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

Alameda County Transportation Commission (Commission) Meeting Agenda
Thursday, September 26, 2024, 2:00 PM

The Commission and its Standing Committees will meet in the Mary V. King Conference Room at Alameda CTC's offices at 1111 Broadway, Suite 800, Oakland, CA 94607. The live stream of each Alameda CTC Commission and Standing Committee meeting is available for public viewing at www.alamedactc.org/all-meetings by clicking on **View Event** next to the meeting in the list of Upcoming Events.

Members of the public may submit public comments that are addressed to the Commission or Committee members on topics germane to the jurisdiction of the Alameda CTC in person by attending the meeting in Alameda CTC's offices. Alameda CTC conducts orderly meetings to fulfill its mandate. Discriminatory statements or conduct that would potentially violate the federal Civil Rights Act of 1964 and/or the California Fair Employment and Housing Act, California Penal Code sections 403 or 415 is per se disruptive to a meeting and will not be tolerated. Please see Alameda CTC's Meeting Code of Conduct for more information.

Additionally, comments may be submitted by email sent to the Clerk of the Commission at clerk@alamedactc.org, including the words "Public Comment" and the meeting to which it pertains in the email's subject line. 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 the Alameda CTC website; comments submitted after that time will be distributed to Commissioners or Committee members and posted as soon as possible. Comments submitted will be read aloud or summarized, as specified by the Chair, to the Commission or Committee and those listening telephonically or electronically.

As a convenience, members of the public may also make comments remotely during the meeting by accessing the Zoom link listed below, using the "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 press the star key (*) and then the number 9 (*9) to raise/lower your hand. Comments made in person or via Zoom will generally be limited to three minutes in length, or as specified by the Chair. Alameda CTC cannot guarantee that the public's access to Zoom via phone or other device will be uninterrupted, and technical difficulties may occur from time to time. Unless required by the Brown Act, the meeting will continue despite technical difficulties for participants using the Zoom option.

Chair:	John J Bauters	Executive Director:	Tess Lengyel
Vice Chair:	David Haubert	Acting Clerk of the Commission:	Angie Ayers

Location Information:

Alameda County Transportation Commission
Mary V. King Conference Room
1111 Broadway, Suite 800
Oakland, CA 94607

Alameda County Fairgrounds
Heritage House
4501 Pleasanton Drive
Pleasanton, CA 94566

Zoom Link:
https://us06web.zoom.us/j/81823881400?pwd=V0RnUUNTTlNTQW02c0g3aHVHeWRlZz09

Dial-in Information: 1 (669) 900 6833
Webinar ID: 818 2388 1400
Passcode: 758993

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

4. Chair and Vice Chair Report

5. Executive Director's Report

5.1 Executive Director's Report - September 2024
Information
5.1_COMM_ED_Report-September2024_20240926.pdf

6. Consent Calendar

6.1 Approve the July 25, 2024 Commission Meeting Minutes
Approve
6.1_COMM_Minutes_20240725.pdf

6.2 Receive the Final Sunol Smart Carpool Lane Joint Powers Authority Audited Annual Financial Report for the Period Ended May 31, 2024
Information
6.2_COMM_I-680_JPA_FY2023-24_Final_Audited_Financial_Report_20240926.pdf

6.3 FY2023-24 Fourth Quarter Report of Claims Acted Upon Under the Government Claims Act Update
Information
6.3_COMM_Government_Claims_Act_FY2023-24_4th_Qtr_Report_20240926.pdf

6.4 Approve an Update to the Alameda CTC Investment Policy
Approve
6.4_COMM_Investment_Policy_20240926.pdf

6.5 I-580 and I-680 Express Lanes Operations Update
Information
6.5_COMM_I-580_680_Ops_FY23-24_Q4_20240926.pdf

6.6 Approve Actions to Facilitate the Project Delivery of the East Bay Greenway Multimodal Project – North Segment
Approve
6.6_COMM_EBGWMM_CM2_20240926.pdf

6.7 Approve the Rail Safety Enhancement Program – Phase A (RSEP-A) – Amendment to Professional Services Agreement A20-0014
Approve
6.7_COMM__RSEP_A_KHAmend_20240926.pdf

6.8 Approve Actions to Facilitate the Project Delivery of the Dublin Boulevard Extension
Approve
6.8_COMM_DublinBlvd_20240926.pdf

6.9 Community Committee Appointments
Approve
6.9_Community_Advisory_Committee_Appointments_20240926.pdf

7. Committee Reports

7.1 Bicycle and Pedestrian Advisory Committee (BPAC)
Information

7.2 Independent Watchdog Committee (IWC)
Information

7.3 Paratransit Advisory and Planning Committee (PAPCO)
Information

8. Closed Session

8.1 Pursuant to Government Code Section 54957: Public Employee Performance Evaluation: Executive Director
Information

8.2 Pursuant to Government Code Section 54957: Public Employment Title: Executive Director
Information

8.3 Report on Closed Session
Information

9. Regular Matters

9.1 Approval of a Salary Adjustment for Executive Director Pursuant to Annual Performance Evaluation
Approve
9.1_COMM_ED_Salary_Adjustment-Eval_20240926.pdf

9.2 Authorize the Executive Director to Execute a Contract with CPS HR for Executive Director Recruiting Services, and Authorize the Chair and Vice Chair to Negotiate a Contract for Interim Executive Director Services
Approve
9.2_COMM_CPS_HR_ED_Recruitment_09262024.pdf

9.3 Approve Actions Necessary to Facilitate Project Advancement into the Construction Phase for the Oakland Alameda Access Project
Approve
9.3_COMM_OAAP_20240926.pdf
9.3_COMM_OAAP_Presentation_20240926.pdf
9.3_COMM_Minutes_Public_Comments_20240926.pdf

10. Adjournment

Next Meeting:
October 24, 2024

Notes:

- All items on the agenda are subject to action and/or change by the Commission/Committee.
- To comment on an item not on the agenda, submit a speaker card to the Clerk or follow remote instructions listed in the agenda preamble.
- Meeting agendas and staff reports are available on the website calendar.
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. Directions and parking information are available online.
- For language assistance, please call (510) 208-7475. We request at least five working days' notice to accommodate your request.
    - Para obtener asistencia de idioma, comuníquese al (510) 208-7475. Para hacer lugar a su pedido, solicitamos que nos avise con una anticipación mínima de cinco días hábiles.
    - 如需语言协助，请致电 (510) 208-7475. 请至少提前五个工作日通知，以便满足您的要求。
    - Para sa tulong sa wika, tumawag sa (510) 208-7475. Mag-abiso nang limang araw na may pasok o mas maaga para mapagbigyan ang inyong kahilingan.
    - Để được hỗ trợ ngôn ngữ, vui lòng gọi (510) 208-7475. Chúng tôi yêu cầu quý vị thông báo ít nhất năm ngày làm việc để có thể đáp ứng được yêu cầu của quý vị.
- Call (510) 208-7450 (Voice) or 1(800) 855-7100 (TTY) five days in advance of the meeting to request a sign-language interpreter.
- Call (510) 208-7400 48 hours in advance to request other accommodations or assistance at this meeting.

ALAMEDA County Transportation Commission

ALAMEDA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE DIRECTOR'S REPORT

SEPTEMBER 2024

Keeping Our Promises

Alameda CTC is keeping our promises of delivering projects and programs while supporting jobs and the economy. I am ensuring that the agency continues to perform strategic planning, develop projects and implement programs, move projects into construction, and support our cities, the county, transit agencies and business partners. Our work is an important part of supporting local communities, equity, safety, clean transportation and the economy.

