



Planning, Policy and Legislation Committee Meeting Agenda Monday, May 10, 2021, 11:30 a.m.

Due to the statewide stay at home order and the Alameda County Shelter in Place Order, and pursuant to the Executive Order issued by Governor Gavin Newsom (Executive Order N-29-20), the Commission will not be convening at its Commission Room but will instead move to a remote meeting.

Members of the public wishing to submit a public comment may do so by emailing the Clerk of the Commission at vee@alamedactc.org by 5:00 p.m. the day before the scheduled meeting. Submitted comments will be read aloud to the Commission and those listening telephonically or electronically; if the comments are more than three minutes in length the comments will be summarized. Members of the public may also make comments during the meeting by using Zoom's "Raise Hand" feature on their phone, tablet or other device during the relevant agenda item, and waiting to be recognized by the Chair. If calling into the meeting from a telephone, you can use "Star (*) 9" to raise/ lower your hand. Comments will generally be limited to three minutes in length, or as specified by the Chair.

Committee Chair:	Elsa Ortiz, AC Transit	Executive Director:	Tess Lengyel
Vice Chair:	Barbara Halliday, City of Hayward	Staff Liaison:	Carolyn Clevenger
Members:	Keith Carson, Wilma Chan, Lori Droste, Marilyn Ezzy Ashcraft, Melissa Hernandez, Rebecca Kaplan, Rochelle Nason	Clerk of the Commission:	Vanessa Lee
Ex-Officio:	Pauline Russo Cutter, John Bauters		

Location Information:

Virtual Meeting Information: <https://zoom.us/j/96362636411?pwd=NTRRbldhTm5XSnlBZEhsMjBSWGhTd09>
Webinar ID: 963 6263 6411
Password: 461150

For Public Access Dial-in Information: **(669) 900-6833**
Webinar ID: 963 6263 6411
Password: 461150

To request accommodation or assistance to participate in this meeting, please contact Vanessa Lee, the Clerk of the Commission, at least 48 hours prior to the meeting date at: vee@alamedactc.org

1. Call to Order

2. Roll Call

3. Public Comment

4. Consent Calendar

Page/Action

- | | | | |
|------|--|---|---|
| 4.1. | Approve April 12, 2021 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 | 7 | I |

5. Regular Matters

- | | | | |
|------|--|----|-----|
| 5.1. | Approve Release of a Request for Proposals (RFP) for the I-580 Sustainable Corridor Strategy | 9 | A |
| 5.2. | Federal, state, regional, and local legislative activities update | 15 | I/A |
| 5.3. | Alameda County Safe Routes to Schools Program Update and Approve Contract Amendments and Funding Allocation for the Safe Routes to Schools Program | 23 | A |
| 5.4. | Plan Bay Area 2050 Update | 29 | I |

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Monday, June 14, 2021

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, submit an email to the clerk or use the Raise Hand feature or if you are calling by telephone press *9 prior to or during the Public Comment section of the agenda. Generally public comments will be limited to 3 minutes.
- 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.
- 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 Schedule of Upcoming Meetings May through June 2021

Commission Chair
Mayor Pauline Russo Cutter
City of San Leandro

Commission Vice Chair
Councilmember John Bauters
City of Emeryville

AC Transit
Board President Elsa Ortiz

Alameda County
Supervisor David Haubert, District 1
Supervisor Richard Valle, District 2
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
Councilmember Rochelle Nason

City of Berkeley
Councilmember Lori Droste

City of Dublin
Mayor Melissa Hernandez

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor Bob Woerner

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont
Councilmember Jen Cavanaugh

City of Pleasanton
Mayor Karla Brown

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	May 27, 2021 June 24, 2021
10:00 a.m.	Programs and Projects Committee (PPC)	June 14, 2021
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
1:00 p.m.	Alameda CTC Audit Committee	

Advisory Committee Meetings

5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	May 27, 2021
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	June 10, 2021
1:30 p.m.	Paratransit Advisory and Planning Committee	June 28, 2021

Due to the statewide stay at home order and the Alameda County Shelter in Place Order, and pursuant to the Executive Order issued by Governor Gavin Newsom (Executive Order N-29-20), the Commission will not be convening at its Commission Room but will instead move to a remote meeting.

Meeting materials, directions and parking information are all available on the [Alameda CTC website](http://www.AlamedaCTC.org). Meetings subject to change.

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1. Call to Order

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioners Chan, Ezzy Ashcraft, and Nason.

Commissioner Cox was present as the alternate for Commissioner Chan.
Commissioner McQuaid was present as the alternate for Commissioner Carson.
Commissioner Robinson was present as the alternate for Commissioner Droste.

Subsequent to roll call:

Commissioner Ezzy Ashcraft arrived during item 4. Commissioner Cox arrived during item 5.1. Commissioner Nason arrived during item 5.2.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve March 8, 2021, 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

4.3. Approve the Professional Services Agreement (A21-0025) with Nelson\Nygaard Consulting Associates for Paratransit Coordination Services

4.4. Approve Administrative Amendment to Alameda CTC Agreement (A16-0027) in Support of the Alameda CTC Affordable Student Transit Pass Program (STPP)

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

Yes: Bauters, Cutter, Ezzy Ashcraft, Halliday, Hernandez, Kaplan, McQuaid, Ortiz, Robinson

No: None

Abstain: None

Absent: Cox, Nason

Regular Matters

5.1. Affordable Student Transit Pass Program Update

Tess Lengyel noted that the Affordable Student Transit Pass Program (STPP) is funded by Alameda CTC in partnership with Alameda County transit operators. She stated that this presentation is an update on how the agency will move forward with the program in the coming year, and in particular recognizing the impact that COVID-19 has had on Alameda CTC's transit partners. She expressed commitment to making sure that this program is in alignment with the ability of the transit operators to provide services. Ms. Lengyel introduced Kate Lefkowitz who is managing this program to provide an update.

Ms. Lefkowitz noted that this is an update on the STPP 2019-2020 evaluation report, program implementation for the current 2020-2021 school year, and STPP program plans for fall 2021. Given the uncertainties for school districts in Alameda County during the COVID-19 pandemic, the STPP has been actively working with schools to support students and families, modify program offerings, and proactively prepare for the evolving developments of the school year. The program now serves 14 school districts and 84 schools within Alameda County. Key programmatic changes that have been implemented due to COVID-19 impacts include the transition to an online application for the STPP. Ms. Lefkowitz noted that as a result of significant COVID-19 impacts on school districts and transit agencies in Alameda County, the STPP team recommends continuing the program as previously approved and not expanding further in fall 2021. The STPP team will continue to implement the Commission-approved program and look to expand to the remaining ~56 eligible schools in the county by the 2023-2024 school year. An update on any future expansions would come before the Commission in 2022.

