



Planning, Policy and Legislation Committee Meeting Agenda Monday, November 8, 2021, 11:30 a.m.

Pursuant to AB 361 and the findings made by the Commission governing its meetings and the meetings of its Committees in light of the current statewide State of Emergency, the Commission and its Committees will not be convening at Alameda CTC’s Commission Room but will instead convene remote meetings.

Members of the public wishing to submit a public comment may do so by emailing the Clerk of the Commission at vlee@alamedactc.org. Public comments received by 5:00 p.m. the day before the scheduled meeting will be distributed to Commissioners or Committee members before the meeting and posted on Alameda CTC’s website; comments submitted after that time will be distributed to Commissioners or Committee members and posted as soon as possible. Submitted comments will be read aloud to the Commission or Committee 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://us06web.zoom.us/j/87379747713?pwd=bUZTTitjVG1pU2VaL29BelVuZG00QT09>
Webinar ID: 873 7974 7713
Password: 258726

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Dial-in Information: **(669) 900-6833**
Webinar ID: 873 7974 7713
Password: 258726

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: vlee@alamedactc.org

1. Call to Order

2. Roll Call

3. Public Comment

4. Consent Calendar

Page/Action

- | | | |
|---|---|---|
| 4.1. Approve October 11, 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 | 5 | |

5. Regular Matters

- | | | |
|---|----|-----|
| 5.1. Multimodal Corridor Project Updates: San Pablo Avenue and East 14th Street/Mission and Fremont Boulevard | 7 | I |
| 5.2. Federal, state, regional, and local legislative activities update | 17 | I/A |

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Monday, January 10, 2022

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](#).



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Mayor Karla Brown

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

Alameda CTC Schedule of Upcoming Meetings December 2021

Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	December 2, 2021
2:00 p.m.	Alameda CTC Special Commission Meeting	December 13, 2021

Pursuant to AB 361 and the findings made by the Commission governing its meetings and the meetings of its Committees in light of the current statewide State of Emergency, the Commission and its Committees will not be convening at Alameda CTC's Commission Room but will instead convene remote meetings.

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.

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

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve September 13, 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 Ezzy Ashcraft moved to approve the consent calendar. Commissioner Nason seconded the motion. The motion passed with the following roll call votes:

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

No: *None*

Abstain: *None*

Absent: *None*

5. Regular Matters

5.1. Student Transit Pass Program Update

Tess Lengyel provided a brief introduction on the continued implementation and expansion of the Student Transit Pass Program (STPP). She introduced Kate Lefkowitz to present this item. Ms. Lefkowitz stated that the 3-year STPP Pilot ended July 31, 2019. The Alameda CTC Commission approved the continuation and expansion of the STPP beyond the pilot period in December 2018. The implementation framework for the expanded program laid out a phased expansion to all school districts in the county over five years. At the end of the phased expansion, over 140 schools and approximately 58,000 students will have access to the program. Currently, the program is at the start of the third year of the expanded program. For the 2021-2022 school year, the STPP serves 15 school districts and 89 schools within Alameda County. Currently, over 2,100 STPP Youth Clipper cards have been shipped out to new program participants, for a total of over 12,000 program participants.

Commissioner Nason commented that she did not see Albany on the list of eligible schools. Ms. Lefkowitz stated that one of the Commission adopted requirements to be included in the program is for the school to be within a quarter-mile of a transit stop.

Commissioner Ortiz asked why all schools in Oakland are not participating in the program. Ms. Lefkowitz noted that Alameda CTC is expanding the program to all qualifying schools in Oakland using a phased approach, working closely with transit agency partners to ensure sufficient staff resources and transit capacity to serve new schools. All eligible schools are on track to be added within the timeframe established by the Commission.

5.2. Approve the 2021 Congestion Management Program (CMP) and amendment to Professional Services Agreement A20-0003 with Iteris, Inc. to provide multimodal performance monitoring of the Alameda County transportation network

Tess Lengyel provided a brief overview of this item and introduced Chris Marks to present this item. Mr. Marks recommended that the Commission approve the 2021 Congestion Management Program (CMP). The 2021 CMP report would then be submitted to the Metropolitan Transportation Commission (MTC). He further recommended that the Commission authorize the Executive Director to execute an amendment to Professional Services Agreement A20-0003 with Iteris, Inc. to add \$358,363 to the contract for an amended not-to-exceed amount of \$789,890, and extend the contract to March 31, 2023 for Iteris, Inc. to provide multimodal performance monitoring of the Alameda County transportation network for the 2022 monitoring cycle.

