



## Planning, Policy and Legislation Committee Meeting Agenda Monday, July 8, 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:	<a href="#">Tess Lengyel</a>
Members:	Jesse Arreguin, Keith Carson, Scott Haggerty, Barbara Halliday, John Marchand, Lily Mei, Elsa Ortiz	Clerk of the Commission:	<a href="#">Vanessa Lee</a>
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. <a href="#">Approve June 10, 2019 PPLC Meeting Minutes</a>   | 1 | A |
| 4.2. <a href="#">Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments</a> | 5 | I |

### 5. Regular Matters

- |  |    |     |
|--|----|-----|
| 5.1. <a href="#">Summary of 2019 Commission Retreat and 2020 Countywide Transportation Plan Approach</a>                     | 7  | I   |
| 5.2. <a href="#">Approve legislative positions and receive an update on federal, state, and local legislative activities</a> | 19 | A/I |

### 6. Committee Member Reports

### 7. Staff Reports

### 8. Adjournment

Next Meeting: Monday, September 9, 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.

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## Alameda CTC Schedule of Upcoming Meetings for July 2019 through December 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	July 25, 2019 September 26, 2019 October 24, 2019 December 5, 2019
9:00 a.m.	Finance and Administration Committee (FAC)	September 9, 2019 October 14, 2019 November 18, 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)	

### Advisory Committee Meetings

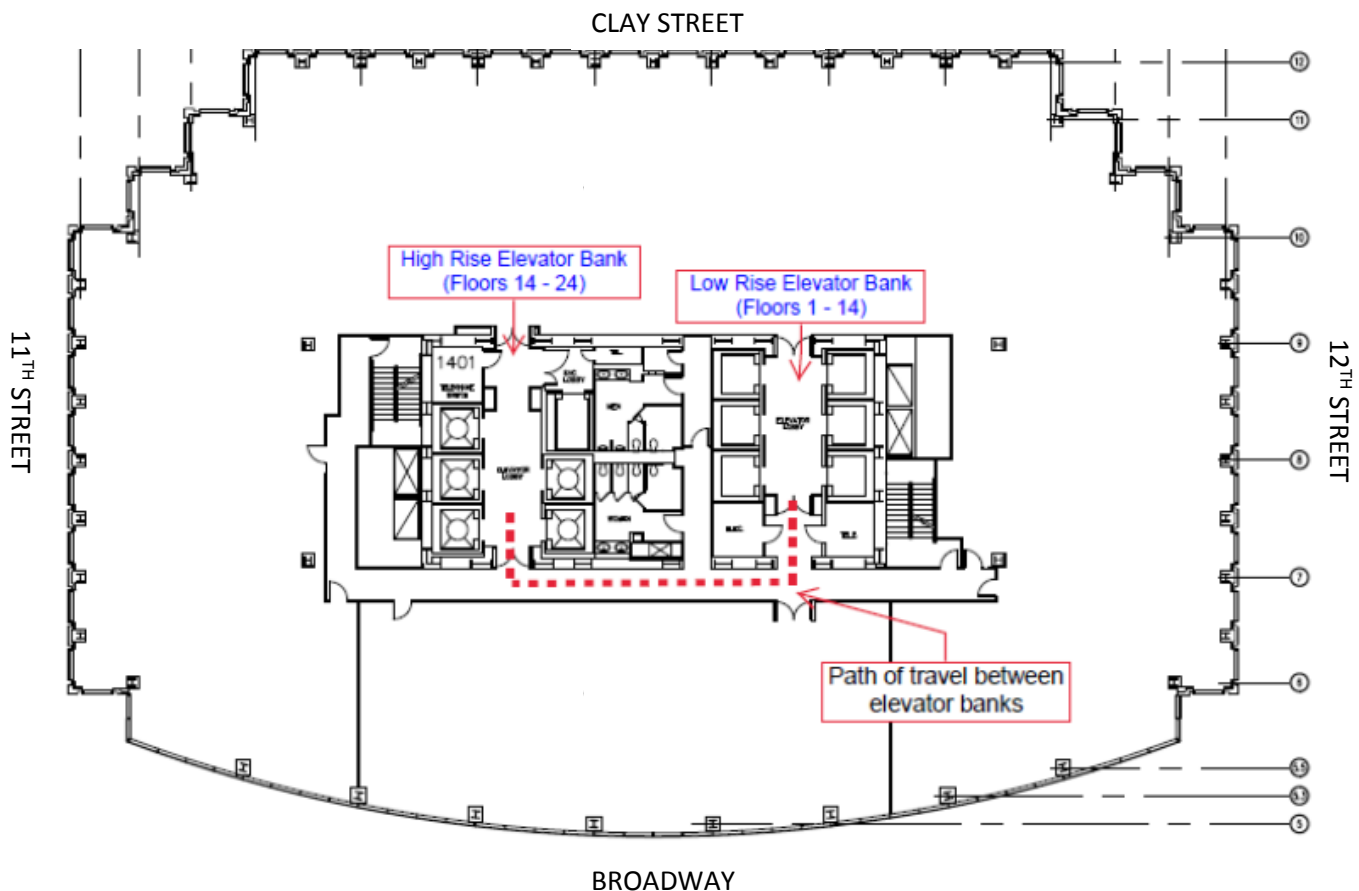
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	September 5, 2019 October 10, 2019 November 7, 2019
5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	September 5, 2019 November 21, 2019
9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	September 10, 2019
1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	September 23, 2019
5:30 p.m.	Independent Watchdog Committee (IWC)	November 18, 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).

## 1111 Broadway: Construction Notice - Building Access Changes

Alameda CTC's building offices at 1111 Broadway is undergoing significant construction work. In order to ensure smooth operations and access to the building for our public meetings, please be aware of the following changes:

- The **Broadway Street entrance is now CLOSED.** No access will be permitted from the Broadway entrances. Access to the building will only be available through the rear lobby (Clay St. / Zen Garden side).
- ADA access from 12th St. will remain open. The accessibility ramp on Broadway plaza will also remain in place through the duration of construction.
- Alameda CTC's offices on the 8<sup>th</sup> floor will continue to have open elevator access to any member of the public. Please follow the path of travel to the low rise elevator bank. If you require assistance accessing the floor, building security will be happy to escort any tenant employees or guests as needed.