Commissioner Ezzy Ashcraft commented on how vaccinations are expanding to youth and that this will have a positive impact on students to not only allow them to return to in-person classes but also to ride public transit.

Commissioner Ezzy Ashcraft commented that the City of Alameda is using their Direct Local Distribution Paratransit monies to fund free bus passes for seniors and people in low-income housing. She suggested expanding the program countywide to seniors and people with disabilities.

Commissioner Hernandez asked staff to clarify if the City of Dublin students will not receive the STPP passes until 2023. Ms. Lefkowitz stated that the Dublin Unified School District was approved for inclusion in 2020; however, because of the challenges of COVID-19, they were not able to implement the program in the current school year.

Commissioner Hernandez asked if the Dublin USD did not do the proper paperwork for the program to start. Ms. Lefkowitz stated that due to staff constraints and challenges with COVID-19 they were not able to implement the program at that time. Ms. Clevenger stated that staff is working with LAVTA and the school district to launch the program in Fall 2021.

Ms. Lengyel stated that Alameda CTC staff will continue to work closely with the school districts and the transit agency partners to monitor transit and schools as schools are transitioning to in-person learning.

Commissioner Ortiz stated that AC Transit is scheduled to restart its supplemental services to those schools that responded to their inquiries. She also noted that the bus capacity limit is currently 10 students per 44-foot bus.

5.2. Approve the State Transit Assistance (STA) County Block Grant Program Distribution Formula for Fiscal Years 2021-22 and 2022-23

Tess Lengyel stated that this item comes before the Commission every two years. Ms. Lengyel noted that the Commission adopted a programming methodology two years ago and today Alameda CTC is not recommending a change the methodology; however, the recommendation is to update the data used in the funding formula in order to be consistent with the most recent transit ridership and to

be consistent with the programming methodologies at the regional level. She introduced Vivek Bhat to provide a brief overview of the project.

Mr. Bhat recommended the Commission approve the State Transit Assistance (STA) Block Grant Program Distribution Formula for Fiscal Years 2021-22 and 2022-23. He provided a brief overview of this item and stated that traditionally, the Metropolitan Transportation Commission (MTC) has directed its share of STA to transit operators through various discretionary and formula-based programs. In FY2018-19 MTC changed the way it distributes a portion of its STA funding, directing it to the region's County Transportation Agencies through the STA County Block Grant Program. Mr. Bhat introduced Jacki Taylor to provide a detailed presentation on the item.

Ms. Taylor noted that the STA revenues are generated through a statewide tax on the sale of diesel fuel and the amount of the revenue can vary from year to year, based on fluctuations in diesel prices and purchasing. Ms. Taylor stated that transit agencies are the only eligible direct recipients of STA funds and eligible uses include both capital projects and operations. She provided an overview of the STA Program structure and revenues and Alameda CTC's STA Block Grant Program, which distributes funding in three categories: Small Operator Guarantee, Paratransit/Mobility Management, and Lifeline/Means-Based. Within the Lifeline category, the Commission reserved 50% of funds for the Affordable Student Transit Pass Program; this remains unchanged, but the funding distribution within the Lifeline sub-category has been updated to reflect operators' share of low-income ridership, based on the latest rider income survey data available from MTC. She presented the formula splits and total share of funds by operator and concluded with a Program schedule and a request for approval of this action item.

Commissioner Cutter moved to approve this item. Commissioner Ezzy Ashcraft seconded the motion. The motion passed with the following roll call votes:

Yes: Bauters, Cox, Cutter, Ezzy Ashcraft, Halliday, Hernandez, Kaplan, McQuaid, Nason, Ortiz
No: None
Abstain: None
Absent: Robinson

5.3. Federal, state, regional, and local legislative activities update

Tess Lengyel stated that staff will provide an update on the state activities and focus on several bill positions, followed by the federal update. Ms. Lengyel noted that Carolyn Clevenger and Maisha Everhart will provide the updates. Ms. Clevenger gave an overview on the Climate Action Plan for Transportation Infrastructure (CAPTI), which will influence future state transportation funding, including funding programs that are derived from Senate Bill (SB) 1 funds. She stated that this effort is led by the California State Transportation Agency (CalSTA). Ms. Clevenger noted that CAPTI is a statewide high-level policy document that is being developed by CalSTA to establish a framework detailing how the state can advance the Governor's executive orders related to climate change. The comment period was extended to May 19, 2021, with the final plan submitted to the governor and legislature this summer.

Maisha Everhart stated that staff is in the process of reviewing over 2,000 bills that were submitted and evaluating them to see if they are in alignment with Alameda CTC's Legislative Program. The following bills will support the Commission's goal of enhancing multimodal transportation and safety:

AB 43 (Friedman) - Support
AB 455 (Bonta) - Support and seek amendment

AB 550 (Chiu) - Support
AB 917 (Bloom) – Support
SB 18 (Skinner) - Support

Ms. Everhart also provided an update on federal activities and noted that President Biden released the American Jobs Plan, which calls for an 8-year, \$2.25 trillion spending bill.

Commissioner Cutter asked, regarding AB 455 is there a designation or timeframe in effect for the bus-only lanes or will they always be in effect. Ms. Everhart stated that a timeframe has not been established in the bill at this point.

Commissioner Cutter recommended that a timeframe is set to help increase support for the bill.

Commissioner Cutter asked about cameras in the bus-only lanes to capture illegal parking and usage of the lane. Ms. Everhart stated that forward-facing cameras would take pictures and the images will be shared with local law enforcement. Commissioner Ortiz commented that the City of San Leandro and AC Transit will discuss how this bill will be implemented if it is approved. Commissioner Ortiz noted that the cameras would only enforce parked or stopped vehicles, not moving vehicles.

Commissioner Halliday stated that she strongly supports AB 550 and AB 43 for safety reasons and she is pleased that these bills will provide better tools for local jurisdictions related to safety.

Commissioner Halliday stated that she is surprised that AB 629 by Chiu is not on the list for Support. Ms. Lengyel stated that Alameda CTC is following this bill and it will go through more amendments.

Commissioner Halliday stated that CAPTI's Guiding Principles are in opposition to a project discussed in the Multi-Modal Committee meeting and suggested that Alameda CTC document in their staff reports for projects if the project is using the Guiding Principles set by the agency and by the state.

Commissioner Bauters stated that he supports AB 917, Bus Cameras.

Commissioner Ezy Ashcraft moved to approve the support positions on all the bills. Commissioner Kaplan seconded the motion. The motion passed with the following roll call votes:

Yes: Bauters, Cox, Cutter, Ezy Ashcraft, Halliday, Hernandez, Kaplan,
McQuaid, Nason, Ortiz
No: None
Abstain: None
Absent: Robinson

5. Committee Member Reports

Commissioner Kaplan thanked everyone for supporting the bills as they make it easier for cities to act on speeding, and Oakland is endorsing these bills as well.