Thank you,

Tess

TABLE OF CONTENTS

Project Updates

Oakland Alameda Access Project Advances

The Alameda County Transportation Commission (Alameda CTC) is delivering on the Oakland Alameda Access Project, one of the named capital projects in both the 2000 Measure B and 2014 Measure BB transportation expenditure plans. The project, which has been in development for almost 30 years, has been coordinated with a multitude of stakeholders.

The project will improve multimodal safety, accessibility for active transportation users, connectivity, and traffic by reducing conflicts between local and regional traffic, pedestrians, and bicycle users around Interstate 880, the Webster and Posey tubes, and local city streets in Oakland and Alameda. It will also improve access between the City of Alameda and locations in Oakland including downtown, Chinatown, and Jack London Square.

Alameda CTC has completed the project requirements with Caltrans to complete the Plans, Specifications & Estimate (PS&E) packageand is at a Ready to List (RTL) stage this month.

To begin construction in the summer of 2025, Alameda CTC is scheduled to request nearly $70 million in funding from the California Transportation Commission at their December 2024 meeting. Caltrans will lead efforts to advertise the project in early 2025 and plans to award the contract in spring 2025. In partnership with Alameda CTC, Caltrans will administer the construction contract.

More information about this and other Alameda CTC projects can be found on Alameda CTC's Projects webpage.

Planning & Program Updates

International Walk and Roll to School Day 2024

The Alameda County Safe Routes to Schools (SR2S) Program will celebrate the annual International Walk and Roll to School Day on Wednesday, October 9, 2024. On this special day, students will join millions around the world to promote active travel to and from school. The celebration begins when students arrive at school and engage in hands on activities to report their transportation modes. The SR2S program inspires active transportation behavior change through technical support, event facilitation, and materials for students' learning and encouragement.

Learn more at SR2S's International Walk and Roll to School Day by visiting **the event's webpage**. To learn more about Alameda County's Safe Routes to Schools program, please visit **the program's website**.

Student Transit Pass Program Kicks Off Eighth Year

This school year marks the eighth year of the Student Transit Pass Program (STPP), an Alameda CTC program that provides free, unlimited transit for middle and high school students across the county. STPP currently serves over 160 schools and nearly 32,000 active student participants.

Designed to facilitate easier and more affordable travel for students to and from school, extracurricular activities, jobs, and other important engagements, the program is also entering its final year of expansion. Upon the completion of expansion, a significant milestone will be achieved: all eligible middle and high schools in Alameda County will have access to the program.

Policy News

State Update

August 31 was the deadline for the Senate and Assembly to pass bills out of their respective houses, after which the legislature adjourned for the year. The Governor now has until September 30 to sign or veto bills.

Each year, Safe Routes to Schools helps Alameda County students join others around the world to participate in International Walk and Roll to School Day.

Independent Watchdog Committee Releases 22nd Annual Report to the Public on Measure B and Measure BB Sales Tax Expenditures

On July 11, 2024, Alameda CTC's Independent Watchdog Committee (IWC) approved its **22nd Annual Report to the Public**, covering fiscal year 2022-2023 expenditures and IWC activities. The report addresses the delivery of projects and programs funded by Measure B, Alameda County's half-cent sales tax for transportation improvements, and Measure BB, which augmented the half-cent sales tax to one cent and extended the tax through 2045.

The **22st Annual Report to the Public**, the Executive Summary in **English**, **Chinese** and **Spanish**, and **audited financial statements and compliance reports** of Measure B and Measure BB for each agency receiving funds through the direct local distribution program are available to the public on the Alameda CTC website. Hard copies can also be requested.

Programming Updates

Alameda Oakland Estuary Shuttle Pilot Program Begins

The City of Alameda, in partnership with the Water Emergency Transportation Authority (WETA) and other organizations launched a free two-year pilot water shuttle service across the Oakland Estuary on July 17, 2024. The shuttle connects Alameda and Oakland, operating between Jack London Square and Bohol Circle Immigrant Park. The service operates four to five days per week, with peak season operations in March to October featuring up to 40 trips per day.

Programming Updates cont'd from page 2

The water shuttle service is ADA-accessible and can accommodate at least eight 8 bicycles each trip. Alameda CTC is providing $1M of 2010 Vehicle Registration Fee and Transportation Fund for Clean Air funding for the program.

Fiscal Year 2023-24 MB/BB/VRF Direct Local Distribution Compliance

Alameda CTC oversees the administration of Measure B, Measure BB, and the Vehicle Registration Fee (VRF) Programs, allocating more than half of the annual revenue as Direct Local Distributions (DLD) to twenty eligible recipients for local transportation improvement projects.

Alameda CTC distributed over $2.2 Billion in combined DLD funds between the inception of the program to the end of Fiscal Year (FY) 2022-23. Eligible recipients received funds for local transportation (streets and road), bicycle/pedestrian, transit, and paratransit programs. Each year, recipients are required to submit audited financial statements and program compliance reports to confirm DLD annual receipts, expenditures, and the completion of reporting obligations. For Fiscal Year 2023-24, Alameda CTC will verify recipients' compliance with DLD expenditure requirements, starting with a DLD Program Compliance Workshop on September 17th. DLD recipients are required to provide DLD program compliance reporting by the end of December.

Finance Updates

Over the last two months, the Finance team has been working to close out Alameda CTC's financial books for the fiscal year 2023-2024 including preparing the required schedules and gathering information for the independent auditor's review.

The finance team also started to draft the Annual Comprehensive Financial Report (ACFR) for the fiscal year 2023-2024. The ACFR is scheduled to go to the Audit Committee and the Finance and Administrative Committee (FAC) for review in October and November, respectively, and to the Commission for final approval in December.

The Finance team also worked with the Express Lanes team to draft and finalize the Sunol Smart Carpool Lane JPA's (Sunol JPA) final audited financial report for the period ending May 31, 2024. This is the last financial report for the Sunol JPA due to its dissolution in May 2024 and is scheduled to go to the FAC and Commission for review in September.

Contracting Opportunities

Alameda CTC anticipates upcoming solicitation of proposals for the following professional services and construction contracts:

Professional Services

- Financial Audit Services
- Human Resources Consulting and Support Services
- I-580/I-238/I-880 Safe Access and Community Resilience Plan
- Rail Safety Enhancement Program – Phase A
- San Pablo Avenue Parallel Bike

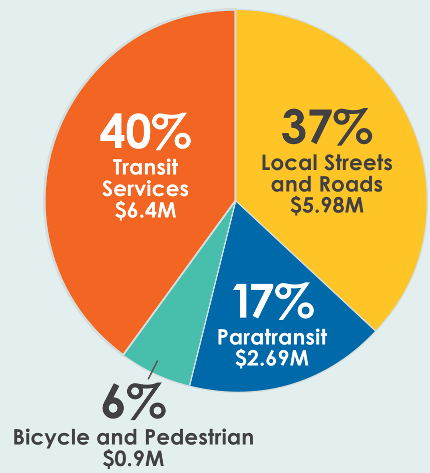
For more information, visit the Contracting Opportunities webpage.

Transportation Investments

Alameda CTC supports the future of Alameda County by equitably investing in projects and programs throughout the county to improve transportation.

