



Planning, Policy and Legislation Committee Meeting Agenda Monday, October 14, 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 September 9, 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 | 5 | I |

5. Regular Matters

- | | | |
|--|----|-----|
| 5.1. FASTER Bay Area Update | 11 | I/A |
| 5.2. Affordable Student Transit Pass Program Update | 31 | I |
| 5.3. 2020 Countywide Transportation Plan: Shared Mobility/Transportation Network Companies Overview | 35 | I |
| 5.4. Approve legislative positions and receive an update on federal, state, and local legislative activities | 45 | I/A |

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Monday, January 13, 2020

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 October 2019 through December 2019

Commission Chair

Supervisor Richard Valle, District 2

Commission Vice ChairMayor Pauline Cutter,
City of San Leandro**AC Transit**

Board Vice President Elsa Ortiz

Alameda CountySupervisor 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 OaklandCouncilmember 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
8:30 a.m.	Finance and Administration Committee (FAC)	November 18, 2019
9:30 a.m.	I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)	November 18, 2019 Cancelled
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	October 24, 2019 December 5, 2019

Advisory Committee Meetings

1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	November 7, 2019
5:30 p.m.	Independent Watchdog Committee (IWC)	November 18, 2019
5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	November 21, 2019
1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	November 25, 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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Planning, Policy and Legislation Committee Meeting Minutes Monday, September 9, 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 Bauters and Commissioner Valle.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approval of the July 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 Ortiz moved to approve the Consent calendar. Commissioner Carson seconded the motion. The motion passed with the following votes:

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

No: None

Abstain: None

Absent: Bauters, Valle

5. Regular Matters

5.1. I-580 Design Alternatives Assessment Update

Tess Lengyel introduced the item stating that the I-580 Design Alternatives Assessment (DAA) between I-238 and the Bay Bridge Toll Plaza is being jointly developed by the Metropolitan Transportation Commission (MTC) and Alameda CTC. Saravana Suthanthira provided an update on the DAA, specifically stakeholder coordination, status of existing conditions, and the purpose of the project. She provided a brief overview of the concepts and alternative analysis results. Kevin Chen, Assistant Director, Design and Project Delivery at MTC assisted with the presentation covering mainline improvement concepts, supplemental strategies, and next steps.

Commissioner Carson wanted to know if the majority of trips that end in Oakland are people who are working in the private or public sector. Ms. Suthanthira stated that this step in the assessment is to identify patterns but the data will be drilled down to include specifics as the assessment is developed and will be able to identify that information.

Commissioner Cutter wanted to ensure that staff is not thinking of bring semi/big rig trucks onto I-580. Ms. Lengyel stated that this is not included in the assessment.

Commissioner Cutter made comments suggesting that park and ride lots be used as a temporary solution and she wanted to ensure that social equity was considered as part of the design alternatives.

Commissioner Haggerty wanted to know if the assessment is focused primarily on North County. Ms. Lengyel stated that this particular assessment covers the North County portion of an overall four-segments I-580 approach.

Commissioner Halliday wanted to know if the term HOV and Express lanes are being used interchangeably throughout the presentation and wanted clarification on the social justice aspects of adding a fee-based express lane. Ms. Lengyel noted that there are no HOV or Express lanes in the corridor at this time and the near-term solutions for the project propose an HOV lane.

Commissioner Kaplan suggested that the study include commuters from North Bay driving into and through Alameda County.

There was a public comment on this item by Kelly Abreu regarding social and economic equity for the corridor.

This item is for information only.

5.2. Approve the Vision and Goals for the 2020 Countywide Transportation Plan

Kristen Villanueva recommended that the Commission approve the Vision and Goals for the 2020 Countywide Transportation Plan. She stated that at the 2020 CTP will have a 2050 horizon, be consistent with the regional transportation plan, Plan Bay Area 2050, and articulate a set of priority initiatives to address in a 10-year horizon. Ms. Villanueva's presentation covered comments on the plan from the Commission as well as the technical advisory committee as well as information on the revised vision statement, revised goals and community engagement.

Commissioner Haggerty stated that a goal or language should be added to address inter-regional traffic. Ms. Lengyel noted that staff will incorporate that when it is brought back to the Commission at the end of the month.

Commissioner Kaplan suggested that the list of projects should come to the Commission as early as possible so that it can be vetted early in the process. Staff confirmed that that will occur.

Commissioner Ortiz asked why was there not clear language connecting housing and transportation in goal number 4. Ms. Lengyel noted that the term sustainable development was added to connect not only housing but also jobs and staff would review the goal to wordsmith it to ensure it best represents the intention of the plan.

There was a public comment on this item by Kelly Abreu regarding housing development and road widening, as well as the vision and goals in Fremont.

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

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

5.3. Approve the 2019 Congestion Management Program and 2019 Conformity Findings

Tess Lengyel recommended that the Commission approve the 2019 Congestion Management Program and 2019 Conformity Findings. She provided a brief update on the program and the 2019 findings.

Commissioner Arreguin questioned if the recent changes in legislation meant that staff will update the findings to use Vehicle Miles Traveled (VMT) as opposed to LOS. Ms. Lengyel stated that there are currently two conflicting state laws, and therefore staff is currently using LOS as the standard as required by the CMA enabling legislation. She noted that once the legislation is reconciled the agency will moving to VMT.

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

Yes: Arreguin, Cutter, Halliday, Haggerty, Kaplan, Marchand, Mei, Ortiz
No: None
Abstain: None
Absent: Bauters, 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 noted that all bills that are still alive are moving forward in the legislative process. Ms. Lengyel concluded by stating that AB 1487 is going to be heard on the Senate floor later in the week.

Commissioner Arreguin wanted to know if SB 277 is still moving through the legislative process. Ms. Lengyel noted that the bill has been pulled into the Rules Committee for more discussion.

This item is for information only.

6. Committee Member Reports

There were no committee member reports.

7. Staff Reports

Art Dao gave the committee members an update on several meetings including the East 14th/Mission and San Pablo Avenue Transit Corridor project briefings, as well as other partner agency upcoming events. Amara Morrison, Legal Counsel from Wendel Rosen, provided an update on the Executive Director Recruitment Process.

8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: October 14, 2019 at 10:30 a.m.

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



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 7, 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.

Since the last update on September 9, 2019, the Alameda CTC reviewed one NOP. A response was submitted and is included as Attachment A.

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

Attachment:

- A. Response to the Notice of Preparation (NOP) of a Draft Environmental Impact Report for the California College of the Arts Redevelopment Project

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August 30, 2019

Rebecca Lind
Bureau of Planning
City of Oakland
250 Frank H. Ogawa, Suite 3315
Oakland, CA, 94612

SUBJECT: Response to the Notice of Preparation (NOP) of a Draft Environmental Impact Report for the California College of the Arts Redevelopment Project

Dear Ms. Lind:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) for the California College of the Arts Redevelopment Project. The project site is located in the Rockridge neighborhood the City of Oakland. The proposed project site is split into two separate development sites, both of which front Broadway, but are separated by Clifton Street. Parcel 1 is a 3.9-acre site located at 5200 Broadway and is bound by Broadway to the west, Clifton Street to the north, a multi-family apartment complex to the east, and the Rockridge Shopping Center access road to the south. Parcel 1 consists of the Oakland branch of the California College of the Arts campus. Parcel 2 is a 0.3-acre site consisting of a 100-bed dormitory, known as Clifton hall, located at 5276 Broadway. It is bound by Broadway to the west, Broadway Terrace to the north, a multi-family residential building and the Oakland Technical High School Upper Campus to the east, and Clifton Street to the south. The project site is approximately 0.6 miles south of Rockridge Bay Area Rapid Transit District (BART) Station, approximately 0.6 miles south of Highway 24, one mile north of Interstate 580, and 1.4 miles west of Highway 13.

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

Basis for Congestion Management Program (CMP) Review

- It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a transportation impact analysis of the project. For information on the CMP, please visit: <https://www.alamedactc.org/planning/congestion-management-program/>.

Use of Countywide Travel Demand Model

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

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

Impacts

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway network.
 - MTS roadway facilities in the project area include
 - In the City of Oakland, Claremont Avenue, Broadway, Grand Avenue, State Route 13, and State Route 24
 - In the City of Berkeley, Claremont Avenue
 - For the purposes of CMP Land Use Analysis, the Highway Capacity Manual 2010 freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts.
 - The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see Chapter 6 of the 2017 CMP for more information).
- The DEIR should address potential impacts of the project on Metropolitan Transportation System (MTS) transit operators.
 - MTS transit operators potentially affected by the project include: Bay Area Rapid Transit and AC Transit
 - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix J of the 2017 CMP document for more details.
- The DEIR should address potential impacts of the project to people biking and walking in and near the Project area, especially nearby roads included in the Countywide High-injury Network and major barriers identified in the Countywide Active Transportation Plan adopted in May 2019.
 - Impacts to consider on conditions for cyclists include effects of vehicle traffic on cyclist safety and performance, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2017 CMP document for more details.