6. Staff Reports

Tess Lengyel noted that the California Energy Commission (CEC) approved initial funding for the hydrogen fuel grant that will support hydrogen fuel drayage trucks and a fueling station in Alameda County. Ms. Lengyel stated that the funding was \$4 million short of what was proposed and the agency is working with the CEC and CARB to close the funding gap.

Ms. Lengyel stated that on March 29, 2021, Alameda CTC held a Joint Paratransit Advisory and Planning Committee and Paratransit Technical Advisory Committee meeting that included presenters from the health department, ADA providers and city programs, and a representative from Vancouver British Columbia to talk about COVID response.

Ms. Lengyel noted that a Save-the-Date will be provided for the groundbreaking for the I-80 Gilman Interchange project. She noted that the groundbreaking will take place on May 20, 2021.

7. Adjournment/ Next Meeting

The next meeting is: May 10, 2021, at 11:30 a.m.

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Memorandum

4.2

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

DATE: May 3, 2021

TO: Planning, Policy and Legislation Committee

FROM: 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 April 11, 2021, Alameda CTC did not review any environmental documents.

Fiscal Impact: There is no fiscal impact. This is an information item only.

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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

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www.AlamedaCTC.org

DATE: May 3, 2021

TO: Planning, Policy and Legislation Committee

FROM: Cathleen Sullivan, Director of Planning and Policy
Kristen Villanueva, Principal Transportation Planner

SUBJECT: Approve Release of a Request for Proposals (RFP) for the I-580 Sustainable Corridor Strategy

Recommendation

It is recommended that the Commission approve the release of a Request for Proposals (RFP) for Professional Services for the I-580 Sustainable Corridor Strategy and authorize the Executive Director or designee to negotiate with the top ranked firm.

Summary

Interstate 580 (I-580) is one of Northern California's key transportation routes, carrying over 200,000 vehicles per day in its most heavily-used segments and providing an interregional freight connection between the Central Valley and industrial areas along I-880 and the Port of Oakland. In September of 2018, staff presented an informational item on a work program for the I-580 and I-680 corridors that described several planning and project development activities for each segment of I-580. The work plan included completion of an I-580 Design Alternatives Assessment with MTC on the northern segment of the corridor which was completed in 2019 and recommended the I-580 HOV lane extension and other bridge access improvements which are currently moving forward as part of the Bay Bridge Forward program. The work plan also recommended advancing planning for two gaps along the corridor along the Dublin Grade and Altamont Pass as subsequent steps. Since 2018, the region developed its next regional plan, Plan Bay Area 2050, the Alameda CTC Commission provided additional policy guidance to staff through development and adoption of the 2020 Countywide Transportation Plan (CTP), and the COVID-19 pandemic impacted travel patterns and behavior. This warrants a fresh look at the corridor via a more comprehensive strategy that focuses on reducing vehicle-miles travelled (VMT), improving safety and air quality, and advancing equity.

Staff seeks to release an RFP that solicits professional services for an I-580 Sustainable Corridor Strategy that will take a holistic look at serving existing and growing travel demand in the corridor, from the Bay Bridge to San Joaquin Valley. This Strategy will take broad policy guidance from the county, regional and state levels around pricing, equity, environment and

health and “ground truth” these policies along one of Alameda County’s core, heavily-travelled interstates.

The Strategy will focus on VMT-reducing strategies that can increase commute choices beyond the single-occupant vehicle as well as strategies that will improve safety, air quality, and equity. In acknowledgement of the key role that parallel arterials play in this travel corridor and the interactions between those streets and the freeway, the Strategy will also include consideration of key parallel arterials including exploration of multimodal safety and bus priority treatments. Finally, given the current uncertainty around commute travel, the I-580 Sustainable Corridor Strategy will also explore post-pandemic scenarios and commute possibilities and seek to understand where express bus, Park-n-Ride, vanpool, carpool and other travel demand management (TDM) strategies can be effective along the corridor.

It is recommended that the Commission approve release of an RFP for Professional Services for the I-580 Sustainable Corridor Strategy, which is a planning phase effort, and authorize the Executive Director, or designee, to negotiate with the top-ranked firm.

Background

The I-580 corridor in Alameda County is a significant corridor serving both inter-regional and inter-county commute trips, as well as trips within Alameda County. This corridor is part of the National Primary Highway Freight Network, connecting the Port of Oakland with agricultural producers and warehousing the Central Valley, and also serving as a key delivery corridor for Alameda County consumers and businesses. It is also a core Alameda County corridor, carrying significant intra-county flows, serving the Tri-Valley, central county area and north county. Alameda CTC has made significant investments and constructed improvements along I-580 over the past two decades including construction and operation of express lanes in the Tri-Valley.

In September 2018, staff presented a summary of planning and project development efforts [along I-580 and I-680](#) as part of a work program for the I-580 and I-680 corridors. For I-580, this included several efforts completed or underway at the time. Key efforts, including their current status, are:

- A managed lanes feasibility assessment from the Bay Bridge to I-238 called a “Design Alternatives Assessment” (completed by MTC in partnership with Alameda CTC and presented to the Commission in [September 2019](#)),
- A Project Study Report for the I-580/I-680 Interchange (completed in 2009),
- The I-580 Express Lanes implementation in the Tri-Valley and its After Study (presented to the Commission in [September 2018](#) and finalized for the [state legislature](#)),
- Project development of Valley Link (currently underway, led by the Tri-Valley – San Joaquin Valley Regional Rail Authority), and
- San Joaquin County I-205 Managed Lane Project (currently underway, led by [San Joaquin Council of Governments and Caltrans District 10](#))

The work program recommended advancing planning in subsequent years for two additional segments – the Dublin Grade (from I-238 to I-680) and Altamont Pass (from Greenville Road in Livermore to I-205 in San Joaquin County) – to ultimately create a connected network of managed lanes and supportive transit and TDM services.

The I-580 Design Alternatives Assessment (DAA) from the Bay Bridge to I-238 recommended extending the carpool lane from the Bay Bridge Toll Plaza to east of the I-980/SR-24 interchange in the near-term and converting a general-purpose lane to an express lane farther east to I-238 in the mid-term. This assessment noted that arterial transit improvements including express bus and park-and-ride lots should also be developed for the near-term. MTC has since incorporated the carpool lane extension near the Toll Plaza as part of the Bay Bridge Forward effort and the project is advancing through project development.