### Accessibility

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome. Call 510-208-7450 (Voice) or 1-800-855-7100 (TTY) five days in advance to request a sign-language interpreter.





Planning, Policy and Legislation Committee  
Meeting Minutes  
Monday, June 10, 2019, 10:30

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**1. Call to Order/Pledge of Allegiance**

**2. Roll Call**

A roll call was conducted. All members were present with the exception of Commissioner Valle, Commissioner Mei, Commissioner Arreguin, Commissioner Carson, and Commissioner Haggerty.

**Subsequent to the roll call**

Commissioner Mei and Commissioner Haggerty arrived during Item 4. Commissioner Carson and Commissioner Arreguin arrived during Item 5.1.

**3. Public Comment**

There were no public comments.

**4. Consent Calendar**

**4.1. Approval of the May 13, 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 Kaplan moved to approve the Consent calendar. Commissioner Halliday seconded the motion. The motion passed with the following votes:*

Yes: Bauters, Cutter, Haggerty, Halliday, Kaplan, Marchand, Mei, Ortiz,

No: None

Abstain: None

Absent: Arreguin, Carson, Valle

**5. Regular Matters**

**5.1. Plan Bay Area 2050 update and approval of project submissions for Plan Bay Area 2050**

Saravana Suthanthira and Kristen Villanueva provided an update on Plan Bay Area 2020 and recommended that the Commission approve submission of projects in Alameda County for consideration for inclusion in Plan Bay Area 2050. Ms. Suthanthira stated that 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). 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. The project list includes some large "exempt" projects, which are projects that are more operational in nature or of a large dollar value. The majority of remaining "exempt" projects will

be bundled into programmatic categories for the RTP/SCS when MTC releases its request for additional exempt projects later in the summer/early fall.

Commissioner Halliday wanted to know what happens if MTC doesn't approve a project in the plan. Mr. Dao noted that MTC's RTP's is not a programming document. Tess Lengyel clarified that the RTP does, however, create eligibility for project sponsors to compete for federal and state funding opportunities.

Commissioner Halliday asked what makes a project exempt and non-exempt. Mrs. Villanueva noted that the definitions are based on what triggers an air quality conformity evaluation per federal rules.

Commissioner Haggerty wanted to know how many of the 13 PDA's can be brought into compliance. Mr. Dao noted that the agency has drafted a letter outlining concerns and staff will sit down with MTC staff to discuss the PDA assessment.

Commissioner Ortiz asked for a definition of "major service increase" in relation to Horizon element project performance. Mrs. Suthanthira noted that the details and assumptions will be developed and defined by MTC in September 2019.

Commissioner Arreguin wanted to know how new projects were added to the list and if there was any prioritizing done for adding projects. Mrs. Villanueva noted that staff worked with the jurisdictions to identify additional projects that were added to the list and there was no prioritizing done for these projects.

Commissioner Bauters questioned feasibility and funding options for some of the submissions in the transformative projects list. Ms. Lengyel noted that projects on the transformative projects list did not go through a vetting or rationalized planning process by Alameda CTC but were submitted directly to MTC by a variety of organizations and members of the public.

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

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

## **5.2. Approve the Countywide Active Transportation Plan**

Tess Lengyel introduced Aleida Andrino- Chavez and Chris Marks, who recommended that the Commission approve the Countywide Active Transportation Plan (CATP). Mr. Marks presented the four key goals areas that the plan focuses on and provided details on components and Prioritization Criteria. Mr. Marks described

program and policy recommendations, provided information on performance measures and updated the committee on outreach.

There was public comment on this item by Hans Larsen, Director of Public Works for the City of Fremont regarding administrative corrections to the plan based on the technical advisory committee's analysis. Commissioner Bauters suggested adding an amendment to the plan to include trails that were described by the public comment so that the full Commission can approve a plan inclusive of all maps and trails.

Commissioner Bauters requested that Alameda CTC require that as a cities finalize their bike plans that trails get added to the CATP. Ms. Lengyel noted that the plan has a five year horizon and is for projects of countywide significance. Due to the policy framework in the plan, new trails and projects in updated bike and pedestrian plans are eligible for being considered as countywide significant and eligible for funding.

*Commissioner Mei moved to approve this item with the requested amendments. Commissioner Bauters seconded the motion. The motion passed with the following votes:*

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

### **5.3. Approve the Transportation Demand Management Program Contract Amendment**

Tess Lengyel recommended that the Commission 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.

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

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

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

Tess Lengyel provided a brief update on federal, state, and local legislative activities. She provided information on the status of legislative bills that Alameda CTC has taken a position on and stated that 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.

Commissioner Bauters noted that he, Commissioner Mei, Art and Tess met with Assembly member Chui regarding AB 1487 and recommended that this item would be placed on the June Commission meeting for further discussion.

**6. Committee Member Reports**

There were no committee member reports.

**7. Staff Reports**

There were no staff reports.

**8. Adjournment/ Next Meeting**

The next meeting is:

Date/Time: July 8, 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](http://www.AlamedaCTC.org)

**DATE:** July 1, 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 since the last update on June 10, 2019.

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

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# Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** July 1, 2019

**TO:** Planning, Policy and Legislation Committee

**FROM:** Carolyn Clevenger, Director of Planning  
Kristen Villanueva, Senior Transportation Planner  
Kate Lefkowitz, Associate Transportation Planner

**SUBJECT:** Summary of 2019 Commission Retreat and 2020 Countywide Transportation Plan Approach

## Recommendation

This item is to provide the Commission with a report back on the 2019 Commission Retreat and an update on the proposed approach to the 2020 Countywide Transportation Plan (CTP). This item is for information only.