Mitigation Measures

- Alameda CTC's policy regarding mitigation measures is that to be considered adequate they must be:
 - Adequate to sustain CMP roadway and transit service standards;
 - Fully funded; and
 - Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the Federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.
- The DEIR should discuss the adequacy of proposed mitigation measure according to the criteria above. In particular, the DEIR should detail when proposed roadway or transit route improvements

are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The DEIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.

- Jurisdictions are encouraged to discuss multimodal tradeoffs associated with mitigation measures that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify impacts to automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.
- The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Alameda CTC CMP Menu of TDM Measures and TDM Checklist may be useful during the review of the development proposal and analysis of TDM mitigation measures (See Appendices F and G of the 2017 CMP).

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'Saravana Suthanthira', with a long horizontal flourish extending to the right.

Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner

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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 7, 2019

TO: Planning, Policy and Legislation Committee

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

SUBJECT: Update and direction on potential regional transportation measure known as FASTER Bay Area

Recommendation

Receive an update on FASTER Bay Area, a potential November 2020 regional transportation measure to create a seamless Bay Area transit network, and provide feedback to staff on proposed project and program categories.

Summary

FASTER Bay Area, a coalition of Bay Area policy, government, business, transportation, and community leaders, is working throughout the Bay Area on development of a proposed November 2020 measure that could come before voters to fund major transportation investments. The proposal is aimed at transforming the current transportation system into a seamless transportation system that provides **F**reedom, **A**ffordability, **S**peed, **T**ransparency, **E**quity and **R**eliability (**FASTER**). FASTER was crafted on the principle that the Bay Area needs a large infusion of funding to achieve a seamless, reliable and easily accessible transit system. Attachment A includes a FASTER Bay Area fact sheet.

The goal of FASTER is to raise \$100 Billion in the first 40 years to develop a seamless a transit system. This investment would aim to provide more affordable transportation options, reduce climate pollution and improve access to jobs and increase economic opportunity Bay Area residents.

Background

In response to growing congestion and gridlock in the Bay Area, a coalition of organizations, primarily lead by the Bay Area Council, Silicon Valley Leadership Group and the San Francisco Bay Area Planning and Urban Research Association (SPUR), conducted surveys to understand what is important for Bay Area commuters regarding transportation improvements. These efforts were in part inspired by other agencies in the state and country that were able to raise significant revenues for mega transportation projects aimed at

transformative changes in transportation systems efficiencies. In particular, the FASTER Bay Area coalition cites both Los Angeles County and Seattle, Washington, as areas that were able to garner public support for mega transportation measure. In 2016, Los Angeles County passed Measure M to raise \$123 Billion in the first 40 years to invest in their transportation system; this measure does not have a sunset clause. In the same year, Seattle passed a transportation measure raising an estimated \$53 Billion for transportation investments.

In May 2019, the FASTER Bay Area coalition provided an overview of their proposed approach to developing a 2020 measure that could be before voters at the Alameda CTC Commission retreat. Since that time, the coalition has been conducting outreach to Bay Area transportation agencies to share information about their refined approach to developing the measure, while also gathering information about transportation needs across the region. During September and October, the FASTER Bay Area coalition has been engaged in an outreach process to all nine counties, seeking input from transit professionals, elected officials and stakeholders. On October 3, a transportation forum was held at the Alameda CTC offices. Attachment B includes the Powerpoint presentation presented by FASTER Bay Area at that meeting. The following is a summary of the FASTER Bay Area project and program development approach, potential funding source and timeline, as well as the relationship to Alameda CTC projects and programs.

FASTER Bay Area Transportation Overview

The FASTER Bay Area approach is to develop a Regional Rapid Transit Network to create a seamless transit system for rail, buses and ferries and supportive projects and programs linking into the Network. The approach includes both upgrading existing transit lines and funding new transit lines through a dedicated funding stream coupled with policy changes to expedite delivery.

At this time, FASTER Bay Area is focusing on a framework of four broad funding categories and has not developed or released a specific project list. The categories and estimated funding amounts are as follows:

- 1) FASTER Rapid Transit Network Build Out & Operations (\$60-80 billion investment): This category would focus on upgrading existing services of current transit systems and to expand and operate new lines based on ridership and cost-effectiveness, as well as create a new 9-county Rapid Bus Network to serve the region's current and proposed express lane/carpool lane network. Implementation is proposed to focus on dividing the region into commute sheds and guaranteeing minimum investments in those corridors while ensuring coverage throughout the Bay Area.
- 2) Connections to FASTER Rapid Transit Network (\$10-30 billion investment): This category focuses on developing dedicated lanes for local bus services that are connected to transit hubs and implementing connectivity through a complete network of bike and pedestrian facilities that connect to regional transit, jobs, schools and parks.
- 3) An Affordable and Seamless Network (\$12-15 billion investment). This category includes a combination of supporting means-based and student fares and establishing infrastructure and programs that support integrated fares and a seamless customer

experience. This category is intended to support workforce development and long-term integrated service planning and coordination to support a seamless transit system.

- 4) Employer-funded Congestion Reduction Programs (employer funded; no cost as part of FASTER): This category is expected to be funded by large employers to reduce congestion and increase public transit ridership by providing their workers, including low- and moderate-wage employees and contractors, more options to get to work other than driving alone, including transit subsidies and reimbursements for using the FASTER Rapid Transit Network.

FASTER Bay area proposes to develop minimum standards for the Network and a prioritization approach for Network investments. Attachment B includes some of their proposed approaches to standards and prioritization.

Regional Governance

Regional governance of the FASTER Bay Area program has not been defined nor approved by any agency, nor has the responsible agency been defined for the funding mechanism (described below), although MTC has been identified as a most probable agency. The MTC Commission is expected to receive briefings and presentations on the FASTER Bay Area approach in October for the first time.

Potential FASTER Bay Area Funding Mechanism

Based upon the outcome of polling conducted by the Bay Area Council, FASTER Bay Area is proposed to be funded through a one cent region-wide sales tax to generate an estimated initial \$100 billion over 40 years to build the FASTER Bay Area Network. FASTER Bay Area notes both pros and cons for this funding mechanism as follows:

- Pros:
 - Use of proceeds are not restricted and straightforward tax that voters understand
 - The revenue is sufficient to fund a long-term strategic plan for capital improvements and operating budgets
 - Bay Area employers contribute significantly in sales tax, with more than 35 percent of sales tax paid by businesses (roughly \$550 million annually from this measure)
 - Sales taxes are not paid on three big expenses: housing, health care and groceries
- Cons:
 - Sales taxes are considered regressive by some tax experts who argue that that the tax incidence falls more on low-income individuals because those of lesser means generally spend a greater percentage of their income on taxable sales. To address this concern, FASTER Bay Area is proposing a low-income tax credit as part of the legislation that would authorize FASTER Bay Area

- Other sales taxes may go to the same ballot, though it is not clear what the effects might be of having a regional and countywide tax on the same ballot

An independent oversight body is proposed to be created to ensure project implementation and delivery and fiduciary responsibility and to report regularly on investments, by category, including on actual ridership and cost-effectiveness of projects.

Process and Timeline

FASTER Bay Area is currently being considered for a November 2020 ballot measure. The following is the FASTER Bay Area development schedule:

- Spring/Summer 2019: Meetings with stakeholders from transportation, environment, equity, business, labor and elected leaders to shape a draft framework
- Sept/Oct: Release Draft Framework with Proposed Funding Categories
 - Presentations to transportation agencies and meetings with elected leaders
 - Collect feedback from all Bay Area counties with public forums and a public survey
 - Based on input define a draft framework with funding categories
 - Initiate a Technical Advisory Group of county and regional transportation agencies and public transit operators
 - Present the draft framework at MTC Commission in October
- Nov/Dec: Develop Final FASTER Framework and Legislative Proposal
 - Continue presenting to transportation agencies and operators, and engaging with elected officials and stakeholders
 - Incorporate information from MTC's Plan Bay Area 2050 project and scenario evaluation (to be released in November)
 - Further refine proposed programs and recommend funding levels
 - Refine policies to ensure the system is integrated at a regional scale and to expedite project delivery
 - Finalize proposed revenue mechanism
 - Second presentation to MTC (anticipated)
- Jan 2020: Legislature considers FASTER proposal. Legislation would authorize a regional entity, potentially MTC, to request/require counties to place it on the ballot
- Spring/Summer 2020: Regional entity considers whether to place on the ballot
- November 2020: FASTER Bay Area measure on the ballot for voters' consideration