Since presentation of the 2018 work program and completion of the I-580 DAA in North County, there has been a significant evolution in policy at the state, regional and local levels, including a renewed focus on reducing VMT and greenhouse gas emissions and more robust consideration of equity and safety. These themes were strongly reflected in the 2020 CTP which sets policy priorities for Alameda County (Attachment A includes relevant CTP strategies related to this effort). This change in approach warrants a fresh look at the I-580 corridor. Additionally, the previous plans have not articulated details on how to create attractive, affordable, seamless multimodal connections that will truly spur the mode shift required to convert a general purpose lane and reduce vehicle miles traveled. There are large implementation gaps related to express bus service, TDM and integration with park-and-ride lots, and impacts and integration with parallel arterials.

The I-580 Sustainable Corridor Strategy is an opportunity to understand what is required to sustainably and equitably reduce VMT and improve safety and air quality. The strategy will ground policy recommendations in the tangible constraints, operations, and demand characteristics of the I-580 corridor in Alameda County, consider interactions with and issues on key parallel arterials, and begin to consider lasting pandemic-related effects on commuting in corridor planning.

I-580 Sustainable Corridor Strategy RFP

Following from the policy direction of the 2020 CTP and Plan Bay Area 2050, staff proposes to focus on mobility strategies that start from the joint premises of equitably reducing VMT and improving safety and air quality. Strategies will be developed and evaluated at the corridor level, from the Bay Bridge to San Joaquin County. Based on performance analysis, discussions with partner agencies, stakeholders and the public, and guidance from the Commission, those showing the most promise and having the most support will be further advanced with implementation plans/actions.

Based on a review of recent plans and discussions with jurisdictions and transit agencies along the corridor, the following strategies are likely to be considered, as well as additional viable ideas that arise from community and partner engagement:

- Express bus services deemed viable based on travel demand analysis, such as within Oakland, and/or between Central and East County to Oakland
- TDM programs, park-and-ride opportunities, and employer partnerships with the largest employment clusters along the corridor such as medical facilities in uptown Oakland and the Hacienda Business Park
- Corridor-based clean fueling opportunities, especially for heavy and medium-duty trucks
- Multimodal access to/from rail stations and integration with rail services (BART, Valley Link, and ACE)
- Multimodal arterial connections, impacts and integration, especially along MacArthur Blvd. and Castro Valley Blvd.
- Managed lanes and infrastructure for transit, vanpool, and carpool along I-580, as well as the role and equity of tolling these lanes

The scope of work will include a market assessment and deep look at demand generators along the corridor, strategy development and evaluation, and an implementation plan for the highest-performing strategies. A stakeholder and public engagement plan will be developed to ensure communities along the corridor are engaged in the planning work. Engagement will be conducted throughout and at key milestones, emphasizing outreach with the low-income and communities of color that live adjacent to I-580 in Oakland, San Leandro, and central Alameda County.

Staff anticipates releasing the RFP after Commission approval in summer 2021. Once the procurement is complete and a contract is executed, the I-580 Sustainable Corridor Strategy is anticipated to be an 18 to 24-month effort and the Strategy itself is anticipated to have a 10-15 year time horizon. The contract will be funded with local funds. As such, the Alameda CTC Local Business Contract Equity Program requirements applicable to such contracts will apply.

Fiscal Impact: Funding for the I-580 Sustainable Corridor Strategy contract will be included in Alameda CTC's annual proposed budget for Commission approval. The funding will be included in Alameda CTC's annual budget starting in FY 2021/2022.

Attachment:

- A. 2020 CTP Strategies that will be advanced through I-580 Sustainable Corridor Strategy

Attachment A

2020 CTP Strategies Advanced through I-580 Sustainable Corridor Strategy
Advance Equity
Safe Systems Approach
1. Modernize Interchanges for safer multimodal travel
Complete Corridors
2. Improve bus service frequency, reliability, quality and travel time
3. Coordinate with Caltrans for faster project advancement and innovation
Transit Accessibility and TDM
4. Use incentives to reduce drive-alone trips and VMT
5. Improve fare integration and explore affordable fare options
6. Expand first/last-mile options and improve access to major transit hubs
7. Explore innovative, agile solutions to supplement transit, e.g. in low density settings or to serve older adults; consider potential impacts of innovative strategies
Partnerships to Address Regional and Megaregional Issues
8. Create a continuous managed lane network
9. Provide express bus service and bus prioritization on freeways and approaches
New Mobility and an Automated, Low-Emission and Shared Future
10. Integrate regional and local TDM programs and utilize data, incentives and digital platforms to shift traveler behavior and reduce VMT
11. Establish a coordinated approach to promoting electrified and low-emission mobility for all modes, including goods movement (e.g. hydrogen fuel cell technologies, infrastructure for near-zero/zero-emission truck technology)
12. Use new mobility as a tool to promote equitable outcomes for Alameda County communities

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Memorandum

5.2

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

DATE: May 3, 2021

TO: Planning, Policy and Legislation Committee

FROM: Carolyn Clevenger, Deputy Executive Director of Planning and Policy
Maisha Everhart, Director of Government Affairs and Communications

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

Recommendation

This item is to provide the Commission with an update on federal, state, regional, and local legislative activities. Staff recommends the Commission approve positions on the bills, as detailed in Table 1.

Background

The Commission approved the 2021 Legislative Program in January 2021. The purpose of the legislative program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy.

Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative and policy updates. Attachment A is the Alameda CTC 2021 adopted Legislative Program.

Federal Update

In April, lawmakers started official discussions with the Administration focused on the path forward for a comprehensive infrastructure package. President Joseph Biden opened the negotiations in an Oval Office meeting with the bipartisan leaders of the Senate committees of jurisdiction that will have a role in the process. A group of Republican Senators released a counteroffer the \$2.25 trillion American Jobs Plan proposing \$568 billion over five years for core infrastructure, to be funded by user fees and repurposing unspent COVID-19 relief funds. Negotiations are anticipated to be ongoing and staff will provide updates as available.

On April 15, 2021, Transportation Secretary Pete Buttigieg detailed the Administration's infrastructure priorities in a budget hearing before the House Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies. The Secretary advocated for programs proposed in President

Biden's American Jobs Plan as well as increased funding for passenger rail, the Capital Investment Grant (CIG) Program, the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program (formerly known as the BUILD or TIGER Discretionary Grant Programs), and a new Thriving Communities Program intended to address transportation barriers to work, business, and education.

During the last week of April, the White House held a virtual climate summit. The President established a new target for the country to reduce greenhouse gas emissions by roughly 50 percent below 2005 levels by 2030. Specifically related to transportation, the U.S. Department of Transportation highlighted a number of climate mitigation and sustainability initiatives it supports, and announced a renewed focus on zero emissions and electrification of the transportation system.

