



Planning, Policy and Legislation Committee Meeting Agenda Monday, June 14, 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/92644000733?pwd=RXkwSU1KTys5dVVR3WVVvOXRlK0FHQT09>
Webinar ID: 926 4400 0733
Password: 795371

For Public Access Dial-in Information: **(669) 900-6833**
Webinar ID: 926 4400 0733
Password: 795371

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 May 10, 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 |
| 4.3. | Approve actions associated with Implementation of the Alameda County Transportation Demand Management Program | 11 | A |

5. Regular Matters

- | | | | |
|------|---|----|-----|
| 5.1. | Federal, state, regional, and local legislative activities update | 15 | A/I |
|------|---|----|-----|

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Monday, July 12, 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 June through July 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-Vemaci

Executive Director
Tess Lengyel

Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	June 24, 2021 July 22, 2021
9:00 a.m.	Multi-Modal Committee (MMC)	July 12, 2021
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	

Advisory Committee Meetings

1:30 p.m.	Paratransit Planning and Advisory Committee	June 28, 2021
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	July 8, 2021
5:30 p.m.	Independent Watchdog Committee (IWC)	July 12, 2021
5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	July 15, 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 Commissioner Ortiz.

Commissioner Cox was present as the alternate for Commissioner Chan.

Subsequent to roll call:

Commissioner Ortiz arrived during item 5.1.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve April 12, 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

Commissioner Carson moved to approve the consent calendar. Commissioner Ezzy Ashcraft seconded the motion. The motion passed with the following roll call votes:

Yes: Bauters, Carson, Cox, Cutter, Droste, Ezzy Ashcraft, Halliday, Hernandez, Kaplan, Nason

No: None

Abstain: None

Absent: Ortiz

5. Regular Matters

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

Tess Lengyel noted that this is an action item and this recommendation advances a new way that Alameda CTC is assessing, evaluating, and considering highway projects. This approach moves away from the widening of freeways and focuses on reducing vehicle miles traveled (VMT), increasing transit opportunities and commute choices, and supporting safety, clean technology, and equity. Ms. Lengyel introduced Cathleen Sullivan, Director of Planning, and Kristen Villanueva, Principal Transportation Planner, to present the item. Ms. Sullivan 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. Ms. Sullivan noted that with the launch of the I-580 Sustainable Corridor Strategy, Alameda CTC is building

on the direction that was given to staff in 2018 to address the I-580 corridor, which is the longest freeway corridor in Alameda County, ranks third in daily severe vehicle delay, and has the third highest peak vehicle volume in the county. This corridor also has some of the highest volumes of trucks in the Bay Area. Ms. Sullivan noted that with the adoption of the 2020 Countywide Transportation Plan, new goals and policies around safety, equity, and multimodal travel were highlighted. Alameda CTC is responding to the direction of the Commission by addressing this corridor in a more transformative and comprehensive way. She stated that 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 in the Central Valley, and also serves as a key delivery corridor for Alameda County consumers and businesses.

Ms. Villanueva stated that 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. She reviewed the recent planning efforts in this corridor, along with the recommendations that came out of those efforts.

Commissioner Kaplan requested that projects in this strategy solicit state and federal funding before the strategy is completed to take advantage of the funding opportunities.

Commissioner Cox noted that noise has been an issue in this corridor. Ms. Lengyel noted that there are specific state requirements and processes for sound walls.

Commissioner Cox noted that this is a busy corridor for trucks and would like to see a connection with the SB 671 discussion regarding zero-emission trucks. Ms. Lengyel noted that goods movement is an important issue in the corridor, and goods movement issues, including opportunities for zero-emissions goods movement, will be evaluated for the segment from San Joaquin County to I-238.

Commissioner Cutter noted that there is cut-through traffic on E14th and Bancroft, and requested that the strategy consider this. Commissioner Cutter also noted that there are park & ride opportunities along the Dublin Grade segment.

