

Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: John Ristow
Jim Shannon

SUBJECT: CALTRANS SUSTAINABLE
COMMUNITY GRANT
ACCEPTANCE ACTIONS

DATE: July 15, 2019

Approved

D. D. SyL

Date

7/29/19

RECOMMENDATION

- (a) Adopt a resolution authorizing the City Manager or designee to:
- (1) Accept grant funds from Caltrans Sustainable Community grant program in an amount not to exceed \$602,004 to develop San Jose's Emerging Mobility Action Plan; and
 - (2) Negotiate and execute any documents necessary to accept the grant funds.
- (b) Adopt the following 2019-2020 Appropriation Ordinance and Funding Source Resolution amendments in the Construction Excise Tax Fund:
- (1) Increase the estimate for Revenue from State of California by \$602,004; and
 - (2) Establish the Emerging Mobility Action Plan appropriation to the Department of Transportation in the amount of \$602,004.

OUTCOME

Adoption of a resolution is required by Caltrans as part of the grant award process. This grant will provide \$602,004 for a community-based planning effort that will help advance the City's transportation and environmental goals by developing a San José Emerging Mobility Action Plan.

BACKGROUND

The City's *Envision San Jose 2040 General Plan* and *Climate Smart San Jose*, both seek to dramatically reduce the City's drive-alone vehicle rate to advance the City's transportation, environment, and economic equity goals. *Envision San Jose* committed the City to both reduce

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drive-alone commute rates by 50% and vehicle-miles-traveled by 40%, by 2040. The Paris Accord-aligned Climate Smart plan, adopted in 2018, raised the bar even higher: to reduce drive-alone trips by 70%, by 2040.

In 2011, when Envision 2040 was adopted, the prime alternatives to solo vehicle trips were walking, biking, using public transit, or carpooling. By 2018, when *Climate Smart* was approved, a surge of innovation had vastly expanded the universe of potential mobility options. Those options included ride-hailing services such as Uber and Lyft, shared electric scooters and bikes, one-way car-sharing services, and the tantalizing promise of automated travel.

The City is working on a variety of fronts to realize its ambitious goals, including:

- Electric Mobility Roadmap: A preliminary electric mobility strategic plan is being developed that, among other things, analyzes the current distribution of electric vehicles (EVs) and EV chargers, identifies where additional chargers could expand opportunities for EV ownership and shared mobility services, and outlines funding opportunities and partnerships the City can pursue to bridge priority infrastructure gaps.
- American Cities Climate Challenge: As one of 25 U.S. cities participating in the Bloomberg Foundation's two-year Challenge, San José is advancing its environmental goals by, among other things, expanding its micro-mobility services, improving its pedestrian and bike network, adopting an EV reach code, and expanding EV charging opportunities.
- Knight Foundation Automated Vehicle Initiative: With grant support from the Knight Foundation, the City is testing ways to increase the effectiveness of its community engagement efforts, particularly with its low income communities and communities of color. The initiative aims to ascertain residents' transportation needs and how, where, and under what conditions automated vehicles and other emerging mobility services might address those needs.

The purpose of the Sustainable Communities Grant program is to support the California Department of Transportation's mission, advance the Bay Area's Regional Transportation Plan and Sustainable Communities Strategies (Plan Bay Area 2040), and achieve the State's greenhouse gas emissions reduction targets. Funded projects are expected to also "improve public health, social equity, environmental justice, the environment, and provide other important community benefits." The Caltrans Sustainable Communities grant will enable the City to deepen and accelerate its current work (described above) by creating a five-year Emerging Mobility Action Plan. The Emerging Mobility Action Plan will become a component of a more comprehensive Access and Mobility Plan being developed by the Department of Transportation (DOT). The Access and Mobility Plan will establish a data driven framework and strategies to support development of a sustainable and human-centered transportation system that supports a more equitable, dynamic, dense, and transit-oriented city.