State Update

Staff continues to review proposed legislation to identify bills relevant to our 2021 Legislative Program. Below are two bills and recommended positions for the Commission's consideration. In addition, staff are monitoring the progress of the bills the Commission has taken a position on and will provide updates as appropriate at the May Committee and Commission meetings.

Table 1. Recommended Bill Positions

Bill Number	Bill Information	Analysis	Recommended Position
<p>SB 671 (Gonzalez)</p>	<p>Establishes the Clean Freight Corridor Efficiency Assessment, to be developed by the California Transportation Commission (CTC) in coordination with other state agencies. The bill would require the CTC to identify freight corridors throughout the state that would be priority candidates for the deployment of zero-emission medium- and heavy-duty vehicles. This bill would provide that projects that employ advanced and innovative technology to improve the flow of</p>	<p>The 2021 Legislative Program calls for the support of efforts to address climate change as well as support for emerging technologies such as alternative fuels and technology to reduce emissions. This bill would require the CTC to identify freight corridors throughout the state that would be priority candidates for the deployment of zero emission medium- and heavy-duty vehicles. Alameda County is home to major goods movement corridors, including I-880 and I-</p>	<p>Support</p>

	<p>freight and also environmental and community mitigation or reduce environmental impacts of freight movement are eligible for Trade Corridors funding.</p>	<p>580, which carry the highest number of trucks in the region. The Commission recently provided matching funding and support for a pilot program for zero emissions hydrogen fuel cell drayage trucks, and expressed continued support for advancing zero emission projects.</p>	
<p>AB 476 (Mullin)</p>	<p>Department of Transportation: state highways: transit bus pilot program. Caltrans to establish up to 8 projects to authorize a transit operator to use buses on the shoulders of state highways in partnership with a regional transportation agency. The bill would require the applicable regional transportation agency to be responsible for all costs attributable to the project. Two years after commencing a project, the bill would require an operator or operators, in conjunction with the applicable regional transportation agency, to submit a report.</p> <p>The California Transit Association is the sponsor of the bill.</p>	<p>The 2021 Legislative Program calls for the support of efforts to increase transit priority throughout the transportation system, such as on freeway corridors and bridges serving the county including express bus on shoulder opportunities. This legislation would create a pilot program of up to 8 projects to authorize a transit operator to use buses on shoulders on state highways.</p> <p>Staff recommends seeking to remove the language in the bill stating that the regional transportation agency that submits the application with the transit operator shall be responsible for all costs attributable to the project. In developing full funding plans for projects, agencies often</p>	<p>Support and seek amendments.</p>

		rely on multiple funding sources. This current language appears overly restrictive and could make it more challenging to deliver transit priority projects. Caltrans is required to develop guidelines for the program should it move forward, so the issue of cost-sharing can be covered in that process.	
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Fiscal Impact: There is no fiscal impact. This is an information item only.

Attachment:

- A. Alameda CTC 2021 Legislative Program



2021 Alameda County Transportation Commission Legislative Program

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 510.208.7400
www.AlamedaCTC.org

The legislative program herein supports Alameda CTC's transportation vision below adopted for the 2020 Countywide Transportation Plan:

"Alameda County residents, businesses and visitors will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities." Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measurable performance indicators. Our transportation system will be:

- *Accessible, Affordable and Equitable – Improve and expand connected multimodal choices that are available for people of all abilities, affordable to all income levels.*
- *Safe, Healthy and Sustainable – Create safe facilities to walk, bike and access public transportation to promote healthy outcomes and support strategies that reduce adverse impacts of pollutants and greenhouse gas emissions by reducing reliance on single-occupant vehicles.*
- *High Quality and Modern Infrastructure – Upgrade infrastructure such that the system is of a high quality, is well-maintained, resilient and maximizes the benefits of new technologies for the public.*
- *Economic Vitality – Support the growth of Alameda County's economy and vibrancy of local communities through an integrated, reliable, efficient, cost-effective and high-capacity transportation system."*

Issue	Priority	Strategy Concepts
<p>Transportation Funding</p>	<p>Increase transportation funding</p>	<ul style="list-style-type: none"> • Seek COVID-19 state and federal recovery and operations funding and waive federal cost sharing requirements for transit. • Support means-based fare programs while being fiscally responsible. • Leverage local funds to the maximum extent possible to implement transportation improvements in Alameda County through grants and partnerships with regional, state and federal agencies. • Oppose efforts to repeal transportation revenue streams enacted through SB1. • Support efforts that protect against transportation funding diversions. • Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures. • Support the implementation of more stable and equitable long-term funding sources for transportation. • Ensure fair share of sales tax allocations from new laws and regulations. • Seek, acquire, accept and implement grants to advance project and program delivery.
	<p>Protect and enhance voter-approved funding</p>	<ul style="list-style-type: none"> • Support legislative efforts that increase funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations. • Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures. • Support efforts that streamline financing and delivery of transportation projects and programs. • Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems. • Support statewide principles for federal surface transportation reauthorization and/or infrastructure bills that expand funding and delivery opportunities for Alameda County.

Multimodal Transportation, Land Use, Safety and Equity	Expand multimodal systems, shared mobility and safety and advance equity	<ul style="list-style-type: none"> • Support policies that provide increased flexibility for transportation service delivery through programs that address the needs of commuters, youth, seniors, people with disabilities and low-incomes, and do not create unfunded mandates. • Support policies that enable shared mobility innovations while protecting the public interest, including allowing shared and detailed data (such as data from transportation network companies and app based carpooling companies) that could be used for transportation and land use planning and operational purposes while ensuring privacy is protected. • Support efforts to allow automated parking enforcement of parking or stopping in bus stops. • Support policies that enhance equity and transportation access. • Support means-based fare programs while being fiscally responsible. • Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education; and address parking placard abuse. • Support parity in pre-tax fringe benefits for public transit, carpooling, and vanpooling and other modes with parking. • Support legislation to modernize the Congestion Management Program, supporting the linkage between transportation, housing, and multi-modal performance monitoring. • Support efforts to increase transit priority throughout the transportation system, such as on freeway corridors and bridges serving the county including express bus on shoulder opportunities. • Ensure that Alameda County needs are included in and prioritized in regional, state and federal planning and funding processes. • Engage in legislation and regulation of new/shared mobility technology with the goal of accelerating their safety, accessibility, mobility, environmental, equity, economic and workforce benefits, including opportunities to increase access to transit and reduce the share of single-occupancy vehicle trips. • Support policies that enhance Bay Area goods movement and passenger rail planning, funding, delivery and advocacy that enhance the economy, local communities, and the environment. • Support advocacy of cooperation and partnership with railroads to advance projects, with a particular interest in rail safety projects.
	Enhance Transportation Safety	<ul style="list-style-type: none"> • Support investments in active transportation, including for improved safety and advance Vision Zero strategies to reduce speeds and protect communities. • Support allowing cities the discretion to use more effective methods of speed enforcement within their jurisdictions. • Support efforts to enable automated speed enforcement. • Allow local flexibility to set safer speed limits (thereby getting rid of the 85th percentile rule). • Regulate navigation apps from directing regional commute traffic onto local neighborhood streets as a bypass for freeway traffic congestion.
Climate Change and Technology	Support climate change legislation and technologies to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> • Support funding for infrastructure, operations, and programs to relieve congestion, improve air quality, reduce emissions, expand resiliency and support economic development, including transitioning to zero emission transit fleets and trucks consistent with and supportive of Governor Newsome's Executive order N-79-20. • Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions. • Support emerging technologies such as alternative fuels and technology to reduce GHG emissions. • Support efforts to address sea level rise adaptation including planning, funding and implementation support. • Support legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County, including data sharing that will enable long-term planning. • Support the expansion of zero emissions vehicle charging stations and station infrastructure for buses. • Support for safer vehicles and telecommuting.