Commissioner Halliday asked what is being done to reconcile the conflict over using Level of Service (LOS) versus Vehicle Miles Traveled (VMT) to gather data for monitoring. Ms. Lengyel stated that Alameda CTC was involved in earlier efforts with peer agencies and the state to look at ways to reconcile the legislation, and that she anticipates the state will address these inconsistencies at the state level.

Commissioner Ortiz asked if local jurisdictions are using LOS instead of VMT. Ms. Lengyel said jurisdictions must use VMT.

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

No: *None*

Abstain: *None*

Absent: *None*

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

Tess Lengyel introduced this information item and noted that the presentation will focus on the state and federal activities presented by Maisha Everhart. Ms. Everhart provided an overview of the federal activities, which included the passing of a

Continuing Resolution (CR) to fund the government beyond the end of the fiscal year on September 30th and suspending the debt limit in the House.

The House is expected to vote on the bi-partisan Infrastructure and Investment and Jobs Act which includes funding for transportation, water, power, broadband and environmental resilience. The bill combines a roughly \$475 billion five-year surface transportation reauthorization, representing a 56 percent increase above Congress's last five-year transportation bill, with approximately \$157 billion in supplemental one-time stimulus funding.

Ms. Everhart also provided a brief update on the state legislature, which adjourned for the year on September 10, 2021. Ms. Everhart reviewed the final status of the bills on which the Commission took positions and noted that the state legislature is in recess until January 3, 2022.

6. Committee Member Reports

There were no member reports.

7. Staff Reports

Tess Lengyel thanked Commissioner Carson for his invitation to serve on the East Bay Economic Development Alliance Committee for preparation of the East Bay Forward Report.

Ms. Lengyel shared that she was selected to be a speaker at the Women in Transportation Seminar (WTS) event with the Glass Ceiling Task Force Team that focused on Women in the San Francisco Bay Area transportation industry.

Ms. Lengyel stated that she is the Chair of the Bay Area County Transportation Agencies Executive Roundtable, and Assemblymember Friedman will be attending the October 29, 2021 meeting.

Ms. Lengyel shared that she was asked to moderate a panel as part of the Self Help Counties Coalition Focus on the Future Conference to discuss reenvisioning the future of highways.

8. Adjournment/ Next Meeting

The next meeting is: November 8, 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: November 1, 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.

Alameda CTC has not submitted comments on any new environmental documents since the last update on October 11, 2021.

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

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DATE: November 1, 2021

TO: Planning, Policy, and Legislation Committee

FROM: Cathleen Sullivan, Director of Planning
Colin Dentel-Post, Principal Transportation Planner

SUBJECT: Multimodal Corridor Project Updates: San Pablo Avenue and East 14th Street/Mission and Fremont Boulevard

Recommendation

This item is to provide the Commission with an update on two major multimodal arterial corridor projects. This item is for information only.

Summary

Alameda CTC is leading two multimodal arterial corridor projects that address safety and transit efficiency to support mode shift, economic vitality, sustainable growth and equity – the San Pablo Avenue Corridor Project and the E 14th Street/Mission and Fremont Boulevard Corridor Project (E14th/Mission/Fremont). These projects are central to achieving the goals and strategies that were adopted in the 2020 Countywide Transportation Plan (CTP). Both projects are on the countywide high injury network, both are high ridership AC Transit corridors that suffer from unreliable and slow bus service, and both are key areas slated for growth in city and regional plans.

Both projects have completed long-term visioning phases and have embarked on near-term implementation phases. In both cases, Alameda CTC has identified a cost-effective project that can make substantive progress towards the project and agency goals in a 3-5 year time horizon (pending full funding acquisition). Alameda CTC is committed to delivering on these critical projects to make concrete progress towards addressing safety, mode shift, placemaking and economic development as quickly as possible. Both projects last came to the Commission for approval of the near-term implementation phase (in September 2020 for San Pablo and May 2021 for E 14th/Mission/Fremont). In November, PPLC will receive an update on both projects in advance of planned stakeholder engagement in late 2021 and early 2022.