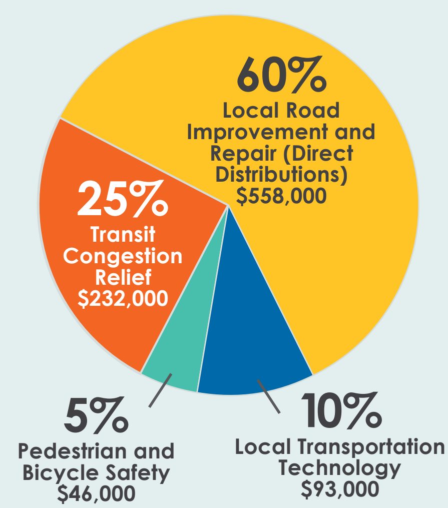
Measure BB Program Distributions

Measure BB Direct Local Distributions began in April 2015 and total over $1.0 billion. On average, $17 million is distributed every month to DLD recipients; almost $16 million was distributed in June 2024.



Vehicle Registration Fee

Since 2011, Alameda CTC has distributed more than $96 million for local road repair. On average, $600,000 is distributed monthly to DLD recipients with approximately $372,000 available for discretionary programming; more than .9 million was collected in June 2024.



Agency Activities

Alameda CTC hosted, sponsored and participated in the following activities during August and September 2024:

- August 3-4 – Fremont Festival of the Arts
- August 15 – Downtown Hayward Street Party
- August 15 – CMAA Northern California Chapter Meet the Primes
- August 16 – City of Emeryville Quiet Zone Project Ribbon Cutting Ceremony
- August 30 – Alliance for Renewable Energy Systems (ARCHES) Opening Celebration
- September 8 – Solano Avenue Stroll
- September 12 – 2026 CIP Application Workshop
- September 18 – Alameda CTC LBCE Certification Workshop
- September 18 – Outreach to the Alameda Chamber Board Meeting regarding OAAP
- September 19 – Girls in Motion Summit hosted by Alameda CTC
- September 21-22 – Newark Days
- September 26 – United Seniors of Oakland and Alameda County (USOAC) Healthy Living Festival

Bike Mobile September 2024 activities:

- September 1 – Washington Elementary, Berkeley
- September 3 – Encinal Junior & Senior High School, Alameda
- September 4 – Bancroft Middle, San Leandro
- September 5 – Cottonwood Creek, Dublin
- September 10 – G. M. Walters Middle, Fremont
- September 11 – Phoebe Apperson Hearst Elementary, Pleasanton
- September 12 – Knowledge Enlightens You (KEY) Academy, Hayward
- September 13 – Oliveira Elementary, Fremont
- September 23 – EnCompass Academy Elementary, Oakland
- September 25 – Tennyson High, Hayward
- September 27 – Proctor Elementary, Castro Valley

Other News

Alameda CTC celebrates launch of first-ever Hydrogen Hub ARCHES

In late August, Alameda CTC was thrilled to join the celebration of a $12.6B investment from the US Department of Energy in the Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES) to create the first ever Regional Clean Hydrogen Hub in California. Event guests included Governor Newsom, Senator Padilla and Department of Energy Under Secretary David Crane.

Furthering clean energy solutions to advance sustainability is a top priority for Alameda CTC. Event festivities included a tour of the Port of Oakland aboard the hydrogen-powered Sea Change Ferry, a ride on AC Transit and SamTrans hydrogen fuel cell electric buses, and a tour of the NorCal ZERO hydrogen fueling station.

Commission Chair Bauters and Vice Commission Chair Haubert celebrate ARCHES with California Senator Alex Padilla.

Committee Activities

September advisory committee activities

Highlights from September committee meetings include:

- September 5 – The Alameda County Technical Advisory Committee (ACTAC) received preliminary results from the 2024 Congestion Monitoring Report, showing auto congestion trends in Alameda County. The committee also received information about requirements and procedures for the Alameda CTC Local Business Contract Equity Program and MTC's FY 24-25 Obligation Plan and California Transportation Commission Allocation Plan.
- September 10 – The Paratransit Technical Advisory Committee (ParaTAC) received information about the implementation of guidelines and performance measures for the Special Transportation for Seniors and People with Disabilities (Paratransit) Program.

Visit Alameda CTC's **Meetings webpage** for details on these and upcoming meetings.

1. **Call to Order**

2. **Roll Call**
A roll call was conducted. All members were present with the exception of Commissioners Fife, Freitas, González, Marchand, McCorriston, Salinas, Tam, and Taplin.

Commissioner Hu attended as an alternate for Commissioner McCorriston.

Subsequent to the roll call:
Commissioner Fife, Hu, and Marchand arrived during item 4.
Commissioner Salinas arrived during item 7.2

3. **Public Comment**
(This item was presented after item 8.1)

Carl Chan of the Oakland Chinatown Chamber Foundation made a public comment to express concern about safety in Oakland for businesses and seniors. He mentioned the need to bring people back to the city and noted that the return of the Free B bus would be beneficial.

Nigel Jones, a local Oakland business owner made a public comment to express concerns about the urgency of safety in Oakland to help grow businesses and get more activity in Oakland.

4. **Chair and Vice Chair Report**
(This item was presented after item 2)

Chair Bauters congratulated Commissioner Joel Young and AC Transit staff on receiving a $15 million federal grant to expand AC Transit's zero-emission bus program to provide cleaner and more sustainable public transportation. He noted the funds were through the Federal Transit Administration 2024 Bus and Low—and No-Emission Grant Awards. Chair Bauters shared that Alameda CTC was awarded over half a million dollars in a highly competitive Sustainable Planning Grant from Caltrans. He congratulated Kristen Villanueva and Shannon McCarthy for their project proposal. Chair Bauters announced that Friday, July 26, 2024, marks 34 years since the Americans with Disabilities Act was signed into law, guaranteeing equal protection for people with disabilities. Chair Bauters also read a statement detailing Alameda CTC's meeting Code of Conduct.

Vice Chair Haubert provided instructions regarding technology procedures, including administering public comments during the meeting.

5. **Executive Director Report**
Tess Lengyel noted that Alameda CTC has major construction underway throughout Alameda County, and the agency is moving forward with its mission to plan, fund, and deliver. Ms. Lengyel informed the Commission that staff would come back in the fall with recommendations for projects throughout the county in their next phases. She reminded the Commission that there is a Comprehensive Investment Plan (CIP) call for projects out for $100 million. The guidelines will be posted on the agency website on Friday, July 26, 2024. Ms. Lengyel informed the Commission that several workshops and meetings will be held at Alameda CTC in the coming months including a CIP workshop, a Metropolitan Transportation Commission (MTC) Transportation committee regarding a regional transportation measure, and the Girls in Motion Fall 2024 Summit to inspire young people to explore careers in the transportation industry.

6. **Consent Calendar**
   6.1. Approve the June 27, 2024 Commission Meeting Minutes
   6.2. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
   6.3. Federal, state, regional, and local legislative activities update
   6.4 California Department of Transportation Sustainable Transportation Planning Grant Program Resolution of Local Support
   6.5. Approve the Community Advisory Committee Appointments

Commissioner Marchand moved to approve the consent calendar. Commissioner Jordan seconded the motion. The motion passed with the following roll call vote:

Yes:	*Bauters, Brown, Carson, Cavenaugh, Dutra-Vernaci, Ezzy Ashcraft, Fife, Haubert, Hu, Jordan, Kaplan, Marchand, Márquez, Mei, Miley, Saltzman, Young*
No:	*None*
Abstain:	*None*
Absent:	*Freitas, González, Salinas, Tam, Taplin*

7. **Community Advisory Committees**
   7.1. Bicycle and Pedestrian Advisory Committee (BPAC)
   BPAC Chair Kristi Marleau provided an update on the July 18, 2024 BPAC meeting.

   7.2. Independent Watchdog Committee (IWC)
   Pat Piras introduced the new IWC Chair, Damian Park, who provided an update on the July 11, 2024, IWC meeting.