## 2019 Commission Retreat

On May 30, 2019, the Commission held a full-day retreat to celebrate past successes, hear presentations on major issues and trends in transportation, and discuss opportunities for 2020 transportation and beyond. The day included a series of informative panels on transportation planning, policy, and funding to help set the stage for discussion about the Commission's priorities for the coming years. The first panel focused on the state of the transportation system in Alameda County, including the performance of the current transportation system, as well as the findings from a recent survey of Alameda County residents on transportation interests and priorities. The second session was a presentation by Dr. Daniel Sperling from the U.C. Davis Department of Civil and Environmental Engineering Institute of Transportation Studies on the "Three Revolutions: Shared, Automated, and Electric" where he challenged the Commission to think about major disruptions in the transportation system and how to create more economically, environmentally and equitably sustainable transport. The final external panel included the Bay Area Council and the Silicon Valley Leadership Group, which are leading an effort, FASTER Bay Area, to advance a potential mega-measure for transportation.

The retreat concluded with a robust discussion with the Commission of opportunities and priorities for "2020 Transportation and Beyond". The Commissioners provided feedback on different project areas in which staff are actively engaged, including goods movement, active transportation, public transit, technology, and programs. This feedback will help inform

the agency work program as well as the 2020 Countywide Transportation Plan (2020 CTP), which is covered in more detail later in this memo. Key salient points from the discussion echoed many of those heard in the presentation on the results of the public survey. Generally, the key points centered on the following objectives for the agency and the 2020 CTP:

- Address growing jobs-housing imbalance
- Focus on significantly improving and prioritizing safety; advance initiatives focused on improving safety in areas with high numbers of collisions (i.e. the High Injury Network)
- Provide options for commuters to enable them to take safe, convenient and time-competitive sustainable modes
- Increase access and affordability of public transit
- Increase opportunities for exclusive bus lanes, including across the Bay Bridge
- Explore both the impacts and opportunities of new mobility services (i.e. transportation network companies); any partnerships should result in data sharing
- Address first and last mile challenges of both people and goods
- Create incentives for lowering demand for driving alone
- Improve design of bicycle and pedestrian facilities for both safety and to encourage higher use
- Establish partnerships with non-traditional organizations for safety, deliveries, and planning for a growing senior population
- Technology investment should have a clear connection to a public good and have measurable benefits

The Commission workshops that will be part of the 2020 CTP will focus on some of the key themes noted above.

### **Summary of Countywide Transportation Plan**

Every four years, Alameda CTC prepares and updates the CTP, which is a long-range planning and policy document that guides future transportation decisions for all modes and users in Alameda County. The existing CTP was adopted in 2016, and is due for an update by 2020. As discussed at June's PPLC meeting, the CTP informs and feeds into the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the region's long-range transportation plan called "Plan Bay Area".

Alameda County has been developing CTPs since 1994. Starting with the 2012 CTP, our CTPs have become increasingly multimodal and integrated with land use planning. Each plan horizon is also set to be consistent with the long-range RTP/SCS, which will be the year 2050 for this update. The 2020 CTP will continue supporting multimodal and integrated planning and be future looking as with the other CTPs, but will have a particular emphasis on articulating a set of projects, programs, and policies that Alameda CTC and its partners will pursue over a 10-year horizon. In this way, it will be able to more effectively inform project and funding decisions in the near-term while moving in the right direction to address the county's long-term transportation needs. The 2020 CTP will inform the current RTP/SCS update

for Plan Bay Area 2050 (PBA 2050) as well as the next update to Alameda CTC's Comprehensive Investment Plan (CIP), which will be the 2022 CIP.

This memo describes the proposed approach for the 2020 CTP that emphasizes assessment of near-term issues and development of near-term strategies along with describing a set of streamlined goals that will be the foundation for plan development.

## **Background**

Alameda CTC staff initiated the 2020 CTP development process by meeting with all Alameda County jurisdictions and transit agencies between November 2018 and January 2019. Key themes from these meetings were presented at the January PPLC meeting and reflected the need to serve anticipated growth in housing and employment, safety as a key priority, multimodal solutions for commuters, impacts of cut-through traffic, need to consider access for disadvantaged communities, and uncertainty regarding technology and the future of mobility.

The next major milestones in development of the foundation of the 2020 CTP were a survey of the public conducted in mid-May and a presentation of the results and discussion of priorities at the May 30<sup>th</sup> Commission Retreat.

## Survey

An online survey was administered in May 2019 that was designed to be representative of Alameda County's diverse population across planning areas, and included a significant sample from people in MTC's designated Communities of Concerns (CoC).<sup>1</sup> Across the board, respondents<sup>2</sup> noted that freeway congestion was the highest concern, followed by pavement condition, congestion on local streets, and frequency and reliability of BART. Within CoC's, pavement condition was indicated as a higher concern than freeway congestion and safety on local streets received a higher ranking than in non-COCs. When asked about priorities for transportation planners to consider over the next 10 years, residents prioritized planning for our growing population, including making improvements for public transit, followed closely by planning for the future of technology. Specific ideas that respondents felt would make the largest difference in transportation included the following:

- Fill potholes and repave roads in all areas of the County
- Create programs that help people get to BART and other transit without driving
- Expand commuter rail services throughout Alameda County
- Invest in technologies that have been shown to make it faster, easier, safer, and more reliable to get around

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<sup>1</sup> Community of Concern refers to MTC's designation of communities that have high concentration of both minority and low-income households or that have a concentration of other factors including people with disabilities, seniors, and cost-burdened renters.

<sup>2</sup> Over 15,000 invitations were sent through email and text message. Approximately 500 people completed the survey, nearly 200 of whom are residents of Alameda County CoCs.

### May Commission Retreat

The May Commission retreat provided an opportunity to discuss potential focus areas for the 2020 CTP, during the discussion about transportation in the county beyond 2020. Morning presentations included current performance data, findings from the public survey, the future of transportation technology, and a potential regional funding measure for transportation.

Staff has incorporated the key themes heard during the one-on-one meetings with partner agencies, the public survey, and the Commission Retreat into the proposed approach for the 2020 CTP.