		<ul style="list-style-type: none"> • Support efforts that ensure Alameda County jurisdictions are eligible for state funding related to the definition of disadvantaged communities used in state screening tools. • Support efforts to increase transit priority throughout the transportation system, such as on arterials, freeway corridors and bridges serving the County.
Project Delivery and Operations	Advance innovative project delivery	<ul style="list-style-type: none"> • Support environmental streamlining and expedited project delivery, including contracting flexibility and innovative project delivery methods.
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> • Support efforts that reduce project and program implementation costs. • Support funding and policies to implement transportation projects that create jobs and economic growth, including for apprenticeships and workforce training programs.
	Protect the efficiency of managed lanes	<ul style="list-style-type: none"> • Support expanded opportunities for HOV/managed lane policies that protect toll operators' management of lane operations and performance, toll rate setting and toll revenue reinvestments, deployment of new technologies and improved enforcement. • Support innovation and managed delivery of lane conversions. • Support high-occupancy vehicle (HOV)/express lane expansion in Alameda County and the Bay Area, and efforts that promote effective and efficient lane implementation and operations. • Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.
	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> • Support legislation that increases flexibility and reduces barriers for infrastructure improvements that support the linkage between transportation, housing and jobs. • Support local flexibility and decision-making regarding land-uses for transit-oriented development (TOD) and priority development areas (PDAs). • Support funding and partnership leveraging opportunities for TOD and PDA implementation, including transportation corridor investments that link PDAs.
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> • Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional and interregional transportation problems and support governmental efficiencies and cost savings. • Partner to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs.

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DATE: May 3, 2021

TO: Planning, Policy and Legislation Committee

FROM: Denise Turner, Associate Program Analyst/Program Manager

SUBJECT: Alameda County Safe Routes to Schools Program Update and Approve Contract Amendments and Funding Allocation for the Safe Routes to Schools Program

Recommendation

This item will provide the Commission with an update and approval is recommended of the associated actions required for the implementation of the Alameda County Safe Routes to Schools (SR2S) Program:

1. Allocate \$1.7 million of 2000 Measure B Discretionary Bicycle and Pedestrian funds required to complete the funding plan and implement year five of the program;
2. Approve Amendment No. 4 to Agreement No. A17-0075 with Alta Planning + Design, Inc. for an additional \$1,254,020 for a total not-to-exceed amount of \$5,408,778 for Direct Student Safety Training services and a one-year time extension through June 30, 2022;
3. Approve Amendment No. 5 to Agreement No. A17-0076 with Alta Planning + Design, Inc. for an additional \$523,747 for a total not-to-exceed amount of \$2,298,966 for School Site Assessments, Data Collection and Analysis and Program Evaluation services and a one-year time extension through June 30, 2022;
4. Approve Amendment No. 5 to Agreement No. A17-0077 with Toole Design Group, LLC, for an additional \$1,349,674 for a total not-to-exceed amount of \$5,878,425 for Education and Outreach services and a one-year time extension through June 30, 2022; and
5. Authorize the Executive Director or designee to execute amendments to the above listed professional services agreements.

Summary

The Alameda County Safe Routes to Schools (SR2S) Program is administered and managed by the Alameda County Transportation Commission (Alameda CTC). SR2S promotes safe, active and shared transportation choices as fun and easy options for parents and students to travel to and from school. The program offers direct support and

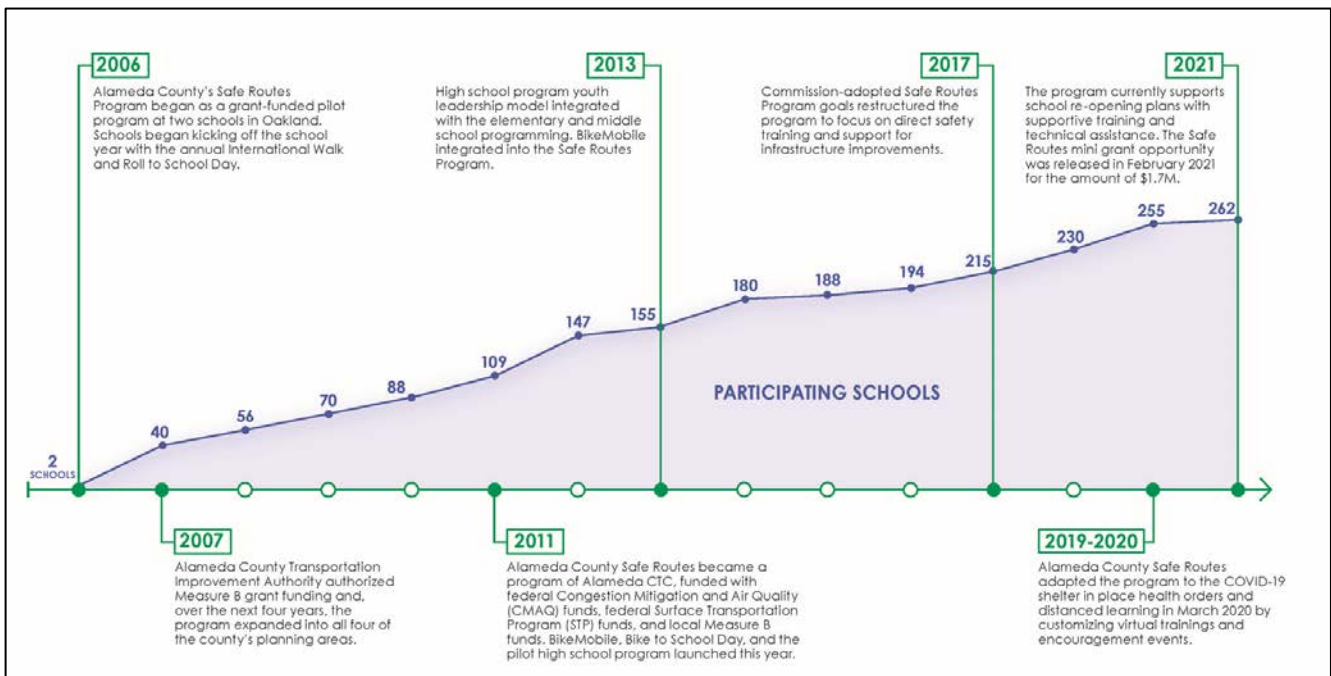
various programs to public elementary, middle, and high schools in Alameda County, and it fosters partnerships and collaboration with school communities across the county to promote activities (walking and rolling) and shared (carpooling and transit) transportation options while educating students on safety.

