development Investment Committee to participate in the program and would authorize the committee to approve or deny plans for projects meeting specific criteria.</p>	<p>Alameda CTC - Support if Amended</p>
<p><u>SB 127</u> (Wiener D) Transportation funding: active transportation: complete streets.</p>	<p>Would establish an Active Transportation Asset Branch within the Transportation Asset Management Office of the department and require the Transportation Asset Management Plan program manager to develop and meaningfully integrate performance measures into the asset management plan as specified, and to establish interim goals, objectives, and actions to meet the department's transportation mode shift goals, as specified. The bill would require the California Transportation Commission to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities.</p>	<p>Alameda CTC - Support and Seek Amendments</p>
<p><u>SB 128</u> (Beall D) Enhanced infrastructure financing districts: bonds: issuance.</p>	<p>Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district, with a governing body referred to as a public financing authority, to finance public capital facilities or other specified projects of communitywide significance. Current law requires a public financing authority to adopt an infrastructure financing plan and hold a public hearing on the plan, as specified. Current</p>	<p>Alameda CTC - Support</p>

	law authorizes the public financing authority to issue bonds for these purposes upon approval by 55% of the voters voting on a proposal to issue the bonds. Current law requires the proposal submitted to the voters by the public financing authority and the resolution for the issuance of bonds following approval by the voters to include specified information regarding the bond issuance. This bill would instead authorize the public financing authority to issue bonds for these purposes without submitting a proposal to the voters.	
<u>SB 137</u> <u>(Dodd D)</u> Federal transportation funds: state exchange programs.	Current federal law apportions transportation funds to the states under various programs, including the Surface Transportation Program and the Highway Safety Improvement Program, subject to certain conditions on the use of those funds. Current law establishes the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system, and funds that program from fuel taxes and an annual transportation improvement fee imposed on vehicles. This bill would authorize the Department of Transportation to allow the above-described federal transportation funds that are allocated as local assistance to be exchanged for Road Maintenance and Rehabilitation Program funds appropriated to the department.	Alameda CTC - Support and Seek Amendments
<u>SB 211</u> <u>(Beall D)</u> State Highways: Leases	Existing law vests the Department of Transportation with full possession and control of the state highway system, including associated property. Existing law authorizes the department to lease on a right of first refusal basis specified airspace under freeways, and real property acquired for highway purposes, that is not excess property, to specified local entities for purposes of emergency shelters or feeding programs, or other specified purposes, for a lease amount of \$1 per month and a payment of an administrative fee not to exceed \$500 per year, as specified. This bill would authorize the department to lease on a right of first refusal basis any airspace under a freeway, or real property acquired for highway purposes for purposes of an emergency shelter or feeding program.	Alameda CTC - Support
<u>SB 328</u> <u>(Portantino D)</u> Pupil attendance: school start time.	Would require the school day for middle schools and high schools, including those operated as charter schools, to begin no earlier than 8:00 a.m. and 8:30 a.m., respectively, by July 1, 2022, or the date on which a school district's or charter school's respective collective bargaining agreement that is operative on	Alameda CTC - Oppose

	January 1, 2020, expires, whichever is later, except for rural school districts. To the extent the bill imposes new duties on school districts and charter schools, the bill would impose a state-mandated local program.	
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