   7.3. Paratransit Advisory and Planning Committee (PAPCO)
   PAPCO Vice Chair Sandra Johnson provided an update on the July 22, 2024, Joint PAPCO and Paratransit Technical Advisory Committee meeting.

8. Regular Matters

8.1. Countywide Transportation Plan Update: Draft Goals and Safety Update

Chris Marks provided the Commission with an update on the Policy Blueprint for the Countywide Transportation Plan (CTP), including draft goals for the CTP.

9. Adjournment

The next Commission meeting is Thursday, September 26, 2024, at 2:00 p.m. and will be conducted in person at the Alameda CTC offices at 1111 Broadway, Suite 800, Oakland, CA 94607.

Memorandum 6.2

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

DATE:	September 19, 2024
TO:	Alameda County Transportation Commission
FROM:	Patricia Reavey, Deputy Executive Director of Finance and Administration
SUBJECT:	Receive the Final Sunol Smart Carpool Lane Joint Powers Authority Audited Annual Financial Report for the Period Ended May 31, 2024

Recommendation

It is recommended that the Commission receive the final Sunol Smart Carpool Lane Joint Powers Authority Audited Annual Financial Report for the Period Ended May 31, 2024. This financial report provides an overview of the Sunol Smart Carpool Lane Joint Power Authority's financial activity for the period July 1, 2023 through its dissolution on May 31, 2024.

Summary

Pursuant to Section 8.2(iv) of the Joint Powers Agreement and Section 6505 of the California Government Code, an independent audit was conducted for the period ended May 31, 2024 by Maze & Associates Accountancy Corporation (Maze & Associates) with the objective of obtaining reasonable assurance about whether the financial statements as a whole are free from material misstatement and to issue an auditor's report that includes their opinion. All financial statements are the responsibility of management. As demonstrated in the Independent Auditor's Report on page one of the Audited Annual Financial Report, the auditors of the Sunol Smart Carpool Lane Joint Powers Authority (Authority) have expressed what is considered to be an unmodified, or clean, audit opinion.

> *"In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the business-type activities of the Authority as of May 31, 2024, and the changes in financial position and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America."*

Financial Highlights:

- Total net position increased by $6.39 million or 23.3 percent from $27.48 million to $33.87 million as of May 31, 2024, compared to June 30, 2023. This increase is mostly due to an increase in cash and investments stemming from an increase over the prior year in the number of months that the express lanes were in revenue operations in both the north- and southbound directions as the lanes resumed operations late in fiscal year 2022-23 upon completion of construction work on the lanes. Capital assets, net of accumulated depreciation, comprised $21.20 million or 62.6 percent of the total net position as of May 31, 2024.

- For the period ending May 31, 2024, cash and cash equivalents increased by $6.61 million or 96.5 percent from $6.85 million to $13.46 million compared to June 30, 2023. This increase is related to toll revenue collections on the express lanes which were more than operating expenses during the period July 1, 2023 through May 31, 2024.

- Operating revenue was $10.55 million during the period July 1, 2023 through May 31, 2024, an increase of $7.60 million or 257.6 percent over fiscal year 2022-23. This significant increase is due to an increase over the prior year in the number of months that the express lanes were in revenue operations in both the north- and southbound directions during the 11-month period from July 1, 2023 through May 31, 2024.

- The Authority's total operating expenses including depreciation were $6.59 million during the period July 1, 2023 through May 31, 2024, an increase of $4.28 million or 185.6 percent over fiscal year 2022-23. This substantial increase is attributed to an increase over the prior year in the number of months that the express lanes were in revenue operations in both the north- and southbound directions as the lanes resumed operations on March 31, 2023 upon completion of construction work on the lanes, resulting in an increase in operations and maintenance expenses. Operating expenses of $6.59 million for the period July 1, 2023 through May 31, 2024 were primarily comprised of operations and maintenance costs.

As part of the audit process, Maze & Associates considered the Authority's internal controls over financial reporting as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing an opinion on the financial statements. They have not expressed an opinion on the effectiveness of the Authority's internal controls; however, Maze & Associates noted that they did not identify any deficiencies in internal controls that would be considered a material weakness.

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

Attachment:

A. Sunol Smart Carpool Lane Joint Powers Authority Audited Annual Financial Report for the Period Ended May 31, 2024

Memorandum

6.3

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

DATE:	September 19, 2024
TO:	Alameda County Transportation Commission
FROM	Patricia Reavey, Deputy Executive Director of Finance and Administration
SUBJECT:	FY2023-24 Fourth Quarter Report of Claims Acted Upon Under the Government Claims Act Update

Recommendation

This item is to provide the Commission with an update on the FY2023-24 Fourth Quarter Report of Claims Acted upon under the Government Claims Act. This item is for information only.

Summary

There were no actions taken by staff under the Government Claims Act during the fourth quarter of FY2023-24.

Background

Tort claims against Alameda CTC and other California government entities are governed by the Government Claims Act (Act). The Act allows the Commission to delegate authority to an agency employee to review, reject, allow, settle, or compromise tort claims pursuant to a resolution adopted by the Commission. If the authority is delegated to an employee, that employee can only reject claims or allow, settle, or compromise claims $50,000 or less. The decision to allow, settle, or compromise claims over $50,000 must go before the Commission for review and approval.

California Government Code section 935.4 states:

> "A charter provision, or a local public entity by ordinance or resolution, may authorize an employee of the local public entity to perform those functions of the governing body of the public entity under this part that are prescribed by the local public entity, but only a charter provision may authorize that employee to allow, compromise, or settle a claim against the local public entity

> if the amount to be paid pursuant to the allowance, compromise or settlement exceeds fifty thousand dollars ($50,000). A Charter provision, ordinance, or resolution may provide that, upon the written order of that employee, the auditor or other fiscal officer of the local public entity shall cause a warrant to be issued upon the treasury of the local public entity in the amount for which a claim has been allowed, compromised, or settled."

On June 30, 2016, the Commission adopted a resolution which authorized the Executive Director to reject claims or allow, settle, or compromise claims up to and including $50,000.

There have only been a handful of small claims filed against Alameda CTC and its predecessors over the years, and many of these claims were erroneously filed, and should have been filed with other agencies. As staff moves forward with the implementation of Measure BB, Alameda CTC may experience an increase in claims against the agency as Alameda CTC puts more projects on the streets and highways of Alameda County and as Alameda CTC's name is recognized as a funding agency on these projects. Staff works directly with the agency's insurance provider, the Special District Risk Management Authority (SDRMA), when claims are received so that responsibility may be determined promptly, and they might be resolved expediently or referred to the appropriate agency. This saves Alameda CTC money because when working with the SDRMA directly, much of the legal costs to address these claims are covered by insurance.

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

DATE:	September 19, 2024
TO:	Alameda County Transportation Commission
FROM:	Patricia Reavey, Deputy Executive Director of Finance and Administration Lily Balinton, Director of Finance
SUBJECT:	Approve an Update to the Alameda CTC Investment Policy

Recommendation

It is recommended that the Commission review and approve an update to the Alameda CTC investment policy.

Summary

An update to the Alameda CTC investment policy is shown in markup format in the attached to show one recommended change to the investment policy to reflect updated state law since the policy was last adopted by the Commission in September 2023. The recommendation is to add one item to the list of ineligible investments to clarify that securities cannot have a forward settlement date exceeding 45 days from the date of purchase in compliance with requirements established in SB 1489. The settlement date for Alameda CTC security purchases is generally within a week of the purchase date, so this change is not expected to have a material effect on Alameda CTC investment procedures; however, the change is being proposed to the agency's policy to ensure compliance with changes to the law.