### **Coordination with PBA 2050**

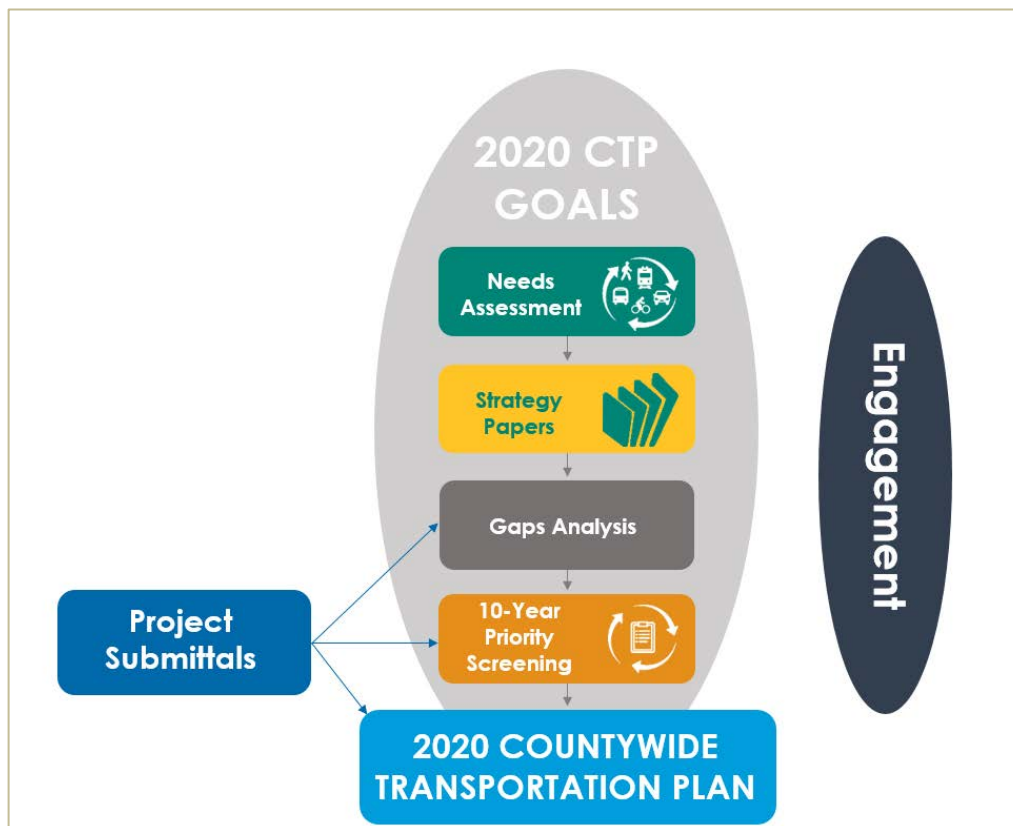
A key objective of the CTP is to provide a mechanism for including Alameda County transportation priorities in the planning process for PBA 2050 as well as future RTP/SCSs. A project must be listed in PBA 2050 in order to qualify for state and federal funding, to receive environmental clearance from Caltrans if needed, and to receive federal actions on a project if needed. Development of the CTP will result in a list of projects and programs reflecting Alameda County's transportation priorities. The CTP project list will serve the purpose of listing Alameda County's transportation priorities for PBA 2050. In June, the Commission approved an initial subset of the project list for submittal to MTC for consideration; the final full project list will be developed through an iterative process involving MTC, Alameda CTC, local jurisdictions and the public primarily over the next year. Updates will be brought to both ACTAC and PPLC as appropriate.

In advance of PBA 2050, MTC/ABAG have also been conducting significant outreach and analysis on future scenarios and long-range strategy development. Findings and policy direction relevant to Alameda County will be reflected in the 2020 CTP.

### **Proposed 2020 CTP Approach**

The 2020 CTP will have a 2050 horizon, consistent with PBA 2050, and will address opportunities and challenges facing the county's transportation system and articulate a set of priority initiatives to address in a 10-year horizon. This will be done through the following components: 1) Vision and Goals, 2) Needs Assessment and Strategy Papers, 3) Project Submittals, 4) Gaps Analysis and Project Screening, and 5) Ongoing Engagement with Stakeholders, including close engagement with partner agencies and the Commission throughout Plan development as well as targeted public engagement. Each of the plan components is described in more detail in the remainder of this memo and an illustration of how they will come together to create the final CTP is shown in **Figure 1**.

Figure 1. Proposed 2020 CTP Components



## 1. Countywide Transportation Plan (CTP) Vision and Goals

Staff is proposing to carry forward the vision statement from the 2012 and 2016 CTPs. The vision and goals for the previous two CTPs were developed for the then anticipated Transportation Expenditure Plan for Measure BB. Staff proposes to continue using the vision statement from 2012 but to re-package the goals from the 2016 CTP into a streamlined list of four goals. A shorter list of goals has several benefits, including removing redundancies, integrating co-benefits of goals and supporting more effective project prioritization.

### Vision Statement

*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.*

### Goals

**Figure 2** illustrates how the 2020 CTP goals and accompanying goal statements integrate and reflect the 2016 CTP goals.

**Goal 1. Accessible, Affordable and Equitable:** Improve and expand connected multimodal choices that are available for people of all abilities, affordable to all income levels, and equitable.

**Goal 2. Safe, Healthy and Sustainable:** Create safe facilities to walk, bike and access public transportation to promote healthy outcomes and support strategies that reduce adverse impacts of pollutants and green-house gas emissions generated by the transportation system.

**Goal 3. High Quality and Modern Infrastructure:** Upgrade infrastructure such that the system is of a high quality, reflects best practices in design, prepares communities for current and future technological evolution, and is well-maintained and resilient.

**Goal 4. Economic Vitality:** Support the growth of Alameda County's economy and the vibrancy of local communities through a transportation system that is integrated, reliable, efficient, cost-effective, and high-capacity.