Relationship to Alameda CTC Projects and Programs

Alameda CTC has many projects and programs that directly support the funding framework of FASTER Bay Area, including projects in our voter approved transportation sales tax measures and the identified transformative projects the Commission submitted into MTC's Horizon Transformative Projects Call for Projects late last year. Alameda CTC has been invited to be a participant on the FASTER Bay Area Technical Advisory Committee, which according to the schedule, will commence meeting this month. Staff proposes to advance

the Transformative Projects submitted by the Commission to MTC last year and related capital projects in the 2014 TEP that support the framework. Staff seeks Commission feedback for staff to support as participants on the FASTER Bay Area TAC. The Transformative Projects categories and TEP capital projects related to the FASTER Bay Area Framework include the following:

- **Alameda County Rail Strategy:** The Alameda County Rail Strategy is a program of projects that would advance a more efficient and resilient freight and intercity rail system in Alameda County, including closing gaps in the rail system and improving passenger and freight efficiencies on shared rail corridors. This program supports expansion of passenger rail services in Southern Alameda County, including the Dumbarton Corridor, and infill stations, including Irvington BART station and others that support intermodal rail connections.
- **I-580 and I-680 Corridors Rail and Express Lanes:** The Project would implement passenger rail expansion and improvements in these corridors and a series of highway and express lane projects along the I-580 and I-680 corridors in Alameda County including complementary express bus services.
- **Alameda County Bus Rapid Network + Connected Vehicle Corridors:** The Project would create a Multimodal Connected Major Arterial Network in Alameda County through bus infrastructure; Connected Technology for Roadway infrastructure; Mobility Hubs and Electric vehicle infrastructure
- **Major Trails in Alameda County:** The proposed improvements include construction of three major trails, including closing gaps on the East Bay Greenway, Iron Horse Trail and Bay Trail, and implementation of a countywide connected trails network in all areas of the county.
- **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.
- **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.

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

Attachments:

- A. FASTER Bay Area Flyer
- B. FASTER Bay Area PowerPoint Presentation to October 3 Alameda County Transportation Forum

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FASTER Bay Area

A SEAMLESS TRANSPORTATION SYSTEM PROVIDING:
Freedom. **A**ffordability. **S**peed. **T**ransparency. **E**quity. **R**eliability.

In the Bay Area, our tight-knit communities are home to over seven million residents in nine counties and over 100 cities and towns. Despite our region's strong economy, our local transit network is outdated and falls short of the modern, world-class transportation system the Bay Area needs.

Unreliable Transit Networks Need Improvement

The Bay Area's transportation system was ahead of its time when it was first built, but improvements have not been made to keep services integrated over the past 50 years.

This leaves driving as the only option for many commuters — leading to congested roads and lives dominated by traffic. Bay Area residents should be able to travel across our region stress-free and without unpredictable travel times completely controlling our schedules. **We need a public transit network that is reliable, coordinated and easy-to-use.**





Building a Modern Transportation System

Today, a group of policy, government, business, transportation and community leaders is creating a plan to make the Bay Area's transportation system seamless, faster, reliable and predictable. Doing so can help provide more affordable transportation options, reduce climate pollution and improve access to jobs and economic opportunity for low- and middle-income residents. The types of strategies that will be evaluated for the measure include:

- ➔ Creating transit hubs around the region and connecting major cities by rail for frequent service and travel times of no more than 60 minutes between two points in the Bay Area's inner core
- ➔ Creating a modern transportation system that integrates traditional transit, cars and active transportation with the future of automated and connected vehicles
- ➔ Connecting rail around the Bay by linking and expanding BART, Caltrain, ACE, SMART, Amtrak and Capitol Corridor to make a fully integrated rail network
- ➔ Modernizing and repairing our current trains and buses to be faster, cleaner, safer and more reliable
- ➔ Building more public transit options in communities that are currently underserved
- ➔ Expanding rail, bus and ferry service networks to allow commuters to get out of their cars and connect local cities to regions outside the Bay Area, like Sacramento and the Central Valley
- ➔ Creating safe walking and biking paths to allow easier access to public transit
- ➔ Upgrading existing transit networks to reduce emissions and be more environmentally friendly

Creating a FASTER Bay Area

For more information about the plan to revolutionize transportation in the Bay Area, please contact info@FASTERBayArea.org.

A FASTER Bay Area

A seamless public transportation network

Freedom

Affordability

Speed

Transparency

Equity

Reliability



1

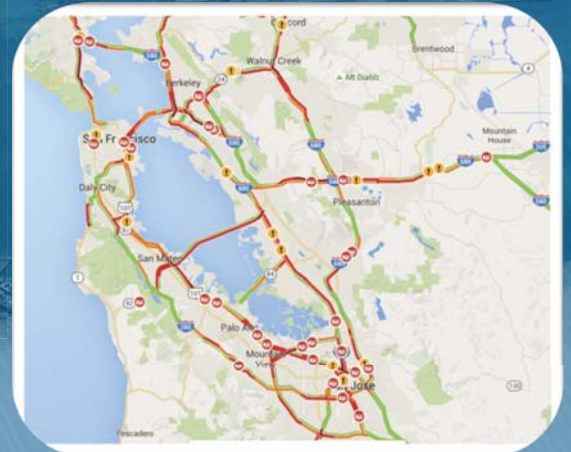
Bay Area congestion is worse than ever and won't improve without a plan and major investments.

Bay Area traffic delays are now second worst in the nation, crippling the Bay Area economy and degrading our quality of life.

In 2017, the average commuter **wasted** 103 hours in traffic delays -- the equivalent of 2.5 weeks of work.

In that same year, the Bay Area experienced over \$4 billion in lost productivity and burned an extra 95 million gallons of gas due to traffic delays.

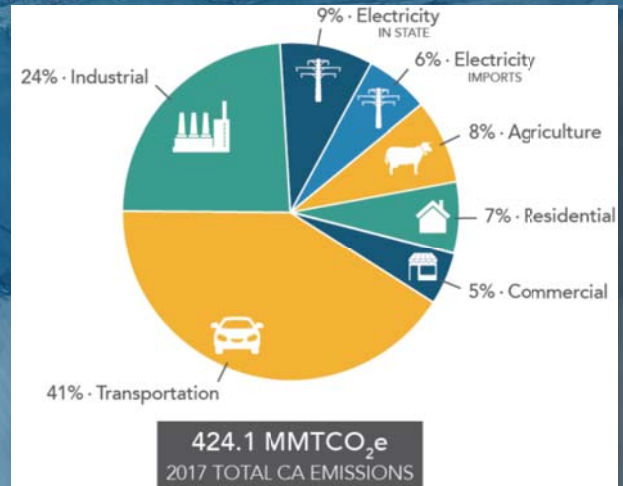
46% of respondents to a recent Bay Area Council poll stated they are considering leaving the region altogether.



Climate change poses an existential threat to our economy, health and quality of life.



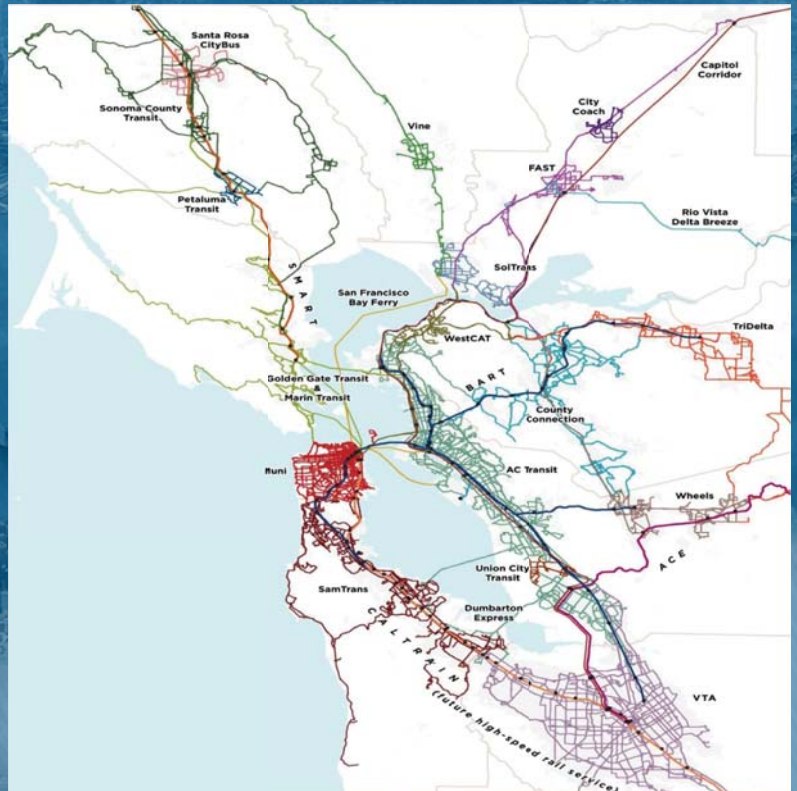
Transportation is the largest source of California's emissions (over 40%) and transportation emissions are still growing.