Background

In 2016, Alameda CTC completed its first set of modal plans, alongside the 2016 update to the Countywide Transportation Plan, including a Countywide Transit Plan and a Countywide Multimodal Arterial Plan. As a key implementation step for those plans, Alameda CTC launched two multimodal arterial plans, on San Pablo Avenue in North County and East 14th Street/Mission and Fremont Blvds in Central and South County. These projects are focused on addressing safety and transit efficiency to support mode shift, economic vitality, sustainable growth and equity. The importance of these projects has only grown with the adoption of the 2020 CTP. These are critical projects that advance all of the goals of the CTP as well as half of the strategies in the CTP, including strategies in every category (see Attachment A).¹

THE TRANSPORTATION VISION

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.

FOUR GOALS SUPPORT THE TRANSPORTATION VISION



ACCESSIBLE, AFFORDABLE, AND EQUITABLE

Improve and expand connected multimodal choices that are available for people of all abilities, affordable to all income levels and equitable.



SAFE, HEALTHY, AND SUSTAINABLE

Create safe multimodal facilities to walk, bike and access public transportation to promote healthy outcomes and support strategies that reduce reliance on single-occupant vehicles and minimize impacts of pollutants and greenhouse gas emissions.



HIGH QUALITY AND MODERN INFRASTRUCTURE

Deliver a transportation system that is of a high quality, well-maintained, resilient, and maximizes the benefits of new technologies for the public.

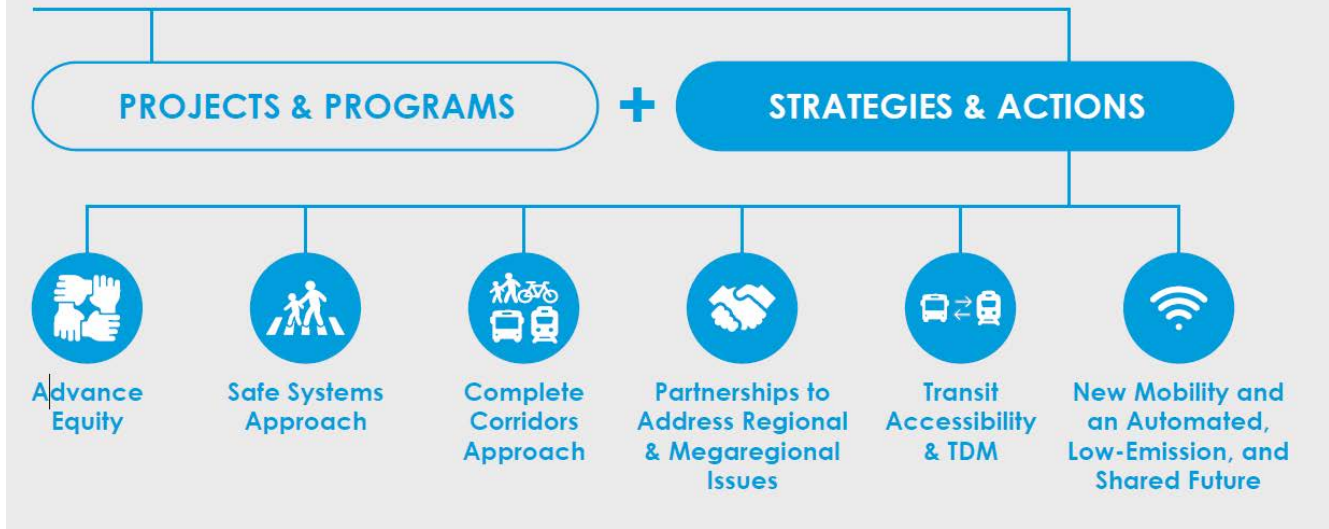


ECONOMIC VITALITY

Support the growth of Alameda County's economy and vibrant local communities through a transportation system that is safe, reliable, efficient, cost-effective, high-capacity and integrated with sustainable transit-oriented development facilitating multimodal local, regional, and interregional travel.

¹ 2020 Countywide Transportation Plan: <https://www.alamedactc.org/planning/countywidetransportationplan/>

CORE RECOMMENDATIONS OF THE 2020 CTP



Both of these projects address countywide high-injury corridors. Both include multimodal transportation investments to support key growth areas identified by local jurisdictions, as priority development areas line both San Pablo Avenue and East 14th St./Mission and Fremont Blvd. The projects both involve extensive collaboration with our partner agencies, including local jurisdictions, AC Transit, BART and Caltrans.