Background

Per the California Government Code Section 53600.5 states, "… the primary objective of a trustee shall be to safeguard the principal of the funds under its control. The secondary objective shall be to meet the liquidity needs of the depositor. The third objective shall be to achieve a return on the funds under its control." These objectives are also reflected in Alameda CTC's investment policy, in the order of priority demonstrated in the Code. Staff reviewed the investment policy in consultation with investment advisors, and staff has made the one recommended change to clarify the 45-day time restriction between the purchase date and the date of settlement on investments.

The attached investment policy (Attachment A) was developed in accordance with the Code in order to define parameters and guide staff and investment advisors in managing Alameda CTC's investment portfolio; however, the Alameda CTC policy is more restrictive than the Code. The policy formalizes the framework for Alameda CTC's investment activities that must be exercised to ensure effective and prudent fiscal management of Alameda CTC's funds. The guidelines are intended to be broad enough to allow staff and the investment advisors to function properly within the parameters of fiscal responsibility and authority, yet specific enough to adequately safeguard the investment assets.

The primary objectives of the investment activities within the policy are to safeguard Alameda CTC assets by mitigating credit and interest rate risk, provide adequate liquidity to meet all operating requirements of Alameda CTC, and attain a market rate of return on investments taking into account the investment risk constraints of safety and liquidity needs.

Through the proposed investment policy, the Commission appoints the Executive Director and the Deputy Executive Director of Finance and Administration as Investment Officers who are responsible for the investment program of Alameda CTC and will act responsibly as custodians of the public trust. The policy requires the Investment Officers to design internal controls around investments that would prevent the loss of public funds from fraud, employee error, misrepresentation by third parties, unanticipated changes in financial markets or imprudent actions by employees and officers of Alameda CTC. It also allows the Investment Officers to periodically reset performance benchmarks to reflect changing investment objectives and constraints.

Fiscal Impact: There is no fiscal impact to the approval of this investment policy.

Attachment:

A. Draft Alameda CTC Investment Policy September 2024 (Markup)

Alameda County Transportation Commission
Investment Policy
September 202~~3~~4

I. Introduction

The intent of the Investment Policy of the Alameda County Transportation Commission (Alameda CTC) is to define the parameters for investing funds and identifies the investment objectives, preferences or tolerance for risk, constraints on the investment portfolio, and how the investment program will be managed and monitored. The policy formalizes the framework for Alameda CTC's investment activities that must be exercised to ensure effective and prudent fiscal and investment management of Alameda CTC's funds. The guidelines are intended to be broad enough to allow Alameda CTC's Investment Officers (as defined below) to function properly within the parameters of responsibility and authority, yet specific enough to adequately safeguard the investment assets.

II. Governing Authority

The investment program shall be operated in conformance with federal, state, and other legal requirements, including the California Government Code.

III. Scope

This policy applies to activities of Alameda CTC with regard to investing the financial assets of all funds (except bond funds and retirement funds). In addition, any funds held by trustees or fiscal agents are excluded from these rules; however, all such funds are subject to regulations established by the State of California.

Note that any excluded funds such as employee retirement funds, proceeds from certain bond issuances and Other Postemployment Benefits (OPEB) trust assets are covered by separate policies.

IV. General Objectives

The primary objectives, in order of priority, of investment activities shall be:

1. *Safety*

Safety of principal is the foremost objective of the investment program. Investments shall be undertaken in a manner that seeks to ensure the preservation of capital in the overall portfolio. The goal will be to mitigate credit and interest rate risk.

2. *Liquidity*

The investment portfolio shall remain sufficiently liquid to meet all operating requirements that may be reasonably anticipated.

3. *Return*

The investment portfolio shall be designed with the objective of attaining a market rate of return throughout budgetary and economic cycles, taking into account the investment risk constraints of safety and liquidity needs.

V. Standard of Care

1. *Prudence*

The standard of prudence to be used by investment officials shall be the "prudent investor" standard (California Government Code Section 53600.3) and shall be applied in the context of managing an overall portfolio. Investment Officers acting in accordance with written procedures and the investment policy and exercising due diligence shall be relieved of personal responsibility for an individual security's credit risk or market price changes, provided deviations from expectations are reported in a timely fashion and appropriate action is taken to control adverse developments.

> "When investing, reinvesting, purchasing, acquiring, exchanging, selling, or managing public funds, a trustee shall act with care, skill, prudence, and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency. Within the limitations of this section and considering individual investments as part of an overall strategy, investments may be acquired as authorized by law."

2. *Delegation of Authority and Responsibilities*

Responsibilities of the Commission - The Commission, in its role as Alameda CTC's governing body, will retain ultimate fiduciary responsibility for the portfolios. On an annual basis, at a minimum, they will receive reports for review, designate Investment Officers and review and adopt the investment policy.

The Commission hereby designates the Executive Director and the Deputy Executive Director of Finance and Administration, as Treasurer, as the Investment Officers.

Responsibilities of the Investment Officers - The Investment Officers are jointly responsible for the operation of the investment program. The Investment Officers shall act in accordance with written procedures and internal controls for the operation of the investment program consistent with the Investment Policy. All participants in the investment process shall seek to act responsibly as custodians of the public trust. No officer may engage in an investment transaction except as provided under the terms of this policy and supporting procedures.

Responsibilities of the Investment Advisor - Alameda CTC may engage the services of one or more external investment advisors to assist in the management of the investment portfolio in a manner consistent with Alameda CTC's objectives. Investment advisors may be granted discretion to purchase and sell investment securities in accordance with this Investment Policy and the California Government Code and must be registered under the Investment Advisors Act of 1940 or be a bank, regulated by the Office of the Comptroller of the Currency (OCC) or Federal Reserve operating under the fiduciary exemption from the Security and Exchange Commission. Any investment advisor shall be required to prepare and provide comprehensive reports on Alameda CTC's investments on a monthly and quarterly basis, and as requested by Alameda CTC's Investment Officers. At no time shall the investment advisor maintain custody of Alameda CTC cash or assets.

Responsibilities of the Custodian - A third party bank custodian shall hold Alameda CTC cash and assets under management by any investment advisor in the name of Alameda CTC. The custodian shall receive direction from the investment advisor on settlement of investment transactions.

VI. Selection of Financial Institutions and Broker/Dealers

Alameda CTC's procedures are designed to encourage competitive bidding on transactions from an approved list of broker/dealers in order to provide for the best execution on transactions.

The Investment Officer, or the investment advisors, shall maintain a list of authorized broker/dealers and financial institutions that are approved for investment purposes. This list will be developed after a process of due diligence confirming that the firms qualify under the Securities and Exchange Commission Rule 15C3-1 (uniform net capital rule). Alameda CTC shall purchase securities only from authorized institutions or firms.

The Investment Officer, or the investment advisor, shall obtain competitive offers on all purchases of investment instruments purchased on the secondary market whenever possible. A competitive bid can be executed through a bidding process involving at least three separate brokers/financial institutions or through the use of a nationally recognized trading platform. A competitive solicitation wherein only one bid or offer price is received shall satisfy the requirements of this Investment Policy. In such circumstances where offered securities are unique to one dealer and/or competitive price comparisons are not available, best efforts will be made to document quotations for comparable or alternative securities.

VII. Safekeeping and Custody

1. *Delivery vs. Payment*

All trades of marketable securities will be executed on a delivery vs. payment (DVP) basis to ensure that securities are deposited in Alameda CTC's safekeeping institution prior to the release of funds.