Public transportation could be a big part of the solution to all of these problems but our system evolved over time to include 27 different operators. It is **fragmented and confusing** and deters many people from riding.

Even worse, **public transit is not always frequent or reliable** as rail systems age and buses slow down in growing traffic congestion.

The result: too many commuters choose to drive instead of taking public transit, **making traffic and pollution even worse.**



In 2016, LA and Seattle voted for major investments to transform their transportation systems.

**VOTERS APPROVE
SOUND TRANSIT 3**

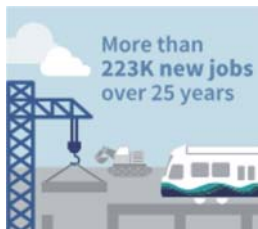


RIISING CONGESTION

**+800,000
people**



- Rigorous independent oversight
- Demanding internal cost and project controls



The Future is FASTER

Today, a group of Bay Area policy, government, business, transportation and community leaders is creating a plan to make the future FASTER.



FASTER will be the Bay Area's first Regional Rapid Transit Network, knitting together rails, buses and ferries.

The FASTER Regional Rapid Transit Network will be a **combination of upgraded existing transit lines and new transit lines.**

FASTER will be delivered through a combination of dedicated funding for **major transit investment and policy changes.**

FASTER is not a new operator, but **creates, connects and brands a Bay Area-wide Rapid Transit Network from existing operators** that enables a connected and coordinated journey.

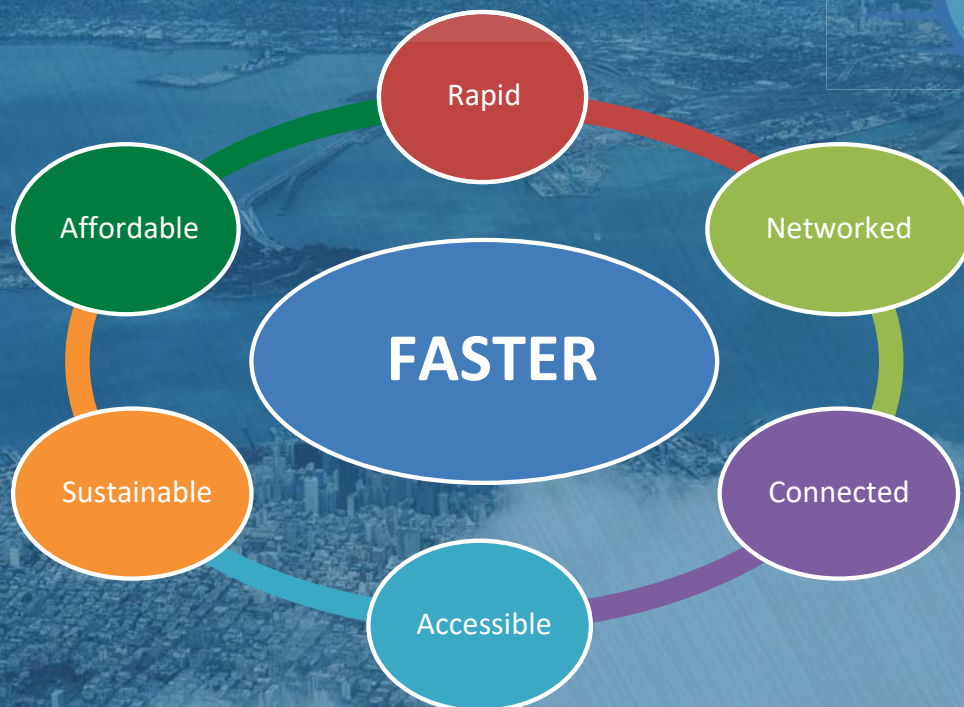
The Future is FASTER



With FASTER:

- It won't take you so long to get where you need to go
- You'll be free from schedules and waiting, from uncoordinated transfers and confusing fares
- You won't have to worry about missing a train or bus, as they will come frequently and be coordinated
- If you still choose to drive, there will be less congestion because of investments in FASTER

FASTER's Guiding Principles



The Future is FASTER



The need for a regional, seamless transit network is greater than ever. The FASTER framework that follows is based on over 200 meetings with:

- local governments and elected officials
- transportation and transit agencies
- transportation engineers and experts
- equity, environmental, labor and community groups

FASTER Bay Area wants you to weigh in on this too.

How do we get there?

Four Primary Categories of Funding Dedicated to Transit and Policy Change:

- 1: FASTER Rapid Transit Network Build Out & Operations
(\$60-80bn investment)
- 2: Connections to FASTER Rapid Transit Network
(\$10-30bn investment)
- 3: An Affordable and Seamless Network
(\$12-15bn investment)
- 4: Employer-funded Congestion Reduction Programs
(\$30b, no cost to FASTER)





1: FASTER Rapid Transit Network Build Out & Operations

- **Upgrade existing service** to FASTER standards (e.g., BART, Caltrain, SMART, Golden Gate, VTA, ferries), expand and operate new FASTER lines based on ridership and cost-effectiveness.
- **Create a new 9-county Rapid Bus Network** to run on the emerging express and carpool lane system. Fund hub stations and critical express lane gaps to ensure fast, reliable trips for commuters across the region.
- **Ensure FASTER serves the entire Bay Area**, by dividing region into significant commute sheds and guaranteeing minimum investments in those corridors.



2: Connections to FASTER Rapid Transit Network

Local Transit: Service is fully out of traffic in dedicated lanes or otherwise prioritized to be competitive with driving. Seamlessly connected to FASTER hub stations. Return to Source.

Local & Regional Active Transportation: Complete, connected bike, pedestrian networks, prioritized for connections to regional transit, jobs, schools and parks. Mostly Return to Source.

Regional Transportation Innovation: Take advantage of new and emerging technologies to increase access to the FASTER network.



3: An Affordable and Seamless Network

- Low-income sales tax credit
- Means-based & student fares
- Funding for integrated fares & seamless customer experience
- Funding for construction and operations workforce development
- A Project Delivery & Operations Excellence Center
- Long-term service planning and coordination to ensure the FASTER Network operates as a single, seamless system



Potential: Mandated Large Employer-funded Congestion Reduction Programs

\$30 Billion

Large employers reduce congestion and grow public transit ridership by providing their workers, including low- and moderate-wage employees and contractors, better options to get to work other than by driving alone including transit subsidies/reimbursements on the FASTER Rapid Transit Network.



Potential Min. Standards for FASTER Network Investments

- Rapid = frequencies of 12 minutes or less in most places. Investments need travel time faster than solo driving (during peaks).
- Networked = synched scheduling and short wait times; shared hub stations; uniform fare system, FASTER branded wayfinding.
- Reliable = Out of traffic (or prioritized over it).
- Sustainable = Zero-emission by 2025, reduce driving (total vehicle miles travelled), sea level rise-ready.
- Fully Funded = Funding for transit operations, from FASTER and other known funds, is identified before funding for construction.
- Connects to growing dense and transit-oriented population centers, major transit-oriented job centers, and major transit-oriented education or healthcare institutions
- Adoption of best-practice on project delivery / operations excellence



Potential Policy Changes

Project Delivery Supercharging, including:

- Transit & express lane projects
- Procurement reform
- Reform of entitlements & approval processes
- Pooling construction expertise, resources and authorities

Regional Coordination, including:

- More coordinated transit planning and operations
- Seamlessly connected and operated express lanes and FASTER Network

Employer Congestion Reduction Investments

Low-Income Sales Tax Credit (LISTC)



Proposed Funding Mechanism

Based on our research, the One Cent Sales Tax generated substantial funding, has the flexibility to fund operations, is politically viable, and is a funding source that has historically garnered broad support for transportation investments in the Bay Area.

It is expected to generate \$100.6 billion over 40 years.



Proposed Funding Mechanism

Pros:

- Use of proceeds are not restricted and straightforward tax that voters understand
- The revenue is sufficient to fund a long-term strategic plan for capital improvements and operating budgets
- Bay Area employers contribute significantly in sales tax, with more than 35 percent of sales tax paid by businesses (roughly \$550 million annually from this measure)
- Sales taxes are not paid on three big expenses: housing, health care and groceries

Cons:

- Regressive
- Other sales taxes may go to the same ballot, though it is not clear what the impact would be



Sales Tax Mitigation Options

To address regressive nature of sales tax revenue source and encourage business participation in the solution, FASTER Bay Area is exploring the following options:

Low income tax rebate program

Means based transit discounts

Traffic Demand Management (TDM): Employer funded and executed programs to reduce car commutes and incentivize public transit, including for low- and middle-income workers and contractors.



Potential Oversight Mechanisms:



Independent oversight body created to rigorously check on implementation and project delivery, finance, etc.

Annual reports on investments, by category, including on actual ridership and cost-effectiveness of projects.