Significant work has been completed on both projects to understand existing conditions, analyze long-term solutions, and engage the public. In the last year, staff has advanced a near-term project for each corridor that can move into construction in 3-5 years (pending full funding acquisition). In both projects, Alameda CTC has sought to identify a near-term project that can begin to make concrete progress towards the goals quickly and cost effectively. Both projects are lined up to seek funding in 2022 to advance the next phase of work – construction funding for San Pablo, and PS&E for E. 14th/Mission/Fremont.

San Pablo Avenue

San Pablo Avenue has one of the highest incidence of injury collisions in Alameda County. It is the third worst corridor in Alameda County for collisions and there is an urgent need to improve safety for all users.

San Pablo is also one of the streets with the highest bus ridership in the East Bay. However, due to congestion, buses are often slow and unreliable. With ongoing residential and commercial growth in the corridor, reliable, attractive bus service is critical to efficiently move more people. The goals of the San Pablo Avenue Multimodal Corridor Project are to:

- Enhance safety for all travel modes
- Improve comfort and quality of trips for all users
- Support a strong local economy and efficiently accommodate growth along the corridor while respecting local contexts

- Promote equitable transportation and design solutions for diverse communities throughout corridor

Phase 1 of the project, which concluded in summer 2020, considered potential long-term concepts for the corridor – including bus rapid transit and protected bike facilities – through extensive outreach and technical analysis. Due to the complex and constrained nature of the corridor, no single long-term vision emerged at the end of Phase 1 and the full corridor project resulted in very high costs.² Phase 1 did narrow the range of options somewhat and did reveal strong community and Commission support to advance a near-term project focused on the critical needs of: safety improvements for pedestrians and cyclists on this high injury corridor, transit efficiency, and supporting existing communities and placemaking. Most bus rapid transit projects in the Bay Region have taken decades to develop and deliver and stakeholders expressed a strong desire to get something done more quickly.

Alameda CTC worked closely with agency partners to identify a smaller-scale, cost-effective near-term project in the Alameda County section of the corridor. The goal of this project is to begin to test some of the treatments and make incremental yet substantive progress toward project goals, focusing on safety, transit efficiency, and placemaking. These short-term, interim improvements do not close the door to additional more substantial improvements in the corridor.

Near-Term Project

The Commission approved contracts and funding to advance the PA&ED and PS&E phases of the near-term project for the San Pablo Corridor Project in September 2020. The near-term project includes several components. In all four Alameda County cities, the near-term project includes targeted safety enhancements to improve pedestrian, bicyclist, and transit rider safety, focused particularly on improving crossing conditions for those on foot or on bike. Safety enhancement improvements include:

- High visibility crosswalks and striping
- Improved pedestrian crossing signals
- ADA compliant curb ramps and sidewalks
- Wayfinding signage
- Improved bicycle crossings of San Pablo Avenue at intersections with bike routes
- Improved lighting at crosswalks and bus stops
- Signal upgrades and timing optimization to prioritize transit

In Oakland and Emeryville, where support was highest in Phase 1 for a substantial change to the street, the near-term project is advancing designs with side-running bus lanes and consideration of protected bike lanes. Implementing bus lanes would require eliminating one of the two existing traffic lanes in each direction, while bike lanes would require conversion of the existing parking and loading spaces on each side of the street and relocation of nearly

² More information on Phase 1 can be found at the project webpage: www.alamedactc.org/sanpablo

all parking and loading to side streets and/or off-street lots. Given the importance of loading to many of the businesses and other streetfront uses in the corridor, staff are initiating robust engagement with storefronts along the corridor to explore the viability of alternative loading solutions.

In Berkeley and Albany, for transit efficiency and reliability, the project includes bus bulbs at Rapid stops on San Pablo Avenue, which allow buses to stop in the traffic lane and not pull into and out from the curb. This can be a building block for bus lanes in a future phase. For bicycle safety in these two cities, the near-term project includes targeted enhancements on San Pablo crossings and parallel streets to improve key bicycle routes and provide a safe, comfortable continuous bike facility along the corridor in Alameda County.

Advancement of the currently scoped near-term project does not preclude anything for the future of improvements on San Pablo Avenue in Berkeley or Albany. The bus and bike project along San Pablo Avenue in Oakland and Emeryville is intended to inform future phases of the project, which could include more substantial changes to the corridor in Berkeley and Albany.