2. *Third-Party Safekeeping*

Securities will be held by an independent third-party safekeeping institution selected by Alameda CTC's Investment Officers. All securities will be evidenced by safekeeping receipts in Alameda CTC's name. The safekeeping institution shall annually provide a copy of its most recent report on internal controls – Service Organization Control Reports (formerly SAS 70) prepared in accordance with the Statement on Standards for Attestation Engagements (SSAE) No. 16 (effective June 15, 2011.)

3. *Internal Controls*

The Investment Officers are responsible for establishing, maintaining and documenting an internal control structure designed to ensure that the assets of Alameda CTC are protected from loss, theft or misuse. The controls shall be designed to prevent the loss of public funds arising from fraud, employee error, misrepresentation by third parties, unanticipated changes in financial markets, or imprudent actions by employees and officers of Alameda CTC.

VIII. Authorized Investments

The following investments will be permitted by this policy and are those authorized in the California Government Code. In the event a discrepancy is found between this policy and the California Government Code, the more restrictive parameters will take precedence.

1. United States Treasury notes, bonds, bills, certificates of indebtedness, or other government obligations for which the full faith and credit of the United States are pledged for the payment of principal and interest.

   a. Maximum maturity: 5 years
   b. Maximum percent of portfolio: 100%

2. Federal agency or United States government-sponsored enterprise obligations, participations, or other instruments, including those issued by or fully guaranteed as to principal and interest by federal agencies or United States government-sponsored enterprises.

   a. Maximum maturity: 5 years
   b. Maximum percent of portfolio: 100%
   c. Type: Senior and fully guaranteed debt obligations
   d. Maximum per issuer: 35%
   e. Maximum callable securities: 20%

3. Repurchase Agreements used solely as short-term investments.

   The following collateral restrictions will be observed: Only U.S. Treasury securities or Federal Agency securities, as described in VIII 1 and 2 above, will be acceptable collateral. All securities underlying Repurchase Agreements must be delivered to Alameda CTC's custodian bank versus payment or be handled under a tri-party repurchase agreement. The total of all collateral for each Repurchase Agreement must equal or exceed, on the basis of market value plus accrued interest, 102 percent of the total dollar value of the money invested by Alameda CTC for the term of the investment. Since the market value of the underlying securities is subject to daily market fluctuations, the investments in repurchase agreements shall be in compliance if the value of the underlying securities is brought back up to 102 percent no later than the next business day. For any Repurchase Agreement with a term of more than one day, the value of the underlying securities must be reviewed on a regular basis.

Market value must be calculated each time there is a substitution of collateral.

Alameda CTC or its trustee shall have a perfected first security interest under the Uniform Commercial Code in all securities subject to Repurchase Agreement.

Alameda CTC may enter into Repurchase Agreements with (1) primary dealers in U.S. Government securities who are eligible to transact business with, and who report to, the Federal Reserve Bank of New York, and (2) California and non-California banking institutions having assets in excess of $25 billion and having debt rated in the highest short-term rating category as provided by a nationally recognized statistical rating organization.

Alameda CTC will enter into a Master Repurchase Agreement, substantially in the form approved by the Securities Industry and Financial Markets Association (SIFMA) and by Alameda CTC's counsel, with each firm with which it enters into Repurchase Agreements.

a. Maximum maturity: 90 days
b. Maximum percent of portfolio: 20%

4. Municipal Securities that are obligations of the State of California or any local agency within the state, including bonds payable solely out of revenues from a revenue-producing property owned, controlled or operated by the state or any local agency or by a department, board, agency or authority of the state or any local agency.

   a. Maximum maturity: 5 years
   b. Maximum percent of portfolio: 30% in Municipal Securities
   c. Minimum credit quality: A (S&P); or A2 (Moody's); or A (Fitch)
   d. Maximum per issuer: 5%

5. Municipal Securities that are registered treasury notes or bonds of any of the other 49 states in addition to California, including bonds payable solely out of revenues from a revenue-producing property owned, controlled or operated by the state or by a department, board, agency or authority of any of the other 49 states, in addition to California.

   a. Maximum maturity: 5 years
   b. Maximum percent of portfolio: 30% in Municipal Securities
   c. Minimum credit quality: A (S&P); or A2 (Moody's): or A (Fitch)
   d. Maximum per issuer: 5%

6. Bankers' Acceptances, otherwise known as bills of exchange or time drafts which are drawn on and accepted by a commercial bank.

   a. Maximum maturity: 180 days
   b. Maximum percent of portfolio: 40%
   c. Minimum credit quality: A-1 (S&P); or P-1 (Moody's); or F-1 (Fitch)
   d. Maximum per issuer: 5%

7. Commercial paper rated in the highest two short-term rating categories, as provided by a nationally recognized statistical rating organization. The entity that issues the commercial paper shall meet all of the following conditions: (a) is organized and operating in the United States as a general corporation; (b) has total assets in excess of five hundred million dollars ($500,000,000); and (c) has debt other than commercial paper, if any, that is rated a rating category "A" or higher by a nationally recognized statistical-rating organization.

   a. Maximum maturity: 270 days
   b. Maximum percent of portfolio: 40%
   c. Minimum credit quality: A-1 (S&P); or P-1 (Moody's); or F-1 (Fitch)
   d. Maximum per issuer: 5%

   No more than 40% of the total portfolio may be invested cumulatively in commercial paper or asset-backed commercial paper as defined in Section 8 below. No more than 10% of the outstanding commercial paper of any single issuer may be purchased. No more than 10% of the total portfolio may be invested in the commercial paper and medium-term notes of a single issuer.

8. Asset-backed commercial paper of "prime" quality and issued by an entity organized within the United States as a special purpose corporation, trust, or limited liability company. The entity that issues the asset-backed commercial paper must meet all of the following conditions: (a) is rated "A-1" (or the equivalent) or higher by at least one nationally recognized statistical rating organization; and (b) has programwide credit enhancements including, but not limited to, overcollateralization, letters of credit, or a surety bond.

   a. Maximum maturity: 270 days
   b. Maximum percent of portfolio: 40%
   c. Minimum credit quality: A-1 (S&P); or P-1 (Moody's); or F-1 (Fitch)
   d. Maximum per issuer: 5%

   No more than 40% of the total portfolio may be invested cumulatively in asset-backed commercial paper or commercial paper as defined in Section 7 above. No more than 10% of the outstanding commercial paper of any single issuer may be purchased. No more than 10% of the total portfolio may be invested in the commercial paper and medium-term notes of a single issuer.

9. Medium-term notes, defined as all corporate and depository institution debt securities with a maximum remaining maturity of five years or less, issued by corporations organized and operating within the United States or by depository institutions licensed by the U.S. or any state and operating within the U.S. Medium-term corporate notes shall be rated a minimum of "A" or its equivalent by a nationally recognized statistical rating organization.

   a. Maximum maturity: 5 years
   b. Maximum percent of portfolio: 30%
   c. Minimum credit quality: A (S&P); or A2 (Moody's); or A (Fitch)
   d. Maximum per issuer: 5%

   No more than 10% of the total portfolio may be invested in the medium-term notes and commercial paper of a single issuer.