This program has been nominated for \$1.5 million of federal funding through the Metropolitan Transportation Commission's (MTC) Safe and Seamless Quick-Strike Program. The 2000 Measure B Bike and Pedestrian funding recommendation is contingent upon the outcome of the federal funding request. If the program is awarded federal funding through MTC in June, \$1.5 million of the recommended \$1.7 million of Measure B funding will be rescinded, while the \$200,000 balance will remain programmed to meet the local matching fund requirements of the awarded federal funds.

Background

The Alameda County SR2S Program was established in 2006 through a local grant-funded pilot program. The program has grown significantly over time (see Figure 1). Initially, resources focused on developing programs while encouraging walking and rolling to school through three main events (International Walk and Roll to School Day, the Golden Sneaker Contest, and Bike to School Day) held throughout the school year. As the program grew, additional innovative program elements were introduced.

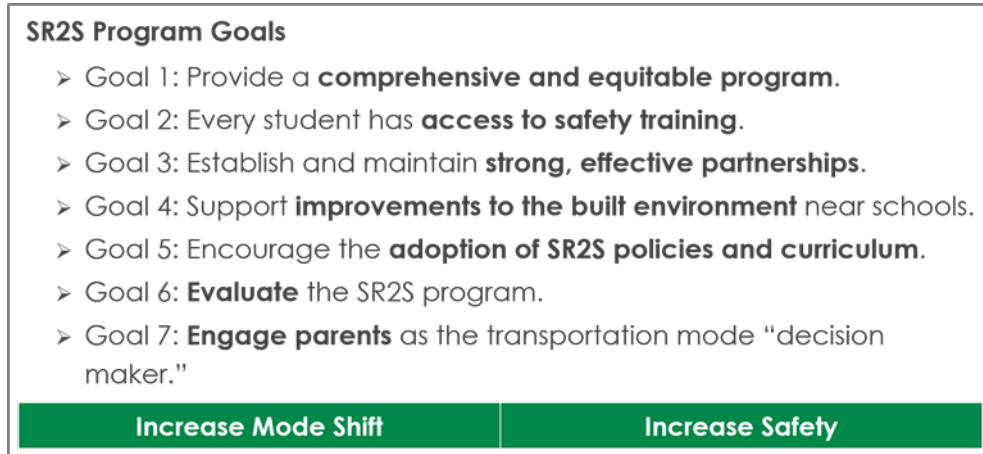
FIGURE 1. ALAMEDA COUNTY SR2S PROGRAM GROWTH AND MAJOR MILESTONES



In 2016, staff assessed the long-term viability and structure of the program. The findings from this assessment showed that rather than focusing on events, the program needed to be re-balanced among the Six E's framework of Safe Routes to School (Education, Encouragement, Engineering, Evaluation, Equity, and Engagement) in order to ensure

program success and sustainability. As a result, the Commission adopted a new policy and program framework in early 2017, which led to the Commission's adoption of new program implementation goals (see Figure 2).

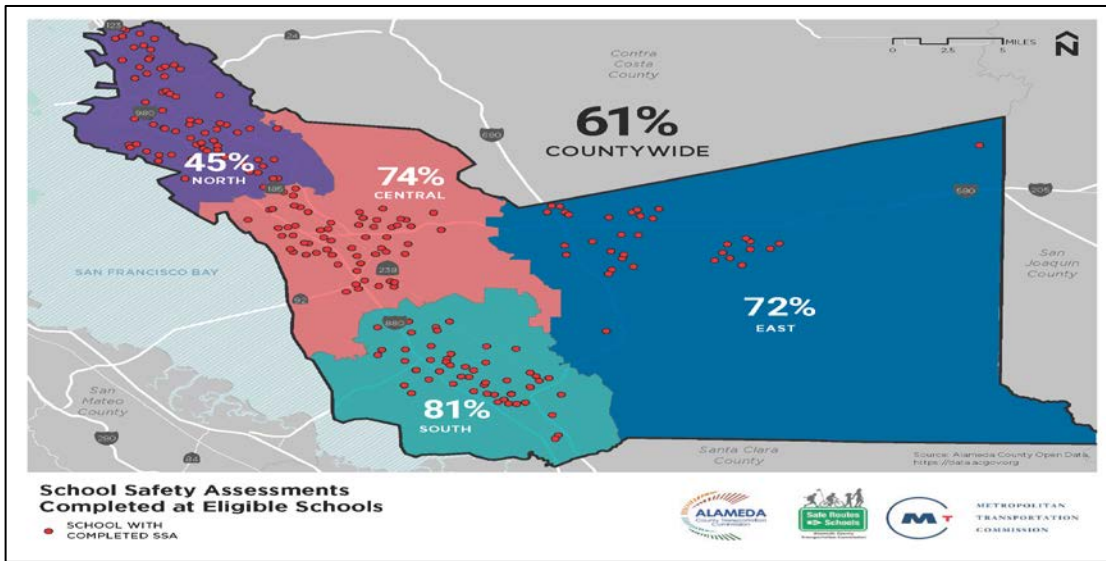
FIGURE 2. SR2S PROGRAM IMPLEMENTATION GOALS AND DESIRED PROGRAM OUTCOMES



In recent years, the SR2S Program has increased participation in events and activities to encourage shifts in student travel mode and safety practices. In addition, the program added educational programming for rail safety, transit travel training, and a focus on schools in low-income, under-resourced communities through the Access Safe Routes program. Between 2017-18 and 2019-20, the percentage of eligible schools enrolled in the program increased considerably: from 68% of elementary schools to 77%, from 49% of middle schools to 68%, and from 34% of high schools to 43%.