Recently, Alameda CTC has received requests from elected leaders and advocates in Berkeley to expand the current project in the near-term in Berkeley, at a minimum to the Russell/Heinz bike boulevard crossing in South Berkeley. Alameda CTC is committed to delivering our current project on an expedited timeline. Redefining the scope of the near-term project substantially would impact delivery of the near-term safety and efficiency improvements we have been working on for the past year in close partnership with partner agency staff. However, Alameda CTC has been working with elected leaders to consider extending consideration of the near-term project to Russell/Heinz. Staff believes this is possible without major schedule impacts. This expansion would have budget implications that the Commission would have to consider at a future meeting. Further, Berkeley has received a grant to conduct a Specific Plan along San Pablo Avenue. This opportunity provides Berkeley staff and elected officials to more fully discuss some of the potential future transportation concepts with the communities along San Pablo Avenue in Berkeley.

As the Specific Plan process advances, Alameda CTC staff is committed to working with the city to integrate additional improvements on San Pablo Avenue in Berkeley in a timeframe that builds off of the Specific Plan and allows us to advance the work in Oakland and Emeryville in the meantime, which we believe could help build support for more substantial improvements elsewhere in the corridor. The alignment of long-range land use planning and transportation improvements in the corridor is critically important, and Alameda CTC can support city staff utilizing the extensive work we have completed to date.

Stakeholder Engagement

To seek input on the near-term improvements proposed for the San Pablo Avenue corridor in Alameda County, and especially on the trade-offs between parking/loading and bike lanes in Oakland and Emeryville, Alameda CTC staff is doing targeted stakeholder engagement. We have formed a project-specific Active Transportation Working Group, comprised of

stakeholders from all four Alameda County cities along the corridor, to discuss pedestrian and bicycle design issues. In addition, Alameda CTC is developing partnerships with community-based organizations focused on reaching people in Equity Priority Communities.³ Finally, as mentioned above, deep one-on-one engagement with merchants and other storefront uses is planned to help the project team ensure that designs under consideration meet critical loading, ADA and access needs.

Next Steps

Alameda CTC staff will summarize the results of engagement to inform defining a specific concept to advance and anticipates recommending a design concept to the Commission for approval in spring 2022. Securing consensus on a concept in spring 2022 is critical to enabling Alameda CTC to submit funding applications for the construction phase of the project. There are numerous anticipated multi-year funding cycles in 2022, for which we believe this project could be competitive. Alameda CTC will also continue to work closely with city partners and AC Transit staff to brief local city councils and Boards as appropriate. Caltrans owns the right-of-way north of I-580, while the City of Oakland owns the right-of-way south of I-580, so Caltrans will also be a key project partner in determining required project development processes and approving any final design concepts to advance. The project will include additional targeted stakeholder engagement as designs are further developed.

Contra Costa County

Due to greater geometric and operational variability, different mode splits and travel needs, and varying support for preferred improvements, no clear set of improvements emerged from Phase 1 in Contra Costa County. The West Contra Costa Transportation Advisory Committee and Contra Costa Transportation Authority are leading Phase 2 work there, which includes additional location-specific design and evaluation needed to advance long-term concepts. Alameda CTC will continue to coordinate with Contra Costa County to ensure both near-term compatibility and a long-term vision for the corridor that considers both counties.

East 14th Street/Mission and Fremont Boulevard

The E14th/Mission and Fremont Boulevard Corridor Project covers a 30-mile north-south corridor from San Leandro to Fremont. The purpose of the project is:

To improve multimodal mobility, efficiency, and safety to sustainably meet current and future transportation needs, support planned growth and economic development, improve connectivity between transportation modes, and provide flexibility for future changes in transportation technology along this critical north-south corridor in central and southern Alameda County.

³ Equity Priority Communities, formerly known as Communities of Concern, are areas that have a significant concentration of underserved populations, such as households with low incomes and people of color.

The long-term phase of the Project began in December 2017 and concluded in fall 2020. This phase covered E. 14th Street, Mission Boulevard, Decoto Road, and Fremont Boulevard from downtown San Leandro to Warm Springs Blvd at State Route 262 and along Mission Boulevard to Ohlone College in Fremont. This effort resulted in a multimodal long-term vision for the corridor that was adopted by Commission in July 2020.⁴ This vision includes multi-modal improvements to meet the growing transportation needs of the communities along its alignment in the next 25 years, including Class IV bike facilities and bus improvements on E 14th Street and Mission Blvd.