Figure 2 Proposed 2020 CTP Goals in relation to 2016 CTP Goals

Proposed 2020 CTP Goals	2016 CTP Goals									
	Multimodal	Accessible, Affordable & Equitable	Integrated	Connected	Reliable & Efficient	Cost Effective	Well- Maintained	Safe	Healthy & Clean Environment	
	Accessible, Affordable & Equitable	●	●	●	●					
	Safe, Healthy & Sustainable	●						●	●	
	High Quality & Modern Infrastructure	●		●			●	●		
	Economic Vitality	●	●	●	●	●				

## 2. Needs Assessment and Strategy Papers

A needs assessment and strategy papers will be used to set the context for the CTP and determine if there are any gaps in existing efforts that should be prioritized as part of this CTP update.

### Needs Assessment

The needs assessment will source data and findings from a multitude of planning efforts that have been completed or are underway since the 2016 CTP and do a focused assessment of new data sources. The following list of plans represent countywide efforts or plans with countywide significance that will be sourced; local planning efforts will be incorporated through the interviews already conducted, ongoing engagement with ACTAC (described in section 5) and the various CTP project solicitations (described in section 3).

Background plans for 2020 CTP:

1. 2016 Countywide Transportation Plan



2. 2016 Alameda Countywide Multimodal Arterial Plan
3. 2016 Alameda Countywide Transit Plan
4. 2016 Alameda County Goods Movement Plan
5. 2017 Alameda County Priority Development Area Investment and Growth Strategy
6. 2017 Plan Bay Area 2040
7. 2017 Assessment of Mobility Needs of People with Disabilities and Seniors in Alameda County
8. 2018 Level of Service Monitoring Report – Traffic and Transit
9. 2018 Rail Strategy Study
10. 2018 and 2019 Corridor Projects: East 14th Street/Mission Boulevard and Fremont Boulevard, San Pablo Avenue
11. 2019 Countywide Active Transportation Plan
12. MTC Horizon Perspective Papers and Futures Evaluation (on-going)<sup>3</sup>
13. Alameda CTC Safe Routes to Schools Site Assessments (on-going) and Evaluation Reports (underway)
14. Alameda CTC Student Transit Pass Pilot Program Evaluation Reports (2017, 2018, and underway)
15. BCDC Adapting to Rising Tides
16. Alameda CTC Technology Working Group Working Papers

Reflecting the key themes discussed at the retreat and revealed in the survey, the 2020 CTP will also include a focused assessment of new data sources:

- Housing and jobs concentrations in near-, mid-, and long-term time horizons
- Travel patterns along major commute corridors in the form of origin and destination analysis using GPS data
- High-injury network for walking, biking, and driving (originally developed as part of Countywide Active Transportation Plan)
- Transportation Technology

The needs assessment will highlight any significant differences across planning areas and within Communities of Concern.

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<sup>3</sup> Perspective Paper topics include the following: Autonomous Vehicles, Shared Mobility, Regional Growth Strategies, Future of Jobs, Bay Crossings, Sea Level Rise

### Strategy Papers

Complementing the needs assessment will be a set of strategy papers on the key topics discussed to date:

- *Transit*: Performance trends, best practices, opportunities for Alameda County
- *Safety*: High injury network for bicyclists, pedestrians and auto drivers; corridors of countywide significance for safety; strategies to reduce collisions, severe injuries and fatalities
- *Economic Development/Land Use*: Strategies for serving current and future major employment centers, first/last mile solutions, employer programs and partnerships, supporting PDA development and better land use/transportation integration
- *Future Trends*: Summary of current and future trends in population/job growth and locations, evolution of transportation technology, and climate change resiliency, focused on implications for the Alameda County transportation system. This paper will also reflect findings from MTC/ABAG's Horizons planning process.

These strategy papers will be a parallel effort to the needs assessment and are designed to generate a set of actionable recommendations for Alameda CTC to pursue.

### **3. Transportation Project Submittal Process**

The 2020 CTP will include a list of transportation projects and programs for the county through the long-term horizon of 2050. These projects will be solicited across two requests for project solicitations that are tied to development of PBA 2050. Last month, the Commission approved the list of Alameda County's regionally significant projects for consideration for inclusion in PBA 2050. This request resulted in a list of 92 projects with a cost over \$17 billion. This project list represented the first request for projects for the 2020 CTP as well, as projects in the CTP and RTP must be consistent. The second request will occur later this summer/fall and will cover all remaining local project types.

In a separate process known as the Transformative Call for Projects, MTC/ABAG also solicited mega-regional, multi-county projects that cost over \$1 billion from public agencies and members of the public. As part of development of PBA 2050, they will be conducting performance evaluation of these projects. If any of these projects prove to be high-performing and would address significant needs and priorities within the county, Alameda CTC could also consider including these projects in the 2020 CTP reflecting that cost-sharing among regional partners would be necessary.

### **4. Gaps Analysis and Project Screening for 10-Year Horizon**

The project solicitation process will create a long list of projects for Alameda CTC and its partners to deliver over a 30 year timeframe. However, it also may leave gaps in needs for projects that have not yet been developed. Further, prioritization within this thirty year timeframe will be necessary to understand near-term actions. The 2020 CTP will address these issues through a gaps analysis and a near-term prioritization.

As described in Section 2, staff proposes to compare the results of the needs assessment and strategy papers with project submittals, identify gaps, and propose subsequent project

development to address gaps. This exercise likely will not lead to fully developed projects per se but to planning initiatives for the agency to pursue. Examples of this could include: identifying the next set of corridor projects that the agency will manage in the next 10 years, describing the next generation of school-based and paratransit programs, identifying the need for multimodal projects for Caltrans-owned interchanges, and/or identifying the need to provide express bus service to growing employment centers within the county.

After gaps analysis and in close coordination with partner agencies, the long list of projects and strategies will be prioritized into a 10-year horizon. This near-term prioritization will screen projects based on Plan goals, project readiness in the next 10 years, and will reflect differences among project types and across the four diverse Planning Areas of the county.

Staff will develop the screening methodology working with ACTAC this fall. Note that all projects that are submitted to the 2020 CTP will be included in the long-term horizon project list.