10. Asset-backed securities, including any consumer receivable pass-through certificate, equipment lease-backed certificate, consumer receivable backed bond, or other pay-through bond with a maximum maturity of five years or less. Asset-backed securities shall be rated "AAA" or its equivalent by a nationally recognized statistical rating organization.

   a. Maximum Maturity: 5 years
   b. Maximum percent of portfolio: 20%
   c. Minimum credit quality: AAA (S&P); or Aaa (Moody's); or AAA (Fitch)
   d. Maximum per issuer: 5%

11. FDIC insured or fully collateralized time certificates of deposit in financial institutions located in California.

   a. Maximum maturity: 1 year
   b. Maximum percent of portfolio: 10%
   c. Maximum per issuer: 5%

12. Collateralized Bank Deposits. Alameda CTC's deposits with financial institutions will be collateralized with pledged securities per California Government Code, Section 53651. There are no limits on the dollar amount or percentage that Alameda CTC may invest in collateralized bank deposits.

13. Negotiable certificates of deposit or deposit notes issued by a nationally or state-chartered bank, a savings association or a federal association, a state or federal credit union, or by a federally licensed or state-licensed branch of a foreign bank.

   a. Maximum maturity: 3 years
   b. Maximum percent of portfolio: 30%
   c. Minimum credit quality: A (S&P); or A2 (Moody's); or A (Fitch)
   d. Maximum per issuer: 5%

14. State of California Local Agency Investment Fund (LAIF)

    Although LAIF may invest in securities not permitted in the Alameda CTC's Investment Policy, such investments shall not exclude LAIF from the Alameda CTC's list of eligible investments, provided that LAIF's periodic reports allow the Investment Officer to adequately assess the risk inherent in LAIF's portfolio. Funds invested in LAIF will follow LAIF policies and procedures.

    a. Maximum dollar limit: as determined by LAIF

    The LAIF portfolio shall be reviewed annually in order to monitor its continuing suitability as an investment option for the Alameda CTC.

15. The California Asset Management Program (CAMP) and other Joint Powers Authority (JPA) Pools

    Shares of beneficial interest, issued by a joint powers authority organized pursuant to Section 6509.7 that invests in securities authorized by California Government Code Section 53601 subdivisions (a) to (r), inclusive, and that has retained an investment advisor that is registered or exempt from registration with the Securities and Exchange Commission having not less than five years of experience investing in the securities and obligations authorized by California Government Code Section 53601 and having at least five hundred million dollars ($500,000,000) under management.

    a. Maximum dollar limit: double the LAIF limit

    The CAMP and other JPA Pools shall be reviewed annually in order to monitor its continuing suitability as an investment option for Alameda CTC. Funds invested in CAMP will follow CAMP policies and procedures.

16. Shares of beneficial interest issued by diversified management companies that are money market funds registered with the Securities and Exchange Commission under the Investment Company Act of 1940 (15 U.S.C. Sec. 80a-1, et seq.). To be eligible for investment pursuant to this subdivision, these companies shall either: (1) attain the highest ranking or the highest letter and numerical rating provided by not less than two nationally recognized statistical rating organizations; or (2) retain an investment advisor registered or exempt from registration with the Securities and Exchange Commission with not less than five years experience managing money market mutual funds with assets under management in excess of five hundred million dollars ($500,000,000).

    a. Maximum percent of portfolio: 20%
    b. Maximum per Prime Money Market Fund: 5%

c. Maximum per Government Money Market Fund: 10%
d. Minimum credit quality: AAAm (S&P); or Aaa-mf (Moody's); AAAmmf (Fitch)

17. United States dollar denominated senior unsecured unsubordinated obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank and eligible for purchase and sale within the United States.

    a. Maximum maturity: 5 years
    b. Maximum percent of portfolio: 30%
    c. Maximum per issuer: 10%
    d. Minimum credit quality: AAA (S&P); or Aaa (Moody's); or AAA (Fitch)

Important Notes:

a) The percentage limitation for all categories of investments and individual issuers refers to the percentage in the overall Alameda CTC portfolio on the date the security or shares are purchased as measured by the settlement date.

b) The individual security term to maturity restrictions of this Investment Policy shall be based upon the settlement date.

c) The credit rating requirements of this Investment Policy shall apply at the time of purchase. If the credit rating of a security is downgraded below the minimum required rating level for a new investment of that security type subsequent to its purchase, the investment advisor shall promptly notify the Investment Officer. The Investment Officer shall evaluate the downgrade on a case-by-case basis in order to determine if the security should be held or sold. The Investment Officer will apply the general objectives of safety, liquidity, yield and legality to make the decision.

IX. Ineligible Investments

Any security type or structure not specifically approved by this policy is hereby specifically prohibited. Security types which are thereby prohibited include, but are not limited to:

1. "Complex" derivative structures such as range notes, dual index notes, inverse floaters, leveraged or de-leveraged floating-rate notes, or any other complex variable-rate or structured note;

2. Interest-only strips that are derived from a pool of mortgages, or any security that could result in zero interest accrual if held to maturity except for the purchase of securities issued or backed by the United States government in the event of, and for the duration of, a period of negative market interest rates;

3. Non-agency mortgage-backed pass-through securities;

4. Other non-agency mortgage-backed securities;

5. Non-agency collateralized mortgage obligations;

6. Reverse repurchase agreements; ~~and~~

7. Securities lending or other forms of borrowing or leverage; and~~.~~

~~7.~~8. Securities with a forward settlement date exceeding 45 days from the time of purchase.

X. Investment Parameters

1. Credit Risk – Credit risk is the risk that a security or a portfolio will lose some or all of its value due to a real or perceived change in the ability of the issuer to repay its debt. The diversification requirements included in Section VIII are designed to mitigate credit risk. Alameda CTC shall additionally mitigate credit risk by adopting the following diversification strategies:

   a. Avoiding overconcentration in any one issuer or business sector;

   b. Limiting investments in securities with higher credit risks; and

   c. Maintaining a portion of the portfolio in a highly liquid investment such as LAIF

2. Market Risk - Market risk is the risk that the portfolio will fluctuate due to changes in the general level of interest rates. Alameda CTC recognizes that, over time, longer-term portfolios have the potential to achieve higher returns. On the other hand, longer-term portfolios have higher volatility of return. Alameda CTC shall mitigate market risk by providing adequate liquidity for short-term cash needs, and by making some longer-term investments only with funds that are not needed for current cash flow purposes. Alameda CTC further recognizes that certain types of securities, including variable rate securities, securities with principal paydowns prior to maturity, and securities with embedded options, will affect the market risk profile of the portfolio differently in different interest rate environments. Alameda CTC, therefore, adopts the following strategies to control and mitigate its exposure to market risk:

   a. Alameda CTC shall invest in securities with varying maturities, maintaining a minimum of three months of budgeted operating expenditures in short term investments to provide sufficient liquidity for expected disbursements;

   b. The maximum percent of federal agency callable securities in the portfolio shall be 20%;

c. The maximum stated final maturity of individual securities in the portfolio shall be five years, except as otherwise stated in this policy;

d. Liquidity funds will be held in collateralized bank deposits, LAIF, CAMP or in money market instruments maturing within one year or less or held in securities with maturities matched to anticipated expenditures;

e. Longer term/Core funds will be defined as the funds in excess of liquidity requirements. The investments in this portion of the portfolio will have maturities between 1 day and 5 years and will only be invested in higher quality and liquid securities; and

f. The duration of the Core or benchmarked portion of the portfolio shall at all times be approximately equal to the duration of a Market Benchmark Index selected by Alameda CTC based on Alameda CTC's investment objectives, constraints and risk tolerances, plus or minus 25%.

3. Maximum percentages for a particular issuer or investment type may be exceeded at a point in time subsequent to the purchase of a particular issuer or investment type. Securities need not be liquidated to realign the portfolio; however, consideration should be given to this matter when future purchases are made to ensure that appropriate diversification is maintained.