Staff then conducted numerous discussions with jurisdictions along the corridor as well as with AC Transit, BART, and Caltrans to inform a more near-term phase and identify where corridor-level support from Alameda CTC would have the most benefit. This was determined to be the segment from downtown San Leandro to South Hayward BART station. South of Hayward, the cities of Fremont and Union City have recently progressed the recommendations of the long-term phase through separate, but consistent efforts, such as the Decoto Road Multimodal Corridor Concept Plan and complete street designs along Fremont Blvd. Last month, staff also presented on the synergies of this near-term project with the East Bay Greenway near-term project to the Programs and Projects Committee.

Near-Term Project

In April 2021, Alameda CTC approved initiation of a near-term implementation phase of the Project. This includes advancing a continuous, high-quality on-street bike facility from San Leandro BART to South Hayward BART, along San Leandro Blvd, E. 14th Street and Mission Blvd and along the access roads to the BART stations along this segment. The near-term project will also include rapid bus improvements and placemaking along the corridor, consistent with the long-term concept approved by the Commission in July 2020. The mid-term phase (8-10 years) will include building upon the near-term project in San Leandro to evaluate a potential extension of the existing TEMPO Bus Rapid Transit line to Bay Fair BART.

Overall, these two phases make significant progress toward the long-term vision for the corridor by:

- Providing a safe, high-quality (buffered Class II or Class IV) option for biking for all ages and abilities
- Improving bicycling and pedestrian safety via physical separations bicyclists from vehicles to the extent feasible
- Improving access to regional transit, schools, downtown areas and major activity centers
- Improving bus access and circulation
- Supporting reduction of greenhouse gas emissions
- Supporting economic development goals of the jurisdictions

⁴ A report was completed in fall 2020 and can be found on the project webpage: <https://www.alamedactc.org/programs-projects/multimodal-arterial-roads/e14th-st-mission-blvd-and-fremont-blvd-multimodal-corridor/>

Next Steps

Alameda CTC is currently developing prototypes for discussion with agency partners and plans to undertake a round of public engagement in spring 2022 to get feedback on design options for the bike and rapid bus improvements in the near-term project. Staff also anticipates coming to Commission again in early 2022 for a contract adjustment to do additional design work in support of expedited environmental review as part of the current consultant contract. The current schedule anticipates environmental clearance by end of 2022, design through 2023, and construction in the 2024-2026 timeframe, dependent on funding and the project delivery approach.

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

Attachment:

- A. 2020 CTP Strategies Addressed by Multimodal Arterial Corridor Projects

2020 CTP Strategies addressed by Multimodal Arterial Corridor Projects

Safe Systems Approach

1. ****** Improve Safety on the High-Injury Network, with an Eye Towards Community Disparities.

Complete Corridors Approach

5. ****** Improve Bus Service Frequency, Reliability, Quality and Travel Time.
6. ****** Manage the Curb to Balance Needs of Multiple Users.
7. ****** Build the Low-Stress Walking and Biking Network, including Low-Stress Facilities on Arterials and/or Alternative Routes.
8. ****** Plan and Deliver Urban Greenways and Trails.
9. Coordinate with Caltrans for Faster Project Advancement and Innovation.
10. Support Modern Traffic Signals that Operate Seamlessly Across Jurisdictions and Deliver Robust Transit Signal Priority.
12. Support Placemaking and Economic Development Through Street Design.

Partnerships to Address Regional and Megaregional Issues

15. ****** Provide Seamless Transit Connections.
19. Provide Express Bus Service and Bus Prioritization on Freeways and Approaches.

Transit Accessibility and TDM

22. ****** Expand First/Last-Mile Options and Improve Access to Major Transit Hubs.

New Mobility and an Automated, Low-Emission and Shared Future

25. Advance the initiatives of the New Mobility Roadmap:
 - Transit Integration
 - Coordinated Information Technology Services (ITS)
 - Transportation Demand Management (TDM)
 - Equity and Accessibility

****** Denotes strategies that advance equity.

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Memorandum

5.2

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

DATE: November 1, 2021

TO: Planning, Policy and Legislative 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

It is recommended that the Commission approve the 2022 Legislative Program.

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, and Attachment B is the proposed 2022 Legislative Program.