## **5. Stakeholder and Commission Engagement**

Similar to the 2016 CTP development, the 2020 CTP update will be a transparent process, with Alameda CTC working closely with Commissioners, jurisdictions, transit agencies, and other stakeholders. Public engagement for the Plan will be held at strategic milestones throughout the Plan development process to ensure the public is aware of the CTP and has the ability to provide input; it will focus on providing convenient and effective opportunities for the public to engage.

The Alameda County Technical Advisory Committee (ACTAC) will serve as the primary technical working group informing the development of the CTP and will have CTP-related items on its agenda throughout the Plan's development. The Commission will provide strategic policy guidance and help craft the set of near-term priorities.

### Engagement with Commissioners

Guidance from Commissioners will be solicited across three avenues. Staff proposes workshops on broad topics that arise from the strategy papers and needs assessment, Planning Area workshops on project prioritization, and full Committee and Commission presentations on the Draft and Final Plans. The proposed schedule is as follows:

- **Spring 2019:** Commission retreat (*completed May 30, 2019*)
- **Fall/Winter 2019:** Workshops on key topics
- **Winter/Spring 2020:** Planning Area meetings on needs and priorities
- **Summer/Fall 2020:** Full Committee and Commission briefing on Draft and Final Plan releases

### Engagement with ACTAC

ACTAC will serve as the technical working group for CTP development. Staff proposes to have full ACTAC meetings on the needs assessment, strategy paper findings, and screening methodology, approximately every other month through the end of 2019. In early 2020, Planning Area meetings with ACTAC members will be conducted on project prioritization. All

project solicitations will also be coordinated through ACTAC. Draft and Final plans will be brought through ACTAC.

### Public Outreach

As described in the needs assessment section, the 2020 CTP will build off of significant outreach that has been conducted as part of other planning efforts at the countywide level and that local jurisdictions conduct on a routine basis. Public outreach for the 2020 CTP will focus on soliciting feedback on project priorities and identifying gaps that should be further developed. The format of public outreach will include intercept surveys and focus groups in Communities of Concern and interactive workshops at select locations throughout the county in winter 2020. The outreach in Communities of Concern will occur as part of a separate, but connected planning effort, development of Community-Based Transportation Plans. This is further described at the end of the memo. Each in-person outreach will include a complementary virtual effort such as online surveys or virtual Town Hall events.

## **6. Plan Development**

The various components of the 2020 CTP effort will be synthesized into a single document. The plan will seek to articulate clear action plans that build off of the needs, strategies, and gaps identified during the plan development process, including 10-year priority initiatives for Alameda CTC and its partners. The action plans may include recommendations for development of large and small capital projects, programs (e.g., Safe Routes to Schools), operational strategies, and/or policies. The action plans will describe funding, advocacy, and partnerships that will be needed to implement the 10-year horizon.

### **Community-Based Transportation Plan Update**

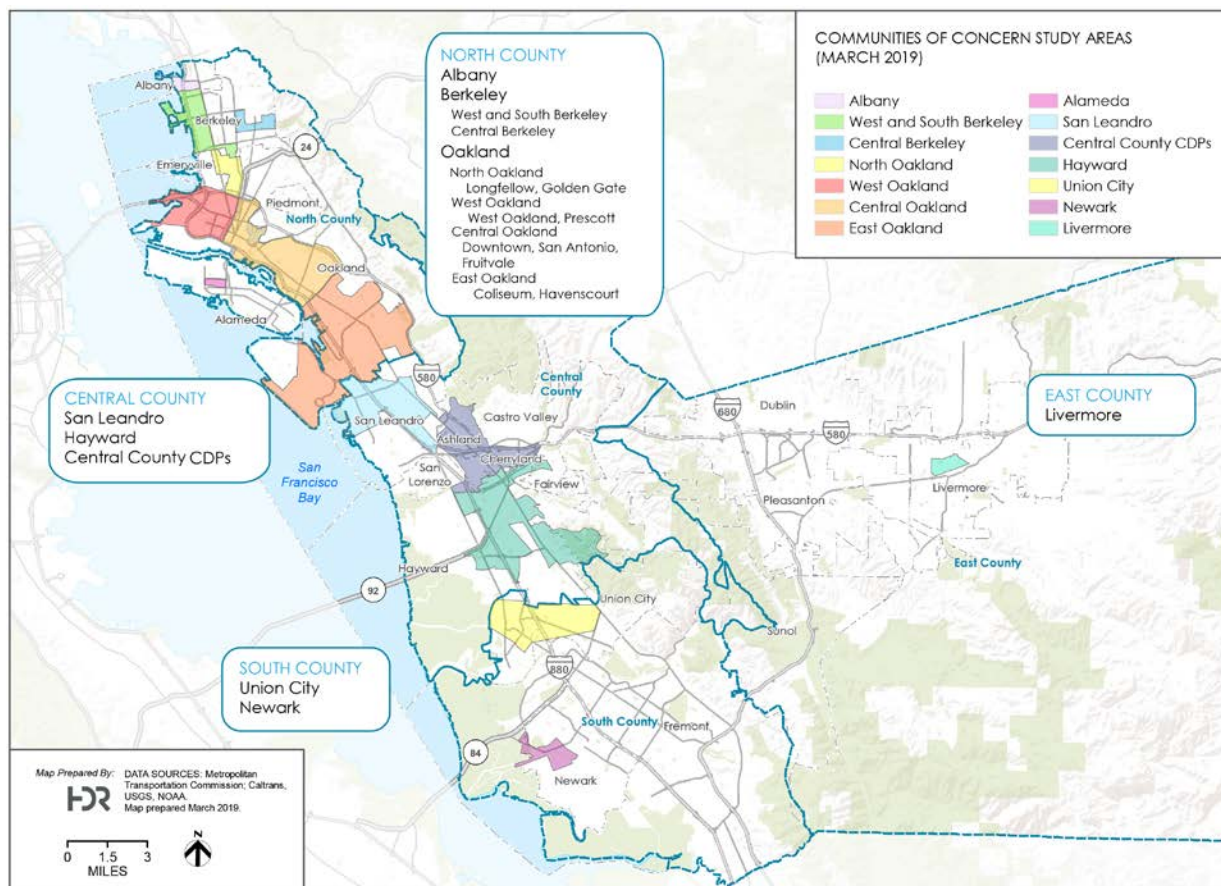
The Metropolitan Transportation Commission (MTC) launched the Community-Based Transportation Planning (CBTP) program in 2002. Its goal is twofold: to improve access and mobility for disadvantaged communities (for commute as well as non-commute trips), and engage residents and community organizations in conducting the analysis and shaping the recommendations. The last set of CBTPs for Alameda County were completed between 2004 and 2009.