Process and Next Steps



Process and Timeline

Spring/Summer 2019: Over 200 meetings with stakeholders from transportation, environment, equity, business, labor and elected leaders to shape a draft framework

Sept/Oct: Release Draft Framework with Proposed Funding Categories

- Presentations to transportation agencies and meetings with elected leaders
- Collect feedback from all Bay Area counties with public forums and a public survey
- Based on input define a draft framework with funding categories
- Initiate a Technical Advisory Group of county and regional transportation agencies and public transit operators
- Present the draft framework at MTC Commission on October 23

Process and Timeline



Nov/Dec: Develop Final FASTER Framework and Legislative Proposal

- Continue presenting to transportation agencies and operators, and engaging with elected officials and stakeholders
- Incorporate information from MTC's Plan Bay Area 2050 project and scenario evaluation (to be released in November)
- Further refine proposed programs and recommend funding levels
- Refine policies to ensure the system is integrated at a regional scale and to expedite project delivery
- Finalize proposed revenue mechanism
- Second presentation to MTC (anticipated)

Jan 2020: Legislature considers FASTER proposal. Legislation would authorize a regional entity, likely MTC, to place it on the ballot

Spring/Summer 2020: Regional Entity considers whether to place on the ballot

November 2020: Voters in the nine Bay Area counties vote for transformational change to our regional transit system.

Join Us!



Do you have ideas or want to support this effort?

Learn more and take our survey at www.FASTERBayArea.org

Contact us at Info@FASTERBayArea.org

Thank you!



Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 7, 2019

TO: Planning, Policy and Legislation Committee

FROM: Kate Lefkowitz, Associate Transportation Planner

SUBJECT: Receive an update on Affordable Student Transit Pass Program Phase 1 Expansion

Recommendation

Receive an update on the Affordable Student Transit Pass Program (STPP) Phase 1 Expansion implementation. This is an information item.

Summary

In 2016, Alameda CTC initiated the first year of a three-year STPP. As a result of the effective implementation and evaluation of the STPP, in December 2018, the Alameda CTC approved the continuation and expansion of the program for five years beyond the pilot period, including Phase 1 of the STPP for the 2019/2020 school year. Future phases will be implemented based upon close monitoring of implementation of Phase 1, which tripled the pilot program size.

This memorandum provides an update on the STPP Phase 1 Expansion implementation for the 2019/2020 school year.

Background

The Alameda CTC undertook the development, implementation, and evaluation of an STPP as identified in the 2014 Transportation Expenditure Plan (TEP) and funded by Measure BB.

The STPP pilot program goals included:

- Reduce barriers to transportation access to and from schools
- Improve transportation options for middle and high school students in Alameda County
- Build support for transit in Alameda County
- Develop effective three-year pilot programs
- Create a basis for a countywide student transit pass program (funding permitting).

The three year pilot provided transit passes to students in selected schools in each of Alameda County's planning areas for use on AC Transit, LAVTA Wheels, Union City Transit, and BART. In the spring of 2016, the Commission approved a framework for evaluating the pilot program including 18 qualitative and quantitative metrics, a site selection framework, a shortlist of schools for the pilot period, and the design for Year One of the pilot. Since then, with Commission approval, Alameda CTC has successfully implemented and evaluated Years One, Two and Three of the pilot.

As a result of the effective implementation and evaluation of the 3-year pilot, the Alameda CTC Commission approved continuation and expansion of the program beyond the pilot period, which ended July 31, 2019.

The STPP implementation framework approved by the Commission in December 2018, includes a phased expansion to all school districts in the county over the next five years. The overall principles that guide STPP expansion within school districts in Alameda County include the following:

- Maintain financial need as a key criteria for expansion
- Continue the program in all currently participating schools
- Focus on students at schools with transit service
- Perform district-based expansion
- Phase expansion over time

The STPP plans to incorporate all qualifying middle and high schools with transit service in Alameda County within the next five years. At the end of the phased expansion, over 150 schools and approximately 85,000 students will have access to the program.

Expansion of Phase 1

Based on lessons learned from the pilot program, staff recommended a largely Means-based/Free program except for school districts in which a very high percentage of students are eligible for Free and Reduced-Price Meals (FRPM), which is determined based on household income. For initial phases, districts where 75% or more of students overall are eligible for FRPM qualify for a Free/Universal program, while all other districts qualify for a Means-based/Free program.

The program transitioned to youth Clipper cards during Phase 1 (standard adult Clipper cards were used during the pilot due to limitations of the Clipper system and pass products that were readily available to get the program up and running quickly). This card transition was a major undertaking and required a new STPP youth Clipper card application as well as close coordination with partner transit agencies and Clipper to ensure processes were in place to begin card creation by August 2019.

The STPP Phase 1 provides free youth Clipper cards to eligible middle and high school students which can be used for unlimited free bus rides on AC Transit, Union City Transit, or LAVTA Wheels, as well as a 50 percent discount on BART trips and youth discounts on other transit systems. Once a student receives his/her STPP youth Clipper card it will be active for the next five years (as long as he/she is still a student in one of the participating STPP schools). Students that receive STPP youth Clipper cards for the 2019/2020 school year will not need to reapply next year.

Beginning in March 2019, Alameda CTC staff, along with our transit agency partners met with eleven school districts across the county to provide an overview of the STPP and begin work on implementing the program in the schools for fall 2019/2020. Table 1 shows the eleven school districts that are participating in the program.

AC Transit and LAVTA have entered into contracts with the 11 school districts (as shown in Table 1). Alameda CTC has entered into contracts with transit agency partners, including AC Transit, LAVTA and Union City. AC Transit is able to upload Union City passes when they create the Clipper cards for New Haven Unified School District (USD), which minimizes the administrative burden, so no contract was necessary between New Haven USD and Union City Transit.

Table 1 Phase I STPP Participating School Districts

Planning Area	School District	Model	# Qualifying Schools	All vs. Subset	Eligible Students
Phase 1					
North/ Central	Alameda Co. Office of Ed.	Free/Universal	5	All	204
North	Alameda USD	Means-Based/Free	1	Subset	26
North	Emery USD	Free/Universal	2	All	743
North	Oakland USD	Free/Universal	15	Subset	7,537
Central	Hayward USD	Means-Based/Free	9	All non-charter	5,216
Central	San Leandro USD	Means-Based/Free	4	All	2,978
South	Fremont USD	Means-Based/Free	2	Subset	806
South	New Haven USD	Means-Based/Free	5	All	3,379
South	Newark USD	Means-Based/Free	4	All	1,435
East	Livermore USD	Free/Universal	9	All	8,026
East	Pleasanton USD	Means-Based/Free	6	All	775
Grand Total	11 Districts		62		31,134

A total of 62 schools in eleven school districts are currently participating in the Phase I expansion of the STPP during the 2019/20 school year. The expansion has tripled the number of participating schools, and significantly increased the number of schools added in one year (Pilot year 1 was 9, Year 2 was 15, Year 3 was 21 schools). During the three year pilot, six schools were added per year. The first year of STPP Phase I expansion added 41 schools as of August 2019.

The STPP includes all middle and high schools in most districts, and a subset of schools in Alameda Unified School District (AUSD), Fremont Unified School District (FUSD), and Oakland Unified School District (OUSD).

Out of the 11 school districts participating in the STPP, four are Free/Universal and seven are Free/Means Based.

In most districts, as approved by the Commission in December 2018, the STPP follows a means-based model where low-income students are eligible for a free bus pass on a Clipper Card. In a select few districts which have very high FRPM (>75%), the STPP follows a free/universal model where all students are eligible for a free pass (Oakland USD, Emeryville USD, and Alameda Co. Office of Education). In addition, Livermore Valley Joint USD is also under a free/universal model because it is the lowest income district in the Tri-Valley.

Current Status of STPP Phase 1 Expansion Implementation

To successfully implement the STPP, school site administrators (school staff) have been identified at each school site to help promote the STPP to students, families, and staff via available channels within the designated school. To date, a school site administrator has been identified in 61 of the 62 schools. School site administrators are often teachers and administrative staff at the respective schools and are key in collecting applications and distributing youth Clipper cards to students. Site administrators have various school related duties and administering the STPP is one of the many responsibilities they have. Alameda CTC staff, AC Transit, LAVTA and Union City Transit coordinate closely with school site administrators to ensure the program is implemented effectively and STPP protocols are met at each school. All three transit agency partners have been instrumental in the robust launch of the STPP Phase 1. Staff would like to recognize the hard work from transit agency partners that went into the implementation of the program for the 2019/2020 school year.

Current Phase 1 Participation

To date, 9,689 Youth Clipper applications have been verified and collected from eligible students across the county. Applications have been received from every district and sixty out of the sixty-two schools. STPP applications are actively being submitted on a weekly basis from site administrators throughout participating districts in the county.

Staff is currently developing the expansion plan for Phase 2 of the STPP which is guided by the program's expansion principles indicated on page 2 of this memo. In February 2020, staff will provide an update to PPLC on a recommended Phase 2 expansion plan and present findings from the STPP three year evaluation report.