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

Yes: *Bauters, Carson, Cox, Cutter, Droste, Ezzy Ashcraft, Halliday, Hernandez, Kaplan, Nason, Ortiz*

No: *None*

Abstain: *None*

Absent: *None*

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

Ms. Lengyel stated that Carolyn Clevenger and Maisha Everhart will provide an update on the federal, state, regional, and local legislative activities. Ms. Everhart noted that work continues on the Surface Transportation Reauthorization and

several proposals are going to committees for review. She stated that President Biden began negotiations with the bipartisan leaders of the Senate committees on the infrastructure package. Ms. Everhart noted that a group of Republican Senators released a counter offer of the \$2.25 trillion American Jobs Plan, proposing \$568 billion over five years for infrastructure. Ms. Everhart stated that staff continues to review proposed legislation to identify bills relevant to Alameda CTC's 2021 Legislative Program and the following bills are recommended for positions for the Commission's consideration:

- SB 671 (Gonzalez) - Support
- AB 476 (Mullin) – Support and seek amendments

Commissioner Ezzy Ashcraft noted that AB 476 will allow transit operators to use buses on the shoulders of state highways and she asked how will this work if vehicles are involved in minor accidents on the freeway and need to pull over onto the shoulder for safety. She noted that there is typically signage for motorists to move to the shoulders if an accident occurs. Commissioner Ezzy Ashcraft asked if there are examples of other states using the shoulders for buses successfully.

Ms. Lengyel stated that there is an existing state law that allows transit operators to use buses on the shoulders of the highway in two jurisdictions – Santa Cruz and San Diego (as a pilot). These programs have demonstrated improved efficiency for the transit operators. Ms. Lengyel noted that this practice is not statewide, however, this bill would authorize the expansion of the pilot to eight additional areas. In regards to signage and using the shoulders, the project would have to be developed in close coordination with Caltrans and the California Highway Patrol.

Commissioner Ortiz stated that AC Transit is supporting the bill and it will allow them to keep buses moving more efficiently.

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

Yes: Bauters, Carson, Cox, Cutter, Droste, Ezzy Ashcraft, Halliday, Hernandez, Kaplan, Nason, Ortiz

No: None

Abstain: None

Absent: None

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

Tess Lengyel stated that this item is a recommendation to authorize funding for next year's Safe Routes to Schools (SR2S) program and an update on the program. Ms. Lengyel introduced Denise Turner, Program Manager, to present the item. Ms. Turner stated that this item will provide the Commission with an update on the overall program 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.

Ms. Turner presented a brief program update focused on COVID-19 impacts and Alameda CTC's approach to providing virtual programming over the past school year, and recommended actions for FY2021-2022 implementation.

Commissioner Carson asked for additional information on the supportive programs around virtual learning. Ms. Turner discussed Alameda CTC's Access Program and online programs geared toward assisting schools through the use of Site Coordinators, who provide various services to schools. She noted that Alameda CTC produces online materials in pdf format on the website and produces documents in multiple languages. Site Coordinators will also print and deliver the documentation to families and schools to support families.

Commissioner Carson asked how does staff market the program to the children, parents, or guardians. Ms. Turner stated that the general back-to-school meetings are a key touchpoint for informing parents and guardians. She noted that Alameda CTC meets two or three times a year with schools that have high-functioning programs supported by many parent volunteers. For schools in the Access Program, the team meets as often as weekly or quarterly depending on the need, to help actively support those schools,

Commissioner Cutter expressed appreciation to Ms. Turner for representing the Alameda CTC and providing a great service to the schools with the SR2S program.

Commissioner Halliday asked if there are funds to perform site assessments and if that money is used to implement that assessment. Ms. Lengyel noted that the funding is to perform the site assessment so that schools and local jurisdictions have the opportunity to identify the safety improvements that are needed at the schools. This enables the schools or jurisdiction to go after active transportation planning grants.

Commissioner Ortiz moved to approve this item. Commissioner Hernandez seconded the motion. The motion passed with the following roll call votes:

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

5.4. Plan Bay Area 2050 Update

Tess Lengyel noted that the update will be presented by Carolyn Clevenger, Deputy Executive Director of Planning and Policy. Ms. Lengyel stated that the Metropolitan Transportation Commission (MTC) staff will be present at the May 27, 2021, Commission meeting to give an overview of Plan Bay Area (PBA) 2050. Ms. Clevenger stated that MTC is the metropolitan planning organization for the nine-county Bay Area and 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, PBA 2050, MTC staff is presenting to the governing boards of each of the nine-county transportation agencies, consistent with the requirements of Senate Bill 375.

Commissioner Ortiz requested that cities and the county consult with the public transit agencies in the county as they start planning their complete streets projects.

Commissioner Ortiz stated that regarding the climate change section of PBA 2050, she would like MTC to add 'public transit passes' such as EasyPass to the PBA 2050 strategy.

Commissioner Halliday requested flexibility in PBA 2050 in regards to housing and the looming water shortage as it relates to COVID recovery.