In a parallel but related process to the 2020 CTP, staff intends to update Alameda County's CBTPs based on MTC's updated CBTP guidelines, which were adopted in January 2018. This effort will reflect MTC's most recent definition of Communities of Concern, which are shown on **Figure 3**. The CBTP effort will include public outreach in all CBTP areas, analysis of baseline conditions for these specific geographies and development of project priorities based on outreach and discussions with jurisdictions that have recently conducted extensive outreach and planning work within these communities. For example, the planning and prioritization work associated with Assembly Bill 617 in West Oakland<sup>4</sup> will be reflected in the CBTP. Needs and priority initiatives that are generated for the CBTP will be included as an element of the full 2020 CTP.

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<sup>4</sup> <http://www.baaqmd.gov/community-health/community-health-protection-program/west-oakland-community-action-plan>

Figure 3. Communities of Concern CBTP Study Areas

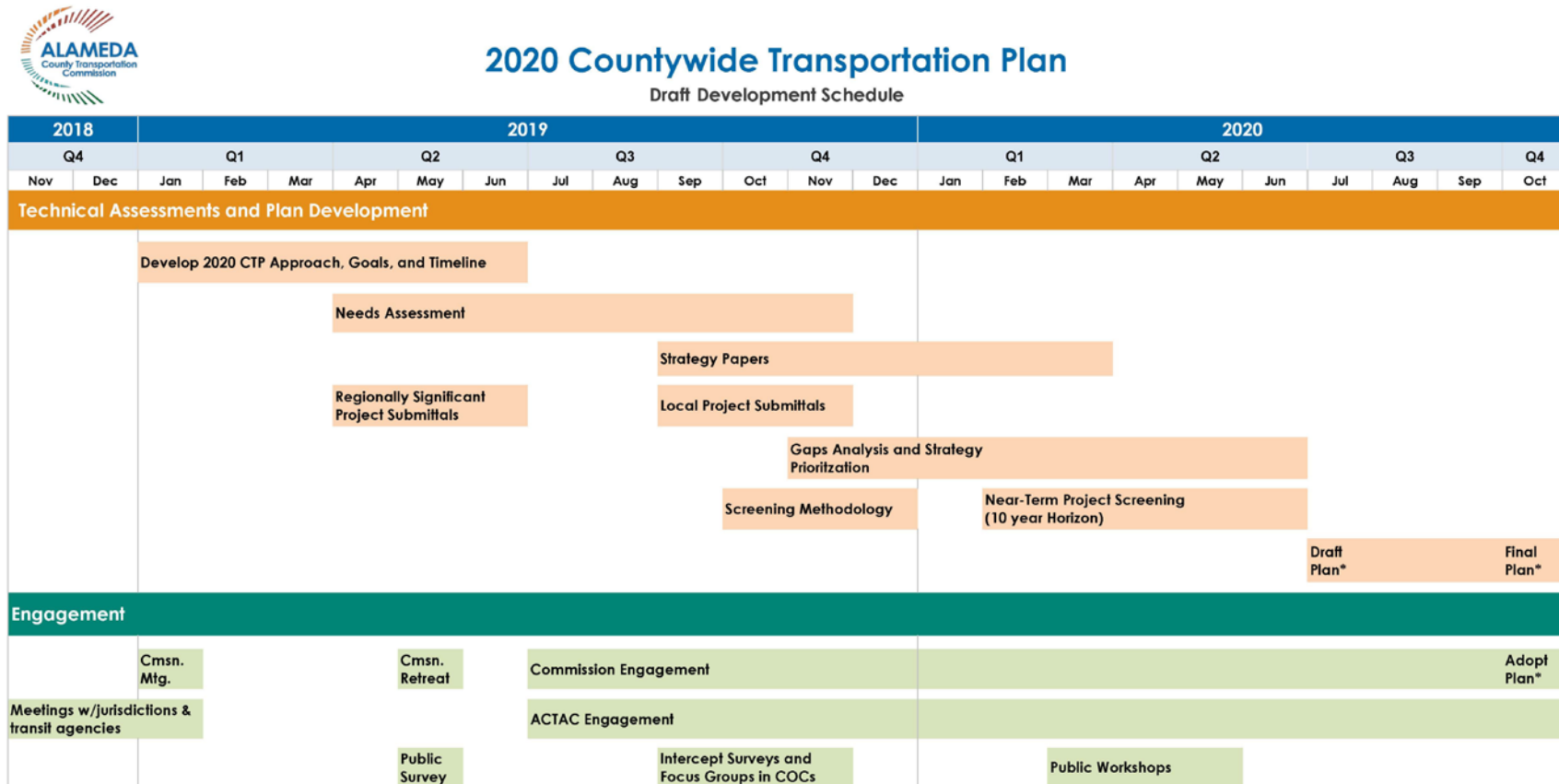


## 2020 CTP Schedule and Next Steps

Figure 4 presents the draft 2020 CTP Development Schedule. Work on the 2020 CTP began in November 2018 with meetings with each jurisdiction and transit agency and will continue through CTP adoption in July 2020. Starting this summer, staff will begin developing the needs assessment, strategy papers, and methodology for screening project submittals for near-term priorities. As described above and shown in the schedule below, engagement with ACTAC and the Commission will be on-going from July through plan adoption in fall 2020.

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

Figure 4. CTP Draft Development Schedule



\* Countywide Transportation Plan

Note: This schedule is high level and intended to provide an overview of departmental activities, and is subject to change.