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

DATE: October 7, 2019

TO: Planning, Policy and Legislation Committee

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

SUBJECT: 2020 Countywide Transportation Plan: Shared Mobility/Transportation Network Companies Overview

Recommendation

Receive an overview of shared mobility services, including current trends and effects of shared mobility services on overall travel, as well as current regulatory actions. This is an information item.

Summary

As part of the 2020 Countywide Transportation Plan (CTP), staff will bring key transportation topics to the Commission for discussion purposes. These topics reflect emerging transportation issues for which policies and strategies may be further explored and recommended in the CTP. The first of these topics is on shared mobility, with a focus on transportation network companies (TNCs) and shared bikes and scooters.

This memo presents a summary of current research on use trends and observations of the effects of shared mobility options on larger travel outcomes such as congestion and transit ridership. This memo also provides an overview of actions related to establishing regulations for shared mobility providers. The memo summarizes work done by many researchers across academia, consultancies, and planning agencies to provide a high-level review of findings to date across the country. It is important to note that the shared mobility ecosystem is continuously evolving so our understanding of the effects of these services will also be changing over time.

Background

The Shared-Use Mobility Center¹ distinguishes shared services as those that are “shared among users, either concurrently or one after another.” These services have been around for about 10 years, with a rapid increase in dock-less “micromobility” systems of bikes and scooters deployed in cities since early 2017. This memo focuses on TNCs, bike share, and scooter share. Within the Bay Area, the mix of companies providing these services is frequently changing. Table 1 presents a list of common companies in operation as adapted from an inventory taken by the San Francisco County Transportation Authority (SFCTA).² While there are only two major TNCs operating in the Bay Area (Uber and Lyft), there are slightly more companies providing bike share service and many competing companies for scooter share.

Table 1. Shared Mobility Companies Operating in the Bay Area

Shared Mobility Service	Companies in Bay Area
Ride-sourcing/Ride-hailing/Transportation Network Company (TNC)	Uber, Lyft
Bike share/E-Bike	Ford GoBike, HOPR, JUMP, LimeBike, Lyft
E-Scooter/Shared Scooter	Bird, JUMP, Lime, Lyft, Scoot, Skip, Spin

Services that provide carpool matching are not included in this memo. Staff notes that carpool matching services like Scoop and Waze Carpool are not in the same category as Uber and Lyft because the drivers in the carpool are not compensated by a fare and they are sharing the same destination as the passenger, thereby not creating additional vehicle impacts on parking or congestion.

What do we currently know about TNC use?

Understanding trip patterns and characteristics of shared mobility services like Uber and Lyft has been limited due to their strict stance on data sharing and lack of data-sharing regulation. In response, researchers have utilized surveys of travelers as the primary method for assessing use trends. In a handful of instances, Uber and Lyft have released their trip data for researchers and consultants to analyze. Lastly, in SFCTA's *TNCs Today* data collection effort, which was presented in detail to the Commission's Transit Committee in September 2017, researchers developed a novel approach to directly collecting the trip data through an outside source.

From these various data collection efforts over the last 5 years, there are a few key patterns starting to emerge regarding use trends for TNCs. Overall, TNCs are most often used in the urban areas of a region and for short trips for social purposes. The one exception is for airport

¹ The Shared-Use Mobility Center is a non-profit, public-interest organization that is promoting knowledge-share for shared mobility services, supporting pilot programs and conducting new research.

² <https://www.sfcta.org/policies/emerging-mobility>

trips that are both longer distance and occurring outside of the urban core. TNCs are typically not used for daily commute purpose or for trips that occur on a regular basis.³

Based on a recent analysis of Uber and Lyft trip data in the country's largest regions such as San Francisco, Los Angeles, and Chicago, Fehr & Peers has determined that as a share of overall travel in these regions, TNC trips contribute a small share of vehicle-miles travelled (VMT). The share of travel is higher in the core county of these regions and higher still in the core of the core county. For example, the share of VMT within the core of San Francisco, which is the northeast quadrant of the city, is estimated to be approximately 13% of total VMT. Within the nine-county SF Bay Area, 3% of total VMT is estimated to be associated with TNC trips.⁴

A key policy question involves the interplay of TNCs and public transit. Research on trip substitutions, or how a trip would have been made if TNCs were not an option, is still very limited. One survey done by researchers at UC Davis within the same regions as the Fehr & Peers study and including New York City, found that between 49% and 61% of TNC trips either would not have been made at all or would have been made walking, biking, or on transit.⁵ This suggests more vehicles are on the road with TNCs than without and that some of the new TNC trips could be leading to decreasing transit ridership. This same study, however, found that TNC use increased use of commuter rail, suggesting a complementary relationship in providing first/last mile service to rail. More information on the emerging trends around transit ridership is discussed in the next section.

The effects on transportation for older adults and people with disabilities is one of complementary services. City-based programs have relied on traditional taxi services to provide same-day transportation for these populations. Within Alameda County, many city-based programs are beginning to integrate TNCs as an on-demand option that is able to provide more flexible service. Table 2 presents the eight current TNC pilots within Alameda County that are primarily for older adults and people with disabilities with the exception of the Go Dublin! Pilot, which is for everyone. More discussion on the TNC Access for All Act (SB1376), which was approved in 2018, is included below.

Table 2. City-Based TNC Pilots for Older Adults and People with Disabilities in Alameda County

Jurisdiction	Program Components	Program Status
City of Albany	<ul style="list-style-type: none">Same day, on demandParticipants receive a 75% reimbursement or up to \$25 per trip, up to \$200 per month	Active

³ Shared-Use Mobility Center, TCRP Report 195: Broadening Understanding of the Interplay Among Public Transit, Shared Mobility, and Personal Automobiles, 2018

⁴ Fehr & Peers analysis of Uber and Lyft data for September 2018 and released August 2019.

⁵ Clewlow, R.R. & Mishra, G.S. (2017). *Disruptive Transportation: The Adoption, Utilization, and Impacts of Ride-Hailing in the United States*. Institute of Transportation Studies, University of California, Davis, Research Report UCD-ITS-RR-17-07

Jurisdiction	Program Components	Program Status
City of Emeryville	<ul style="list-style-type: none"> • Same day, on demand • Participants receive a 90% reimbursement up to \$80 per quarter • Separate from Taxi Reimbursement program 	Active; incorporated into program in FY 18-19
City of Fremont City of Newark City of Union City	<ul style="list-style-type: none"> • Subsidized curb-to-curb rides through Lyft • Fares structure in a similar manner to current taxi program 	In progress
City of Hayward City of San Leandro	<ul style="list-style-type: none"> • Curb-to-curb • Do not need a smartphone • Partner with non-profit Life Elder Care • Lyft Concierge and Uber Health 	Active; launched in January 2019
WHEELS Go Dublin!	<ul style="list-style-type: none"> • Same day, on demand • Pays half of fare for trips that start and end in Dublin using rideshare option 	Active

What do we currently know about the effects of TNCs and transit ridership?

Results on the relationship between TNC use and transit ridership are limited and mixed. Over the last few years, transit ridership has been declining across the country, which has coincided with the timeframe associated with an acceleration in TNC use. The UC Davis survey (Clewlow and Mishra) suggests that at least a portion of new TNC trips would have been taken by transit. This same study and others have found a positive relationship between TNC use and commuter rail use, suggesting a complementary first/last mile relationship.

To shed light on this discussion, MTC is currently evaluating the potential causes of transit ridership declines in the Bay Area, among which TNCs may be a factor. So far, the MTC study has found ridership increases along strong commuter routes such as to downtown San Francisco and ridership declines on nights and weekends and on routes not servicing high density downtowns. They also note that housing affordability has affected the location choices of lower income residents who traditionally were living in transit-oriented communities. The study will not be able to definitively prove if TNCs are causing declines in transit ridership but it's beginning to suggest that there are areas that will continue to be strong transit markets in spite of TNC access (e.g. commuter trunk routes) and areas that could continue to be negatively influenced by strong TNC activity during nights and weekends. Findings and recommendations from this study are anticipated to be released late 2019 or early 2020.

What do we currently know about bike share and scooter share?

Shared mobility in the form of bike share has been implemented across cities for the past decade. These systems started in partnership with local municipalities and were implemented as docked systems with stations under a clear regulatory framework. Since the beginning of 2017, however, private companies have deployed dock-less bike and scooter systems on public rights of way after little or no coordination with city officials. According to the National Association of City Transportation Officials (NACTO), the number of trips taken on shared "micromobility" services doubled in one year to 84 million trips nationwide in 2018, which was also the first year that shared scooters were available. In that first year, 38.5 million

scooter trips were taken. The majority of the remaining shared mobility trips were from station-based bike share. In the Bay Area, the significant expansion of Ford GoBike led to 260% increase in ridership.⁶

Given the relatively new arrivals of bike share and scooter share, there is less known about where these trips are happening and their effects on travel behavior compared to TNCs. Generally, these services still reflect the same market areas as TNCs: concentrated in core urban areas and used for short trips that are more occasional in nature. Riders have tended to use station-based bike share during traditional commute hours whereas scooter share use is more evenly seen throughout the day and during social hours of Fridays and weekends.⁷

What are the impacts to cities and what is being done?