Commissioner Ezzy Ashcraft commented that the state is trying to address a housing crisis that exists throughout the state and the pandemic has made that worse.

6. Committee Member Reports

Commissioner Kaplan requested that staff discuss the new federal funding package and outline the actions the Commission will need to take or define how the Commissioners can support each other in those efforts.

Commissioner Bauters reported on the Bike/Walk to the Moon Challenge that was issued at the April Commission meeting. He noted that he will host an ice cream social for any city that wins the challenge.

7. Staff Reports

Ms. Lengyel reported that she has been asked by Caltrans to participate in a statewide effort for advocacy in the upcoming federal reauthorization. She was also requested to participate in the Self-Help Counties Coalition advocacy efforts, which includes counties throughout the state with adopted local sales tax measures for transportation. Ms. Lengyel is pleased to participate in these efforts and will bring forward the priorities of Alameda CTC.

Ms. Lengyel stated that at the May 6, 2021, Alameda County Technical Advisory Committee meeting, Alameda CTC provided a presentation and facilitated a discussion on the Safe System approach, which looks at how jurisdictions can incorporate safety in all aspects of street designs for bicycle, pedestrian, transit and motorist needs.

8. Adjournment/ Next Meeting

The next meeting is: June 14, 2021, at 11:30 a.m.



Memorandum

4.2

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

DATE: June 7, 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 is to provide 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 May 10, 2021, Alameda CTC reviewed one DEIR and submitted comments included in Attachment A.

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

Attachments:

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

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April 27, 2021

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

SUBJECT: Response to the Availability and Release of a Draft Environmental Impact Report (DEIR) for the Oakland Waterfront Ballpark District Project

Dear Peterson Vollmann,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Oakland Waterfront Ballpark District Project. The project site is located at the Charles P. Howard Terminal (Howard Terminal) at the Port of Oakland along the Inner Harbor of the Oakland-Alameda Estuary. The site is approximately 55 acres and bordered by Jack London Square to the east, the Oakland Estuary Middle Harbor to the south, Union Pacific Railroad tracks and Embarcadero to the north, and the Schnitzer Steel heavy recycling center to the west.

The project site currently offers maritime support uses for short-term tenants and was previously used as a maritime container terminal, until 2014. The proposed project would demolish all existing structures, except four shipping cranes (which will remain on-site if feasible), the fire station at 47 Clay Street, and the historic Pacific Gas & Electric Company facility. The proposed project would construct a new open-air Major League Baseball ballpark with a capacity for up to 35,000 persons; mixed-use development with up to 3,000 residential units; up to 1.5 million square feet of commercial uses, approximately 270,000 square feet of retail uses; 50,000 square feet of indoor performance space, with a capacity for up to 3,500 people; up to 280,000 square feet of hotel space, including up to 400 rooms; a network of up to 18.3 acres of private and publicly-owned open space; and 8,900 parking spaces. The proposed project would be developed in multiple phases.

The proposed project would generate more than 100 new PM-peak trips and is subject to review under Alameda County Transportation Commission's (Alameda CTC's) Congestion Management Program (CMP), Land Use Analysis Program (LUAP). Alameda CTC respectfully submits the following comments:

- The DEIR and the Additional Transportation Reference Materials state that as of publication, the most recent Level of Service (LOS) Monitoring Report released by Alameda CTC was in December 2017. However, the most recent monitoring report was released in December of 2018 and includes data collected in the spring of 2018. Alameda CTC plans to release the 2020 monitoring report before the publication of the Final EIR, however that report will use data collected during the COVID-19 pandemic and should not be used to project future conditions,

once available. Please correct the DEIR to reflect the date the LOS Monitoring Report was released.