# Memorandum

5.2

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**DATE:** July 1, 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 July 2019 legislative update provides information on federal and state legislative activities and recommendations on current legislation.

## Background

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

## **State Update**

Alameda CTC staff will provide a verbal update on state legislative activities as related to the Alameda CTC legislative platform.

## **Legislation**

The following includes a recommended bill position for Alameda CTC consideration.

[AB 664 \(Allen\)](#): Electronic toll and transit fare collection systems

- Summary: SB 664 clarifies the way that local transportation agencies who operate toll roads and toll bridges and administer electronic transit fare payment systems in California can use personally identifiable information (PII) while operating those toll facilities and systems. The bill preserves the prohibition against the sale or other disclosure of personal information that is not connected with the operation of toll facilities and transit fare payment systems while reaffirming that personal information can be used for the many day-to-day activities involved in the operation of a toll facility – such as managing accounts, collecting toll payments, communicating with customers, notifying drivers about scheduled maintenance or lane closures, and enforcing toll requirements. The proposed revisions to statute maintain and strengthen the protection of personal information gathered as part of the operation of toll facilities. This bill also updates existing law to accommodate the increasing reliance by individuals on the internet to apply for and manage toll accounts, as well as the use of secure electronic file transfers by transportation agencies to process toll payments and enforce toll obligations against those who use toll facilities without paying the required tolls.
- Issue: Toll agencies across the state are currently the target of various lawsuits alleging that toll agencies are violating restrictions in current law related to sharing PII even though usage of such PII occurs in the normal course of doing business when operating a toll facility, including when:
  - communicating with the Department of Motor Vehicles to find appropriate contact information for violators
  - communicating with the Department of Motor Vehicles or Franchise Tax Board to collect unpaid tolls or penalties
  - using debt collectors or the court system to collect unpaid tolls or penalties
  - using contractors or sub-contractors to enforce toll policies and managing toll collection systems
  - including information about subscribing to a toll system in a violation notice



While existing law clearly authorizes the use of contractors to operate toll facilities and PII to be shared for enforcement and interoperability purposes, various statutes need to be clarified to reflect advances in technology and business practices with respect to how tolls are collected and administered.

- Recommendation: Alameda CTC's 2019 adopted legislative program supports 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. In addition, it includes supporting legislation that clarifies and enables effective toll processing, resolution of unpaid tolls, and interoperability. Staff recommends a support position on this bill.

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

**Attachment:**

- A. Alameda CTC 2019 Legislative Program

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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:

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*"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"> <li>• Oppose efforts to repeal transportation revenues streams enacted through SB1.</li> <li>• Support efforts that protect against transportation funding diversions.</li> <li>• Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures.</li> <li>• Support the implementation of more stable and equitable long-term funding sources for transportation.</li> <li>• Ensure fair share of sales tax allocations from new laws and regulations</li> <li>• Seek, acquire, accept and implement grants to advance project and program delivery.</li> </ul>
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> <li>• Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations.</li> <li>• Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs, including funding to expand the Affordable Student Transit Pass program.</li> <li>• Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.</li> <li>• Support efforts that streamline financing and delivery of transportation projects and programs.</li> <li>• Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.</li> <li>• Support statewide principles for federal surface transportation reauthorization and/or infrastructure bills that expand funding and delivery opportunities for Alameda County</li> </ul>
Project Delivery and Operations	Advance innovative project delivery	<ul style="list-style-type: none"> <li>• Support environmental streamlining and expedited project delivery, including contracting flexibility and innovative project delivery methods.</li> <li>• Support high-occupancy vehicle (HOV)/express lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation.</li> <li>• Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.</li> </ul>
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> <li>• Support efforts that reduce project and program implementation costs.</li> <li>• Support funding and policies to implement transportation projects that create jobs and economic growth, including for apprenticeships and workforces training programs.</li> </ul>
	Protect the efficiency of managed lanes	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Support legislation that clarifies and enables effective toll processing, resolution of unpaid tolls, and interoperability.</li> <li>• Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.</li> </ul>
	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> <li>• Support legislation that increases flexibility and reduces barriers for infrastructure improvements that link transportation, housing, and jobs.</li> </ul>

Issue	Priority	Strategy Concepts
Multimodal Transportation, Land Use and Safety		<ul style="list-style-type: none"> <li>Support local flexibility and decision-making regarding land-uses for transit oriented development (TOD) and priority development areas (PDAs).</li> <li>Support funding opportunities for TOD and PDA implementation, including transportation corridor investments that link PDAs.</li> </ul>
	Expand multimodal systems, shared mobility and safety	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>Support investments in active transportation, including for improved safety and Vision Zero strategies.</li> <li>Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education.</li> <li>Support parity in pre-tax fringe benefits for public transit, carpooling, and vanpooling and other modes with parking.</li> <li>Support legislation to modernize the Congestion Management Program, supporting the linkage between transportation, housing, and multi-modal performance monitoring</li> </ul>
Climate Change and Technology	Support climate change legislation and technologies to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> <li>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.</li> <li>Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions.</li> <li>Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.</li> <li>Support legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County, including data sharing that will enable long-term planning.</li> <li>Support the expansion of zero emissions vehicle charging stations.</li> <li>Support efforts that ensure Alameda County jurisdictions are eligible for state funding related to the definition of disadvantaged communities used in state screening tools.</li> </ul>
Goods Movement	Expand goods movement funding and policy development	<ul style="list-style-type: none"> <li>Support a multimodal goods movement system and efforts that enhance the economy, local communities, and the environment.</li> <li>Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy.</li> <li>Support legislation and efforts that improve the efficiency and connectivity of the goods movement system, including passenger rail connectivity.</li> <li>Ensure that Alameda County goods movement needs are included in and prioritized in regional, state and federal goods movement planning and funding processes.</li> <li>Support rewarding Self-Help Counties that directly fund goods movement infrastructure and programs.</li> <li>Leverage local funds to the maximum extent possible to implement goods movement investments in Alameda County through grants and partnerships.</li> </ul>
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> <li>Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional transportation problems and support governmental efficiencies and cost savings.</li> <li>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.</li> <li>Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.</li> </ul>