Despite the low share of overall VMT caused by TNCs, research by SFCTA has found that TNCs contributed significantly to the increase in congestion between 2010 and 2016 within San Francisco.⁸ This corresponds with the findings from the UC Davis survey that TNC use is creating more vehicle trips from people switching from non-auto modes or taking a trip they otherwise would not have taken. An additional impact relates to physical space. TNCs and shared mobility services compete for scarce public space within city's rights of way – roadways, sidewalks, curbs. Furthermore, motorized bikes and scooters add complexity to roadways already experiencing safety issues for walking, biking, and driving, in addition to creating competition for sidewalks, especially for parking bikes and scooters.

The current regulatory framework for TNCs involves imposing taxes and fees typically at the state or city level on the companies and trips and imposing requirements to ensure everyone has equal access to this service, particularly for people with disabilities. As the regulator of TNC companies in California, the California Public Utilities Commission (CPUC) can impose fees on TNCs. The CPUC assesses an annual fee and a fee as a share of the TNC's gross statewide revenues. Outside of California, a handful of cities around the country are going one step further and have begun to impose fees and/or taxes on the trips of TNC providers.⁹ No jurisdictions in California have imposed fees and/or taxes but the City of San Francisco will vote on November 5, 2019 whether or not to approve what is referred to as a congestion mitigation tax on TNC trips. Attachment A includes more information on taxes and fees across the U.S. with links to the relevant ordinances.

In September 2018, the California State Legislature passed Senate Bill 1376 (Hill): Disability Access to Transportation Network Companies, also known as the TNC Access for All Act. This legislation requires TNCs to provide services that are accessible to persons with disabilities through their online-enabled applications, with a primary focus on users that require a wheelchair accessible vehicle (WAV) and imposes a per-trip fee with the intention of creating an on-demand WAV program. Many of the implementation details are currently being developed but the per-trip fee went into effect in July 2019. CPUC is required to

⁶ All values sources from the NACTO assessment of trip data: <https://nacto.org/shared-micromobility-2018/>

⁷ <https://nacto.org/shared-micromobility-2018/>

⁸ <https://www.sfcta.org/projects/tncs-and-congestion>

⁹ Eno Center for Transportation. Eno Brief: Taxing New Mobility Services: What's Right? What's Next? July 18, 2018

administer this program. More information on this legislation and requirements is included in Attachment B.

Cities across the country are starting to establish regulatory frameworks for dock-less micromobility. Within Alameda County, the City of Oakland started a scooter permit program in July 2019 and as recently as August, the City of Fremont launched a shared active transportation program. In January 2019, the City of Berkeley started a shared electric scooter pilot. For cities interested in developing regulation for dock-less systems, NACTO released Version 2 of their [Guidelines for Regulating Shared Micromobility](#) in September 2019. Topics include general terms and conditions for the agreement, permit fees, data sharing protocol, requirements on fleet size, relocation frequency, maintenance, parking and distribution throughout a city.

Conclusion and Next Steps

The information in this memo provides an overview of the current understanding of the use and effects of shared mobility on travelers and cities, which will naturally be in flux as the systems mature and companies continue to iterate with local governments. Given this on-going uncertainty, staff will continue to monitor the latest research and incorporate best practices into our planning initiatives and capital projects scoping. The 2020 CTP will include strategies for taking advantage of the new mobility provided by these services while ensuring they advance broader public benefits.

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

Attachments:

- A. Overview of Fees and Taxes for TNCs in U.S. Cities
- B. Overview of California Senate Bill 1376 (Hill): TNC Access for All Act

Attachment A – Overview of Fees and Taxes for TNCs in U.S. Cities

This attachment provides a list of cities across the country that have passed bills or imposed fees on TNCs over the past five years. The relevant ordinances are hyper-linked in the city names.

[Chicago, IL](#)

In 2015, the City of Chicago became the first jurisdiction to collect a per-ride surcharge and establish an ordinance (Title 9, Section 115) to license and regulate the TNC industry. Most of the \$0.72 per-ride fee goes into the city's general fund, \$0.15 is used to fund transit (including the Chicago Transit Authority), and \$0.10 goes to the city's Accessibility Fund that incentivizes conversion of taxis and TNC vehicles to serve customers using wheelchairs.¹⁰

[Portland, OR](#)

The City of Portland, Oregon, requires Taxi and TNC companies to collect a \$0.50 surcharge per pickup charge on TNCs and Taxis. Revenue is used to fund the following programs/services:

- Program expenses, including administration and enforcement
- Accessible service needs (subsidies / incentives: is the centralized dispatch for WAV taxi only)
- Driver education

Additionally, Portland City Council authorized the Portland Bureau of Transportation (PBOT) to create an Accessible Services Fund in 2016 from rider and permit fees.

[New York, NY](#)

Ride-hailing services and taxis are charged per ride if they drive in Manhattan. Surcharges include \$2.75 per ride for Uber and Lyft, \$2.50 per trip for a medallion taxicab and \$0.75 per pool trip. Surcharges are required to be charged to passengers. The new fees aim to mitigate congestion and help fund subway repair and improvements, providing an expected \$400 million per year going forward for the MTA.

[New Orleans, LA](#)

New Orleans City Council adopted Ordinance Calendar No. 30,617 which facilitates collection of an annual permit fee from TNC companies (not the driver) of \$15,000, as well as \$0.50 cents per trip originating in Orleans Parish to be paid each quarter.

[San Francisco, CA](#)

On November 5, 2019, residents of the City of San Francisco will vote on Measure D: Traffic Congestion Mitigation Tax. Based on state legislation sponsored by Assemblyman Phil Ting, D- San Francisco (AB1184), the congestion tax will apply a 3.25 percent tax on net rider fares for individual trips associated with travel within City of San Francisco and a 1.5 percent tax on

¹⁰ City of Chicago TNP License Fact Sheet 2018

shared trips with origins in San Francisco. If approved by voters, the tax would take effect in January 2020.

Seattle, WA

The City of Seattle passed ordinance 124524 in 2014 that imposed a fee of \$0.10 per ride for all trips originating in Seattle, revenue for which goes to the Department of Finance and Administrative Services. This ordinance was amended in 2016 ([Director's Rule CPU-10-2016](#)) increasing the fee to \$0.12 per trip. Today, TNCs must also collect a \$0.10 per trip surcharge for the Wheelchair Accessible Services Fund ([Director's Rule CPU-11-2016](#)). Seattle is considering raising this fee to \$0.75 to help pay for transit.

Attachment B – Overview of California Senate Bill 1376 (Hill): TNC Access for All Act

In order to increase accessibility of TNCs for people with disabilities, the California State Legislature passed Senate Bill 1376 (Hill): Disability Access to Transportation Network Companies, also known as the TNC Access for All Act, in September 2018. The CPUC is required to implement SB 1376 as part of its regulatory authority of TNCs.

This legislation went into effect on January 1, 2019, and requires TNCs such as Uber and Lyft to provide services that are accessible to persons with disabilities through their online-enabled applications, with a primary focus on users that require a wheelchair accessible vehicle (WAV).

SB 1376 requires CPUC to implement the following regulations¹¹:

- Conduct public workshops with stakeholders throughout the state to gather input on key components of the program
- Impose per-trip “Access Fund” fee (at a minimum \$0.05 for each trip completed) on “TNC trips” that originate in “geographic areas” selected by CPUC to facilitate on-demand WAV service beginning July 1, 2019
- Requires TNCs and “access providers” to demonstrate presence/availability of WAVs and improved response times as a result of fee money expenditures and report data on trips requested/fulfilled, response times, etc.
- Establish geographic areas based on the demand for WAVs within the area (as identified during required workshops) to be funded by the funds collected in the Access Fund.
- Establish TNC Investment Offsets.
 - Allows for TNCs to offset the Access Fund payments by demonstrating “the presence and availability of WAVs on its online-enabled application or platform improved level of service, including reasonable response times, due to those investments for WAV service compared to the previous quarter, efforts undertaken to publicize and promote available WAV services to disability communities, and a full accounting of funds.”
- Establish Exemptions.
 - Allows TNCs to be exempt from paying the fee in a geographic area if, after the Commission adopts a “designated level of WAV service that is required to be met,” the TNC meets the set standard.
- Distribute Access Funds
 - Establishes a process access providers to submit applications to receive funds from the Access Fund any time after April 1, 2020.
- Develop Reporting Requirements
- Establish Intervenor Compensation
- Address Additional TNC Accessibility Issues
- Report to the Legislature by January 1, 2024 on the implementation of the program.