- Footnote 7 on page 4.15-28 notes that grandfathered segments are exempt from LOS standards. This is true only for deficiency findings under the Congestion Management Program (CMP), those segments are not exempt from review of impacts to the CMP network.
- Alameda CTC acknowledges that the latest version of the countywide travel model, dated May 2018, was used to assess impacts to the CMP network.
- In June 2020 Alameda CTC amended the Land Use Analysis Program of the 2019 CMP in response to SB 743. Alameda CTC is required by state CMP legislation to analyze impacts to the CMP network using a delay-based metric (LOS) analysis for projects which generate more than 100 pm-peak period trips, however this analysis may be submitted for Alameda CTC's consideration separate from the DEIR since, under SB743, LOS may not be used to make decisions on the proposed project. This required analysis is included in the Additional Transportation Reference Materials (added March 26, 2021) and notes that the proposed project would create significant and unavoidable impacts which could only be mitigated by expanding roadway capacity for automobiles. Alameda CTC affirms that that capacity expansion is not desirable and would induce additional automobile trips.
- Impact TRANS-3 notes that the proposed project has the potential to generate additional pedestrian activity near at-grade railroad crossings which create a potential safety hazard. The proposed project includes two mitigation measures which include a grade-separated overcrossing and at-grade safety improvements. Alameda CTC encourages the project team to continue to explore rail safety improvements including grade-separated crossings wherever feasible.
- Impact TRANS-3 does not identify impacts and explore mitigation measures related to freight and passenger rail service itself, the additional multimodal traffic across the railroad corridor creates safety risks for bicycles, pedestrians, and vehicles and can potentially impede normal freight and passenger rail activity, however these impacts are not explored by the DEIR.
- The DEIR references several important projects within the vicinity of the project, including the Oakland-Alameda Access Project and the GoPort Project. As stated in the response to the NOP, submitted on December 28, 2018 Alameda CTC continues to encourage the proposed project to coordinate with these projects as they continue to develop.

Thank you for the opportunity to comment on this DEIR. Please contact me at (510) 208-7484 or Chris G. Marks, Associate Transportation Planner at (510) 208-7453, if you have any questions.

Sincerely,



Cathleen Sullivan
Director of Planning



DATE: June 7, 2021

TO: Planning, Policy and Legislation Committee

FROM: Maisha Everhart, Director of Government Affairs and Communications
Krystle Pasco, Associate Program Analyst

SUBJECT: Approve actions associated with Implementation of the Alameda County Transportation Demand Management Program

Recommendation

It is recommended that the Commission approve the following actions associated with the implementation of the Alameda County Transportation Demand Management (TDM) Program.

1. Allocate \$360,000 2014 Measure BB Transportation Expenditure Plan Project 45 Community Investments and Development Program (TEP-45 CDIP) funds, and
2. Authorize the Executive Director to Execute Amendment No. 3 to Professional Services Agreement No. A18-0027 with Nelson\Nygaard Consulting Associates to extend the contract by one year and add an amount not to exceed \$483,215 to the contract for a total not-to-exceed amount of \$1,757,647.

Partial funding (\$160,000) for this contract amendment is applicable to TDM scope anticipated to be funded through the Metropolitan Transportation Commission's (MTC) Safe and Seamless Quick Strike Program in June 2021.

Summary

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

Alameda CTC has worked to unite activities into a comprehensive TDM Program with an enhanced focus on the following major work areas: education and promotion, regional coordination, and employer and local government outreach and engagement and includes provision of bike safety education classes for adults and families and the

Guaranteed Ride Home program. Bringing various efforts together as part of one coordinated program has allowed Alameda CTC to identify synergies between efforts in order to maximize benefits and impacts of programs, and leverage efforts across the agency in the most efficient way possible.

The contract amendment would add a total of \$483,215 to fund the continuation of the TDM program for another year and fund additional bike safety education. This includes funding from a combination of previously programmed TFCA funds for FYs 2021-22 and 2022-23, and \$360,000 of Measure BB funds recommended to be programmed and allocated for the TDM program. Out of this, \$260,000 Measure BB funds are recommended for FY 2021-22.

The recommendation also includes \$160,000 of bicycle safety education scope that has been nominated for federal funding through the MTC's Safe and Seamless Quick-Strike Program. The 2014 Measure BB funding recommendation is contingent upon the outcome of the MTC Quick-Strike request. If MTC awards the federal funding in June, MTC will provide Alameda CTC \$160,000 for federally eligible planning activities in exchange for Alameda CTC providing a like amount of Measure BB funding to the TDM contract. Since the TDM contract is non-federalized, this exchange allows the contract to accommodate the additional bike safety education scope with local funds.

Background

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

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

In addition, Alameda CTC plans, funds, and delivers multimodal infrastructure needed to support safe and convenient travel by all modes. Alameda CTC approaches TDM as a

way to leverage the multimodal infrastructure investments being made throughout the county. Some of these efforts include:

- Alameda CTC's Countywide Transportation Plan
- Alameda CTC's Multimodal Corridor Studies
- Construction and operations of Express Lanes (I-580 and I-680 Express Lanes)
- Public transit operations funding
- Public transit infrastructure investments
- Bicycle and pedestrian Direct Local Distribution (DLD) funding to cities