Legislative Program 2022

In preparation for the 2022 legislative session, staff has developed a draft 2022 Legislative Program for your consideration. The draft 2022 Legislative Program builds off of the 2020 Countywide Transportation Plan vision and goals and the existing 2021 Legislative Program. In establishing the legislative program, the goal was to ensure that Alameda CTC's policy priorities are clearly articulated and closely aligned with regional, state and federal goals and priorities in order to best position the agency to secure competitive funding and achieve our legislative goals. The 2022 Legislative Program seeks to elevate a core set of policy priorities already established by the agency, while maintaining flexibility to be responsive to the dynamic legislative process.

Alameda CTC has a strong track record of strategically forming partnerships to advance projects, programs, and policy goals, including leveraging our local sales tax dollars to secure significant regional, state and federal resources to deliver transportation improvements throughout the county. The core policy priorities for the

2022 Legislative Program are guided by the 2020 Countywide Transportation Plan and include the following:

1. **Funding:** Advocate for increased transportation funding to support projects, programs, and operations and seek to 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.
2. **Equity:** Advocate for resources, legislation, and initiatives that provide accessible, affordable and equitable transportation opportunities and elevate the needs of equity priority communities. Considering and advancing equity will be considered throughout each policy area of this legislative program.
3. **Safety:** Advocate for resources and legislation that enable Alameda CTC to deliver safe, multimodal infrastructure that prioritizes the safety of all users and advances Vision Zero policies and strategies.
4. **Sustainability:** Support legislation, strategies and investments that reduce greenhouse gas (GHG) emissions to create sustainable and healthy communities and increase the resiliency of our transportation system and communities, especially for historically impacted equity communities; support investments and funding for alternative fuels and technology to reduce GHG emissions and pollution.
5. **Effective Project Delivery and Operations:** Support policies that facilitate efficient and expedited project development and delivery processes, effective operations of the transportation system including Express Lane and HOV operations, and support innovative project delivery.

Federal Update

The House and the Senate passed a Continuing Resolution (CR) to fund the government beyond the end of the fiscal year on September 30th and to suspend the debt limit. The CR is expected to keep federal agencies funded through December 3, 2021.

The House was expected to vote on the bi-partisan Infrastructure and Investment and Jobs Act by September 30, 2021. However, negotiations continue between the House and the Senate on infrastructure and budget reconciliation legislation. The infrastructure legislation as proposed would include funding for transportation, water, power, broadband and environmental resilience. The bill combines a roughly \$475 billion five-year surface transportation reauthorization, representing a 56 percent increase above Congress's last five-year transportation bill, with approximately \$157 billion in supplemental one-time stimulus funding to be distributed to more than two dozen programs over five years.

House and Senate groups remain at odds with one another on how best to move forward on the size and scope of the reconciliation package which is also causing the vote on the bi-partisan infrastructure package to be delayed. The latest reports indicate the budget reconciliation package will be closer to \$1.5-1.9 trillion.

State Update

The state legislature adjourned for the year on September 10, 2021. On October 20, 2021, Governor Newsom signed an Executive Order to help tackle supply chain issues. The Order directs state agencies to develop longer-term proposals that support port operations and goods movement for consideration in the January 10 Governor's budget.

Budget negotiations continue regarding transportation funding. Prior to the summer recess, the Governor signed the "budget bill junior," SB129, which contained numerous funding programs, including funding for several transportation programs. The spending bills that remained unresolved included negotiations over \$7 billion in transportation and high-speed rail funding. Language was included in the budget appropriations bill that prohibited the expenditure of funds until a budget trailer bill was enacted specifying how these funds were to be spent. Since the budget trailer bill was not enacted by October 10th, the funds reverted to the general fund and legislators need to reevaluate how the funds will be allocated. Alameda CTC staff are working closely with our regional partners, including MTC and transit agencies, to advocate for more state transportation funding for the region. These discussions are anticipated to continue through the end of the year; staff will update the Commission as appropriate.

The state legislature is in recess until January 3, 2022.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. Alameda CTC 2021 Legislative Program
- B. Alameda CTC 2022 Proposed Legislative Program

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2021 Alameda County Transportation Commission Legislative Program

1111 Broadway, Suite 800, Oakland, CA 94607
 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
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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2022 Proposed Legislative Program

The legislative program herein supports Alameda CTC's goals adopted for the 2020 Countywide Transportation Plan for a transportation system that is:

- *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.”*

The Alameda County Transportation Commission will develop strategic partnerships and support efforts that encourage regional and mega-regional cooperation to increase transportation funding and support policies that advance this legislative program.