¹¹ Assigned Commissioner’s Scoping Memo and Ruling, California Public Utilities Commission Proceeding: R1902012

Current Status

Since the bill went into effect, CPUC has been conducting workshops with key stakeholders. These include disability advocates, transit agencies, the paratransit coordinating council, as well as with Uber and Lyft.

As of May 25, 2019 the following SB 1376 policies have been decided upon and implemented:

- A "TNC Access for All Fund" (Access Fund)
 - TNCs must charge customers a per-trip "Access for All Fee" of \$0.10 per-trip for TNC trips that originate in a designated geographic area. This fee started in July 2019.
- Designated Geographic Area(s).
 - The CPUC Commission decided that each county in California will be a designated geographic area.

Currently, PUC is currently conducting public workshops to solicit stakeholder input on the following policies related to the implementation of SB 1376 through the first quarter of 2020:

- Establish TNC Investment Offsets
- Establish Exemptions
- Distribute Access Funds



Memorandum

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1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 7, 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 policy positions and receive an update on federal, state, and local legislative activities.

Summary

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

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 2019 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's federal lobbying firm provided the following summary of the recent federal ruling affecting California's waiver for the Clean Air Act.

On September 27, 2019, The U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation National Highway Traffic Safety Administration (NHTSA) have jointly published a final rule entitled, "[The Safer Affordable Fuel-Efficient \(SAFE\) Vehicles Rule Part One: One National Program](#)." The rule takes two specific actions: (1) announces the EPA's decision to withdraw California's *Clean Air Act* waiver, and (2) finalizes NHTSA's regulatory text implementing its statutory authority to set nationally applicable fuel economy standards. This joint action is effective November 26, 2019.

These two actions were originally proposed in the "SAFE Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks," which many local governments and other stakeholders submitted official commentary on and have been following since the rule was introduced last August. It is important to note that the 2018 SAFE Vehicles Rule also proposed new and amended greenhouse gas (GHG) and Corporate Fuel Economy (CAFE) standards for model year 2021 to 2026 light duty vehicles. This rule does not touch upon those proposed and amended standards, however the agencies anticipate issuing a final rule on standards proposed "in the near future."

This final rule includes the agencies' responses to themes that emerged in the several hundred thousand public comments received during the comment period for the 2018 SAFE Vehicles Rule. The agencies address concerns about environmental, industry, and other impacts both nationally and specifically in the State of California. The agencies claim most of the comments were focused on the proposed changes to the GHG and CAFE standards, instead of the waiver withdrawal.

The agencies note the federal authority to set "one national program," and they site Congress's intent throughout the rule. For example, they note, "Congress's intent to provide for uniform national fuel economy standards is frustrated when State and local actors regulate in this area." Section I of the rule details how NHTSA considered the views of States and local governments in setting national fuel economy standards. They assert that NHTSA considers the views of these levels of governments, like all other stakeholders, but that the *Energy Policy and Conservation Act* (EPCA) "does not permit States or local governments to act as co-regulators with NHTSA in the process of setting fuel economy standards." NHTSA addresses comments that urged the agencies to work "cooperatively" with the State of California, which we know was publicly supported by the auto industries who were worried about an uncertain regulatory landscape. In response, in part, NHTSA says that while they strive for a collaborative regulatory approach, "California is not permitted by Federal law to have its own separate laws or regulations relating to fuel economy

standards." Finally, the agencies explain why this rule will not have a public comment period. They argue the rule does not make changes to regulatory text pursuant to the *Clean Air Act*, but instead is meant to maintain the "integrity of the corporate average fuel economy program" and federal compliance regime. Since this rule does not touch on the emissions standard component of the 2018 SAFE Vehicles Rule, which is forthcoming as a separate and distinct rule, the agencies argue there is no need for a comment period as "it does not have any effect on either agency's standards."

The impact of this ruling could be significant in California and affect Alameda CTC's project delivery efforts. Our partners at CALCOG estimate nearly 2,000 projects — totaling over \$130 billion of infrastructure investment in the state — may be delayed in the months ahead as a result of this ruling. Alameda CTC has sent an opposition letter to the USDOT, NHTSA and EPA on this ruling due to its effect on project delivery.

State Update

Alameda CTC staff will provide an update on state activities at the Commission meeting reflecting the final actions on bills Alameda CTC has supported or opposed during the first year of this two-year session. Attachment A includes a summary of bills with Alameda CTC bill positions and their status.

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

Bills: Governor Newsom has until October 13th to sort through the 723 bills sitting on his desk. The Legislature finished their work at approximately 3:00 a.m. on Saturday September 14th.

Climate Resiliency Executive Order: In September, prior to departing for Climate Week in New York, Governor Newsom issued a wide-ranging executive order making climate resiliency and GHG reductions a priority for state investments. The executive order contains broad declarations on spending and investing funds in the following areas:

- **Transportation Systems:** Directs CalSTA to align transportation spending, programming and mitigation with the state's climate goals to achieve the objectives of the state's Climate Change Scoping Plan, where feasible. The executive order also specifies the following actions on transportation:
 - Reduce VMTs by directing discretionary transportation funds to support housing production near jobs.
 - Reduce congestion through innovative strategies that encourage people to shift from cars to other modes.
 - Fund transportation options that contribute to overall health and GHG reductions, such as transit, walking, and biking.

- Mitigate increases in transportation costs for lower income individuals.
- **State Investments:** Directs the Department of Finance to create a Climate Investment Framework to measure and manage climate risk across the state's investment portfolio, with the goal of driving investment toward carbon-neutral and climate resilient technologies. The State's investment portfolio includes over \$700 billion through CalPERS, CalSTRs, and the University of California Retirement System.
- **State Assets and Operations:** Directs DGS to identify opportunities to lower emissions and mitigate climate risk from the state's owned and leased assets, primarily buildings and vehicles, and to implement sustainable purchasing policies across state agencies that prioritize the purchase of environmentally preferable goods, consistent with state climate policies.
- **Vehicles and Electric Vehicle Infrastructure:** Directs CARB to push automakers to produce even more clean vehicles, and to find ways for more Californians to purchase these vehicles on the new and used markets. Also, directs CARB to strengthen existing or adopt new regulations to achieve greenhouse gas reductions within the transportation sector.

It is not yet clear when or how these orders will be implemented in the state.

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

Attachment:

- A. Status of Bills with Alameda CTC Positions

Attachment A: Alameda CTC Bill Positions Bill Status

Bills	Subject	Position
Two-Year Bills		
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)	Would require the Department of Housing and Community Development, upon appropriation by the	Alameda CTC - Support

Housing: transportation-related impact fees grant program.	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 defined, by the local jurisdiction.	
<u>AB 1226</u> <u>(Holden D)</u> 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
<u>AB 1350</u> <u>(Gonzalez D)</u> 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> <u>(Levine D)</u> 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> <u>(Friedman D)</u> 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

<p><u>ACA 1</u> <u>(Aguiar-Curry D)</u> Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>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. 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>Alameda CTC - Support</p>
<p><u>SB 664 (Allen)</u></p>	<p>This bill 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.</p>	<p>Alameda CTC - Support</p>
<p><u>SB 50</u> <u>(Wiener D)</u> Planning and zoning: housing development: incentives.</p>	<p>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.</p>	<p>Alameda CTC – Watch position, and provided comments on legislative language via a letter</p>
<p><u>Bills Approved by the Legislature and Governor Action</u></p>		
<p><u>AB 252</u> <u>(Daly D)</u> Department of Transportation: environmental review process: federal program.</p>	<p>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, until January 1, 2020, provides that the State of California consents to the jurisdiction of the federal</p>	<p>Alameda CTC – Support Signed into law</p>

	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.	
<u>AB 1486</u> (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 Enrolled to the Governor
<u>AB 1487</u> (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 and would state that the entity's purpose is to increase affordable housing in the San Francisco Bay Area 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 – Support and seek amendments Enrolled to the Governor
<u>SB 5</u> (Beall D) Affordable Housing and Community Development Investment Program.	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.	Alameda CTC - Support if Amended Enrolled to the Governor

<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>Enrolled to the Governor</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 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.</p>	<p>Alameda CTC – Support</p> <p>Enrolled to the Governor</p>
<p><u>SB 137</u> (Dodd D) Federal transportation funds: state exchange programs.</p>	<p>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</p>	<p>Alameda CTC - Support and Seek Amendments</p> <p>Enrolled to the Governor</p>

	transportation funds that are allocated as local assistance to be exchanged for Road Maintenance and Rehabilitation Program funds appropriated to the department.	
<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 Enrolled to the Governor
<u>SB 328</u> <u>(Portantino D)</u> Pupil attendance: school start time.	This bill 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 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.	Alameda CTC – Oppose Enrolled to the Governor