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

- Implementation and Program Administration of the Guaranteed Ride Home Program
- Implementation and Program Administration of the Countywide Bicycle Safety Education Program
- Coordination and Implementation of the Bike Month Visual Promotion
- Bike to School Day Coordination
- Program Education and Outreach
- Program Evaluation
- Project Management
- Optional Tasks, including Technical Assistance, as needed

Staff recommends the Commission approve the following actions:

1. Allocate \$360,000 2014 Measure BB TEP-45 CDIP funds, and
2. Authorize the Executive Director to Execute Amendment No. 3 to Professional Services Agreement No. A18-0027 with Nelson\Nygaard Consulting Associates to extend the contract by one year and add an amount not to exceed \$483,215 to the contract for a total not-to-exceed amount of \$1,757,647.

Levine Act Statement: The Nelson\Nygaard Consulting Associates team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: Approval of the recommended action will authorize \$483,215 of Measure BB and TFCF funds for subsequent encumbrance and expenditure to this contract. The TFCF funds are already programmed to the TDM program and included in the FY 2021-22 budget. \$260,000 of the Measure BB funding will be included in the FY 2021-22 budget, \$160,000 of which is contingent upon MTC's June 2021 Quick Strike programming action.

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Memorandum

5.1

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

DATE: June 7, 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 a position on one bill as detailed in Table 2.

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

During the month of May, the Biden Administration had several meetings with Republicans to discuss proposals for a bipartisan infrastructure package. Discussions focused on defining infrastructure, identifying priority projects, and how to fund the package. Senate Republicans have proposed a \$928 billion counteroffer, significantly smaller than the President's proposed \$2.25 trillion American Jobs Plan. If a bipartisan agreement cannot be reached, Democrats may decide to abandon negotiations and move forward with a bill of their own through budget reconciliation.

In terms of surface transportation reauthorization, the Senate Environment and Public Works Committee unanimously advanced the Surface Transportation Reauthorization Act (STRA) of 2021 to the Senate floor during the last week of May. Committee leaders introduced the five-year \$303.5 billion measure, which would

authorize funding for road, bridge, and highway programs administered by the Federal Highway Administration (FHWA). The Committee will hold hearings on the proposed legislation in June, and significant negotiations are anticipated throughout the summer as the larger overall infrastructure discussions advance.

At the June 24th Commission meeting, our federal lobbyists from CJ Lake, LLC and Simon & Company will provide us with a detailed update on current and anticipated federal activities.

State Update

On May 14, 2021 Governor Gavin Newsom introduced his May Revision to the Governor's 2021-22 budget. The May revise reflects a \$75.7 billion budget surplus across two fiscal years. Throughout the months of May and early June the budget proposals will go to the budget subcommittees, and each house must adopt its own budget. The budget is expected to be adopted by June 15.

The Governor's office emphasized the goal of the budget is to be strategic and position California to be competitive for federal funding with President Biden's proposed American Jobs Plan and federal legislation to reauthorize surface transportation. With the enactment of programs like Cap and Trade and the robust state funding provided by SB 1, the Governor's office believes the state will be ready to leverage state dollars to attract federal funding.

In an effort to match and maximize federal investment, the May Revision proposes investing an additional \$11 billion in the transportation system and related zero-emission vehicle (ZEV) efforts. The transportation infrastructure package includes the following:

- **Priority Transit and Rail Projects**—\$1 billion General Fund for transit and rail projects statewide that improve rail and transit connectivity between state and regional/local services.
- **Active Transportation**—\$500 million General Fund to advance projects that increase the proportion of trips accomplished by walking and biking, increase the safety and mobility of non-motorized users, advance efforts of regional agencies to achieve greenhouse gas reduction goals, enhance public health, and benefit many types of users, especially in disadvantaged communities.
- **High Priority Grade Separations and Grade Crossing Improvements**—\$500 million General Fund to support critical safety improvements throughout the state.
- **High-Speed Rail**—\$4.2 billion Proposition 1A to complete high-speed rail construction in the Central Valley, advance work to launch service between Merced and Bakersfield, advance planning and project design for the entire project, and leverage potential federal funds.
- **State Highway Rehabilitation and Local Roads and Bridges**—\$2 billion (\$1.1 billion special funds through 2028, and \$968 million federal funds) to support

the advancement of priority State Highway Operation and Protection Program (SHOPP) projects, Interregional Transportation Improvement Program (ITIP) projects, and local road and bridge investments.