Core Legislative Priorities
Transportation Funding: Advocate for increased transportation funding to support projects, programs, and operations and seek to 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.
Equity: Advocate for resources, legislation, and initiatives that provide accessible, affordable and equitable transportation opportunities and elevate the needs of equity priority communities. Considering and advancing equity will be considered throughout each policy area of this legislative program.
Safety: Advocate for resources and legislation that enable Alameda CTC to deliver safe, multimodal infrastructure that prioritizes the safety of all users and advances Vision Zero policies and strategies.
Sustainability: Support legislation, strategies and investments that reduce greenhouse gas (GHG) emissions to create sustainable and healthy communities and increase the resiliency of our transportation system and communities, especially for historically impacted equity communities; support investments and funding for alternative fuels and technology to reduce GHG emissions and pollution.
Effective Project Delivery and Operations: Support policies that facilitate efficient and expedited project development and delivery processes, effective operations of the transportation system including Express Lane and HOV operations, and support innovative project delivery.

Transportation Funding: Advocate for increased transportation funding to support projects, programs, and operations and seek to 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.

- Seek, acquire, accept and implement grants to advance project and program delivery.
- Support efforts to increase transportation funding and advance priority projects and programs in Alameda County.
- Support efforts that protect against transportation funding diversions.
- Ensure fair share of sales tax allocations from new laws and regulations.
- Protect and enhance voter-approved funding. Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures.
- Support rewarding Self-Help Counties and states that provide significant transportation funding.
- Support efforts to increase funding and advance policies that support transit and multimodal transportation.
- Support efforts to increase funding to advance safety and active transportation.
- Support policies and funding that enhance Bay Area goods movement and passenger rail funding, delivery and advocacy that enhance the economy, local communities, and the environment.

Equity: Advocate for resources, legislation, and initiatives that provide accessible, affordable and equitable transportation and elevate the needs of equity priority communities and youth, seniors, disabled, low income and communities of color.

- Providing accessible, affordable and equitable transportation resources will be considered throughout each policy area of this legislative program.
- Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education.
- Support means-based fare programs while being fiscally responsible.
- Support projects and programs that reduce emissions with a particular emphasis on communities historically disproportionately burdened by pollution from the transportation sector.
- Expanding economic opportunities for small and local businesses by leveraging our procurement, contracting and hiring processes and supporting those historically disenfranchised such as women and minority owned businesses.

Safety: Advocate for resources and legislation that enable Alameda CTC to deliver safe, multimodal infrastructure that prioritizes the safety of all users and advances Vision Zero policies and strategies.

- Expand multimodal options, shared mobility and innovative technology.
- 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 policies that advance safety for all users of the transportation system.
- Support advocacy of cooperation and partnership with railroads to advance projects, with a particular interest in rail safety projects.

Sustainability: Support legislation, strategies and investments that reduce greenhouse gas (GHG) emissions to create sustainable and healthy communities and increase the resiliency of our transportation system and communities, especially for historically impacted equity communities; support investments and funding for alternative fuels and technology to reduce GHG emissions and pollution.

- Support funding for infrastructure, operations, and programs to relieve congestion, improve air quality, reduce emissions, expand resiliency and support economic development, including to support transitioning to a zero-emission transportation system.
- Support emerging technologies such as alternative fuels and technology to reduce GHG emissions.
- 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.
- 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 legislation that increases flexibility and reduces barriers for infrastructure improvements that support the linkage between transportation, housing and jobs and leverage opportunities for TOD and PDA implementation, including transportation corridor investments that link PDAs.

Effective Project Delivery and Operations: Support policies that facilitate efficient and expedited project development and delivery processes, effective operations of the transportation system including Express Lane and HOV operations, and support innovative project delivery.

- Advance innovative and cost-effective project delivery.
- Support environmental streamlining, efforts that reduce project and program implementation costs, and expedited project delivery, including contracting flexibility and innovative project delivery methods.
- Support funding and policies to implement transportation projects that create jobs and economic growth, including for apprenticeships and workforce training programs.

- Support HOV/managed lane policies and efforts that promote effective and efficient lane implementation and operations, protect toll operators' management of lane operations and performance, toll rate setting and toll revenue reinvestments, deployment of new technologies and improved enforcement.
- Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.