Since the program's inception, 223 [School Safety Assessments](#) (SSAs) have been completed across Alameda County, which identify infrastructure and programmatic recommendations to improve safety for pedestrian and bicyclists traveling to school (see Figure 3). Countywide, SSAs have been completed at 61% of schools that are eligible to participate in the Safe Routes Program. This number also includes SSAs conducted by the City of Fremont and Alameda County Public Works. This year, the program offered virtual and no contact SSAs through an interactive mapping tool.

FIGURE 3. SSAs COMPLETED BY PLANNING AREA



2020-2021 School Year Program Delivery Achievements

To date, there are 262 schools enrolled in the SR2S Program. This past year, local public schools implemented physically distanced learning due to the COVID-19 pandemic. In response, the SR2S program worked with schools and peer SR2S programs to identify the needs of the community and customized unique programming to continue serving students. Remote programming resulted in record breaking turn-outs for Task Force Meetings and participation in Back to School Meetings. The program and engineering teams have hosted meetings with city staff and school districts to offer arrival and departure technical assistance for schools as they develop return to in-person learning implementation plans.

The SR2S program successfully produced a [portfolio of online services](#) that incorporated Safe Routes material into distanced learning curriculum and virtual school assemblies. Many schools and school districts incorporated the new online curriculum into their physical education and health lesson plans as schools shifted to online learning. The expanded programming includes customized resources to engage children in Safe Routes programming through a user-friendly suite of dynamic and creative training resources offered in multiple languages, including Wellness Walks, Pen Pals, and Transportation Storytime.

The SR2S program also re-imagined the large scale county-wide outreach and encouragement events.

- This year's International Walk & Roll Week included participation of 126 schools, and celebrated 96 student winners.
- The newly designed Creation for Transportation Arts Projects targeted high school participation this winter with participant incentives for three exemplary projects.

- The Golden Sneaker Contest included 64 participating schools with a winning classroom at each school and the Platinum top winning school announced during the March 25th Alameda CTC Commission meeting.
- This month Bike to School Day will be adapted to Bike to the Moon to allow students to participate regardless of remote or in-person school status.

Adding to our traffic circulation offerings this year, engineering for the implementation of [school slow streets](#) is now available for the physically distanced, return to in-person learning. Technical resources for planners and engineers were developed including collision density data, compiled into visualized heat maps. We have also finalized information documents such as [school district snapshots](#) and [school snapshots](#).

Additionally, in January 2021, Alameda CTC launched the Safe Routes to Schools [Mini-Grant Program](#). The Mini Grant opportunity aims to support jurisdictions with quick build improvements that enhance the conditions for cyclists and pedestrians traveling to and from school in Alameda County. Safety improvements proposed under this mini grant program must be those identified through an SSA conducted by the Alameda CTC SR2S Program, a Site Assessment conducted by a local SR2S Program, SSA improvements at one school location or propose a package of improvements at multiple school locations.

The Mini Grant Program goals are to:

- Create, support, and enhance safe access and mobility to schools
- Implement safety countermeasures identified in a School Site Assessment (SSA) conducted by Alameda CTC or by a local SR2S School program
- Encourage students to bike and walk to school
- Support improvements that are implementation ready to provide immediate benefits to bicycle/pedestrian travel routes to schools

The Mini Grant Program contains \$1.7 million in local funds, distributed on a formulaic distribution share based on student population, with special consideration toward small cities who will receive a fixed allocation amount. All Project Sponsors are expected to complete proposed improvements by June 30, 2023.

Professional Services Contract Amendments

The SR2S Program is administered via three contracts, with close program management by Alameda CTC. The proposed contract amendments detailed in the recommendation extend all three contracts to add one additional year of program delivery to each contract, and the funding necessary to continue providing the SR2S program at levels consistent with those of the previous contract years, with the addition of the ATP Access Safe Routes Program expansion. These contracts were adopted after a competitive bid process and the extensions are within the five-year eligible contract extension timeframe.

Levine Act Statement: Alta Planning + Design, Inc. and its subconsultants, and Toole Design Group, LLC, and its subconsultants did not report any conflicts in accordance with the Levine Act.

Fiscal Impact

The action will authorize \$3,127,441 of federal, state and local funding for subsequent encumbrance and expenditure, which has been included in the proposed budget for FY2021-22. Upon approval, contract funding will be included in the agency's 2022 Comprehensive Investment Plan.

Attachments:

- A. Alameda County Safe Routes To School Annual Report: [2019-20 Year-End Report](#)



Memorandum

5.4

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• 510.208.7400

• www.AlamedaCTC.org

DATE: May 3, 2021

TO: Planning, Policy and Legislation Committee

FROM: Carolyn Clevenger, Deputy Executive Director of Planning and Policy

SUBJECT: Plan Bay Area 2050 Update

Recommendation

This item will provide the Commission with an update from the Metropolitan Transportation Commission on Plan Bay Area 2050 at the May 27, 2021 Commission meeting. This item is for information only.

Summary

The Metropolitan Transportation Commission (MTC) is the metropolitan transportation planning organization for the nine-county Bay Area. As such, MTC is required to develop a long-range transportation plan every four years. As part of MTC's comprehensive outreach for the current long-range plan, Plan Bay Area 2050, MTC staff is presenting to the governing boards of each of the nine county transportation agencies.

Background

Plan Bay Area 2050 is the next-generation long-range plan for the nine-county San Francisco Bay Area, focusing on four key issues – transportation, housing, the economy, and the environment. By identifying 35 strategies designed to make the region more equitable for all residents and more resilient to unexpected challenges, Plan Bay Area 2050 outlines a path forward over the coming decades. This includes critical infrastructure to improve our transportation system and to protect communities from rising sea levels — as well as the types of public policies necessary to realize a future growth pattern for housing and jobs. Plan Bay Area 2050 also meets and exceeds federal and state planning requirements, allowing it to serve as the Regional Transportation Plan and Sustainable Communities Strategy.

In January 2021, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) adopted the Plan Bay Area 2050 Final Blueprint as the preferred alternative to evaluate through the environmental process. In the coming days, MTC and ABAG will release the Draft Plan Document, Draft EIR, and Draft Implementation

Plan for public comment, with virtual public workshops and hearings slated for June and July. The Final Plan Bay Area 2050 is anticipated to be brought forward for adoption by MTC and ABAG in fall 2021, with updates every four years going forward.

Throughout development of Plan Bay Area 2050, MTC and ABAG have engaged Alameda CTC and other stakeholders via multiple advisory committees, meetings and public outreach. As this is a key milestone in the long-range planning process that commenced in 2018, MTC and ABAG are conducting briefings on Plan Bay Area 2050 with elected officials on the county and city levels, consistent with the requirements of Senate Bill 375.

Fiscal Impact: There is no fiscal impact.

Attachment

- A. [MTC/ABAG Plan Bay Area 2050 Final Blueprint/Preferred Alternative Compendium](#)