- **Zero-Emission Rail and Transit Equipment Purchases and Infrastructure**—\$407 million (\$100 million General Fund, \$280 million Public Transportation Account, and \$27 million federal funds) to demonstrate and purchase or lease state-of-the-art, clean bus and rail equipment and infrastructure that eliminate fossil fuel emissions and increase intercity rail and intercity bus frequencies.
- **Zero-Emission Buses and Trucks**—\$1.4 billion (\$1.3 billion General Fund, \$87 million Air Pollution Control Fund) to demonstrate and purchase or lease green buses and trucks.
- **Los Angeles Olympics**—\$1 billion General Fund to deliver critical projects in time for the 2028 Olympic Games.

The May Revision also includes the new Clean California Initiative in which Caltrans will partner with local governments in a statewide beautification effort. One-time funding of \$1.5 billion General Fund will be used for a three-year effort to clean up garbage statewide, beautify the state's transportation network, educate the public about the harms of litter, and create long-lasting litter deterrents.

This effort will consist of:

- \$418 million for litter abatement activities, strengthening trash collection efforts by Caltrans and partners to eliminate over one million cubic yards of trash from state routes, increasing access to waste facilities and providing free monthly disposal days.
- \$430 million for state beautification projects, implementing sustainable, green beautification projects that enhance safety and transform dividing highways into public spaces that unify communities.
- \$444 million for local beautification projects, supporting communities, students, and local artists by working together to create meaningful, livable spaces and establishing a local grant program to match efforts that enhance communities and reduce litter on local streets, tribal land, and near transit centers.
- \$75 million for grants for hundreds of art installations on the state and local transportation system.
- \$50 million for a public education campaign and outreach to schools and students.
- \$83 million over three years for project design, construction, local support and engagement, and administration required to deliver this initiative.

Zero Emission Vehicles

The May Revision builds on funding to the Governor's Budget and proposes \$826 million in additional investments that accelerate the state toward meeting climate and transportation goals. The May Revision significantly increases the investment in the transition to zero emission vehicles, which when combined the Governor's

original budget, would allocate \$1.8 billion in 2021-22, and a total of \$3.2 billion over the next three years. Table 1 below details the zero emission vehicle programs and proposed funding levels.

Table 1. Zero Emission Vehicle Proposal

Zero Emission Vehicle Package					
(\$ in Millions)					
Investment Category	Department	Program	Governor's Budget	May Revision 2021-22	Total 2021-22
Low Carbon Transportation & ZEV Strategy		Clean Trucks, Buses & Off-Road Equipment	\$315	\$87	\$402
	Air Resources Board	Clean Cars 4 All & Transportation Equity Projects (\$400 million total)	\$150	\$0	\$150
		Clean Vehicle Rebate Project (\$400 million total)	\$0	\$134	\$134
		Drayage Trucks & Infrastructure (\$470 million total)	\$0	\$160	\$160
	Air Resources Board & California Energy Commission	Drayage Pilot Project	\$0	\$65	\$65
		Transit Buses & Infrastructure (\$290 million total)	\$0	\$100	\$100
		School Buses & Infrastructure (\$450 million total)	\$0	\$150	\$150
	California Energy Commission	Clean Transportation Program/ ZEV Infrastructure	\$500	(\$500)	\$500
		ZEV Manufacturing Grants (\$250 million total)	\$0	\$125	\$125
	GO-Biz	ZEV Market Development Strategy	\$0	\$5	\$5
Total			\$965	\$826	\$1,791

State Legislation

Staff continues to review proposed legislation and identify bills relevant to our 2021 Legislative Program. Below is one bill and recommended position 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 June Committee and Commission meetings.

Table 2. Recommended Bill Position

Bill Number	Bill Information	Analysis	Recommended Position
<p>SB 44 (Allen D)</p>	<p>California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects. This bill establishes expedited administrative and judicial review of environmental review and approvals granted for "environmental leadership transit projects" that meet specified requirements. The bill would require the Judicial Council, on or before April 1, 2022, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, within 270 calendar days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to an environmental leadership transit project. The bill would require the environmental leadership transit project to meet certain labor requirements.</p>	<p>The Alameda CTC 2021 legislative program calls for the support of environmental streamlining and expedited project delivery, including contracting flexibility and innovative project delivery methods. SB 44 would streamline judicial review for environmental leadership transit projects thus expediting project delivery.</p> <p>AC Transit, the California Transit Association and the California Association of Councils of Governments have taken support positions on this bill.</p>	<p>Support</p>

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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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
Transportation Funding	Increase transportation funding	<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.
	Protect and enhance voter-approved funding	<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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