ANALYSIS

Achieving the City's environmental and transportation goals will require a transformational shift in how people travel. To achieve that end, we need to create a seamless sustainable transportation system that offers a competitive alternative to driving that gets people where they need to go, when they need to get there, safely, conveniently, and at a price point they can afford. Emerging mobility services and technologies have the potential to both aid and/or hinder those efforts. For example:

- Numerous studies have found that users of ride-hailing (e.g, Uber and Lyft) and car share services tend to be younger, well-educated, have higher incomes, and are less diverse than the general population. But in some cases, low-income and people of color make extensive use of these services. A 2018 study found that low income Lyft users in Los Angeles made more trips per capita than those in middle- and high-income areas of the city. The study also found high levels of discrimination against black riders by taxi drivers, where black riders were 73 percent more likely than white riders to have a taxi trip cancelled. In this case, ride-hailing services nearly eliminated the racial-ethnic differences in service quality.
- Several recent studies have concluded that ride-hailing services in the U.S. are pulling riders away from public transit, particularly bus services. But, many transit agencies across the county are contracting with ride-hailing service providers because they think it could boost mass transit usage. Some are subsidizing rides to light rail stations, others are using it to fill late night service gaps or replace non-productive bus lines; and still others are using the platform to improve paratransit service. The verdict is still out on many of these pilots.
- Automated vehicles (AVs) offer the potential to save lives by preventing collisions; increase the independence of non-drivers, such as children, seniors, and people with disabilities; and reduce the need for parking. On the other hand, unless they are shared and electric, automated vehicles could significantly exacerbate sprawl, traffic congestion, and greenhouse gas emissions. AVs also have the potential to fundamentally transform labor markets, land use, and racial equity.

The City's Emerging Mobility Action Plan seeks to leverage emerging mobility for the public good. The plan will include extensive community engagement, particularly in the City's lower income communities and communities of color; analyze emerging mobility trends and potential economic impacts of emerging mobility; and identify policies, programs, pilots and procedures that address community needs while advancing San José's transportation and environmental goals.

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EVALUATION AND FOLLOW-UP

DOT staff will present the draft Emerging Mobility Action Plan to the Transportation & Environment Committee in 2021, prior to final completion of the plan.

PUBLIC OUTREACH

This memorandum will be posted on the City's website for the August 6, 2019 City Council Agenda.

COORDINATION

This memorandum has been coordinated with the City Attorney's Office and the Planning, Building and Code Enforcement Department.

COMMISSION RECOMMENDATION/INPUT

This item does not have input from any board or commission.

FISCAL/POLICY ALIGNMENT

This project aligns with the Transportation and Aviation Services CSA outcomes to provide viable transportation choices that promote a strong economy and to provide a transportation system that enhances community livability.

This project also aligns with the major strategies, goals and policies of the *Envision San José 2040 General Plan* and *Climate Smart San José*.

COST SUMMARY/IMPLICATIONS

Executing the grant agreement with Caltrans for the Emerging Mobility Action Plan will require a commitment of \$77,996 in local matching funds (in-kind staff time) to secure \$602,004 from Caltrans' Sustainable Communities grant program. Funding for in-kind staff local match is currently programmed in Transportation Sustainability Program appropriation in the Construction Excise Tax Fund.

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BUDGET REFERENCE

The table below identifies the fund and appropriations recommended for modification as part of this memorandum.

Fund #	Appn #	Appn. Name	Current Total Appn	Recommended Budget Action	2019-2020 Proposed Capital Budget Page*	Last Budget Action (Date, Ord. No.)
465	NEW	Emerging Mobility Action Plan	N/A	\$602,004	N/A	N/A
465	R100	Revenue from State of California	\$31,359,000	\$602,004	N/A	06/18/2019, 79162

*The 2019-2020 Proposed Capital Budget was adopted by the City Council on June 18, 2019.

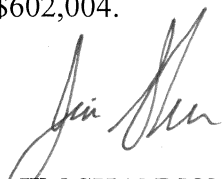
CEQA

Not a Project, File No. PP17-003, Agreements/Contracts (New or Amended) resulting in no physical changes to the environment and File No. PP17-004, Government Funding Mechanism or Fiscal Activity with no commitment to a specific project which may result in a potentially significant physical impact on the environment.

/s/
JOHN RISTOW
Director of Transportation


JIM SHANNON
Budget Director

I hereby certify that there will be available for appropriation in the Construction Excise Tax Fund in the Fiscal Year 2019-2020 moneys in excess of those heretofore appropriated there from, said excess being at least \$602,004.


JIM SHANNON
Budget Director

For questions, please contact Laura Stuchinsky, DOT Emerging Mobility Program Lead, at (408) 975-3226.