XI. Performance and Program Evaluation

The investment portfolio will be managed in accordance with the parameters specified within this policy. The portfolio should obtain a market average rate of return during a market/economic environment of stable interest rates. A series of appropriate benchmarks shall be established against which portfolio performance shall be compared on a regular basis. The benchmarks shall be reflective of the actual securities being purchased and risks undertaken and the benchmarks shall have a similar weighted average maturity and credit profile commensurate with investment risk constraints and liquidity needs of Alameda CTC.

Alameda CTC may periodically update the performance benchmarks to reflect current investment objectives and constraints and shall communicate such changes to the investment advisor.

Appendix I

AUTHORIZED INVESTMENTS SUMMARY TABLE

INVESTMENT	% OF PORTFOLIO		PURCHASE RESTRICTIONS	MAXIMUM MATURITY		MINIMUM CREDIT QUALITY	
	Per Cal. Gov't Code	Alameda CTC Policy	Alameda CTC Policy	Per Cal. Gov't Code	Alameda CTC Policy	Per Cal. Gov't Code	Alameda CTC Policy
U.S. Treasury Notes, Bonds, Bills or Certificates of Indebtedness	100%	100%	None	5 years	5 years	NA	NA
Federal or U.S. Sponsored Obligations fully guaranteed by Federal Agencies or U.S. Government Sponsored Enterprises	100%	100%	Max 35% per issuer, Max 20% Agency Callable Securities	5 years	5 years	NA	Senior and Fully Guaranteed Debt
Repurchase Agreements	NA	20%	Strict collateral requirements; Master Repurchase Agreement	1 year	90 days	NA	NA
Municipal Securities: State of California and California Local Agency Bonds	NA	30% Aggregate Municipal Securities	Max 5% per issuer	5 years	5 years	NA	A (S&P) or A2 (Moody's) or A (Fitch)
Municipal Securities: Bonds of any of the other 49 states in addition to California	NA	30% Aggregate Municipal Securities	Max 5% per issuer	5 years	5 years	NA	A (S&P) or A2 (Moody's) or A (Fitch)

INVESTMENT	% OF PORTFOLIO		PURCHASE RESTRICTIONS	MAXIMUM MATURITY		MINIMUM CREDIT QUALITY	
	Per Cal. Gov't Code	Alameda CTC Policy	Alameda CTC Policy	Per Cal. Gov't Code	Alameda CTC Policy	Per Cal. Gov't Code	Alameda CTC Policy
Bankers' Acceptances	40%	40%	Max 5% per issuer	180 days	180 days	NA	A-1 (S&P) or P-1 (Moody's) or F-1 (Fitch)
Commercial paper of U.S. corporations with total assets exceeding $500,000,000	40%	40%	Max 10% of outstanding paper of any single issuer & max 5% of portfolio of any one issuer	270 days	270 days	A-1 or P-1 or F-1	A-1 (S&P) or P-1 (Moody's) or F-1 (Fitch)
Asset-backed commercial paper issued by entities organized in the U.S.	40%	40%	Max 10% of outstanding paper of any single issuer & max 5% of portfolio of any one issuer	270 days	270 days	A-1 or P-1 or F-1	A-1 (S&P) or P-1 (Moody's) or F-1 (Fitch
Medium Term Corporate Notes of U.S. Corporations	30%	30%	Max 5% per issuer	5 years	5 years	A	A (S&P) or A2 (Moody's) or A (Fitch)
Asset-Backed Securities	20%	20%	Max 5% per issuer	5 years	5 years	AAA	AAA (S&P) or Aaa (Moody's) or AAA (Fitch)
California Collateralized Time Deposits	NA	10%	Max 5% per issuer	NA	1 year	NA	NA

INVESTMENT	% OF PORTFOLIO		PURCHASE RESTRICTIONS	MAXIMUM MATURITY		MINIMUM CREDIT QUALITY	
	Per Cal. Gov't Code	**Alameda CTC Policy**	**Alameda CTC Policy**	**Per Cal. Gov't Code**	**Alameda CTC Policy**	**Per Cal. Gov't Code**	**Alameda CTC Policy**
Collateralized Bank Deposits	100%	100%	None	NA	NA	NA	NA
Negotiable Certificate of Deposits	30%	30%	Max 5% per issuer	5 years	3 years	NA	A (S&P) or A2 (Moody's) or A (Fitch)
State of California- Local Agency Investment Fund (LAIF)	NA	NA	As limited by LAIF	NA	NA	NA	NA
California Asset Management Program and other Joint Powers Authority Pools	NA	NA	Double the LAIF limit	NA	NA	NA	NA
Shares of Beneficial Interests (Money Market Funds)	20%	20%	Max 5% per Prime fund, Max 10% per Government fund	NA	N/A	AAA	AAAm (S&P) or Aaa-mf (Moody's) or AAAmmf (Fitch)
Obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank	30%	30%	Max 10% per issuer	5 years	5 years	AAA	AAA (S&P) or Aaa (Moody's) or AAA (Fitch)

ALAMEDA
County Transportation Commission

Memorandum

6.5

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

DATE:	September 19, 2024
TO:	Alameda County Transportation Commission
FROM:	Ashley Tam, Senior Transportation Engineer Nicholas Johnston, Associate Program Analyst
SUBJECT:	I-580 and I-680 Express Lanes Operations Update

Recommendation

This item is to provide the Commission with an update on the operation of the I-580 Express Lanes and I-680 Sunol Express Lanes for the fourth quarter of fiscal year 2023-2024. This item is for information only.

Summary

The purpose of this item is to provide the Commission with a Quarterly Operations Update of the existing I-580 Express Lanes and of the I-680 Sunol Express Lanes for the fourth quarter of fiscal year 2023-2024 (April through June 2024). The express lanes continue to provide higher average speeds and lower average lane densities than the general-purpose lanes, as well as travel reliability along the corridor.

Background

The Alameda CTC is the project sponsor of the I-580 Express Lanes and I-680 Sunol Express Lanes. The I-580 Express Lanes are located in the Tri-Valley corridor through the cities of Dublin, Pleasanton, and Livermore, and opened to traffic in February 2016. The I-580 Express Lanes extend from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to the I-680 Interchange in the westbound direction.

The I-680 Sunol Express Lanes spans approximately 14 miles in the southbound direction, from State Route (SR) 84 near Pleasanton to SR 237 in the City of Milpitas, and 9 miles in the northbound direction, from just south of Auto Mall Parkway to SR 84. The I-680 Sunol Southbound Express Lane originally opened to traffic in September 2010 as a controlled access express lane. Construction began in 2018 on a new northbound express lane and to convert the southbound express lane to a continuous access configuration. Tolling resumed in the southbound lane, concurrent with tolling commencement on the new northbound lane on March 31, 2023.

Motorists using the Express Lanes facilities benefit from travel time savings and travel reliability as the express lanes optimize the corridor capacity by providing a choice to drivers. Single occupancy vehicles (SOVs) may choose to pay a toll and travel within the express lanes, while carpools, motorcycles, and transit vehicles using a FasTrak® flex toll tag may enjoy the benefits of toll-free travel in the express lanes. On March 31, 2023, eligible single-occupant clean-air vehicles (CAV) began receiving 50% toll discount consistent with other express lanes in the region.

An All Electronic Toll (AET) collection method has been employed to collect tolls. Toll rates are calculated based on traffic conditions (speed and volume) in express and general purpose lanes and can change as frequently as every three minutes. California Highway Patrol (CHP) officers provide enforcement services, and the California Department of Transportation (Caltrans) provides roadway maintenance services through reimbursable service agreements.

I-580 FY 2023-2024 Q4 Operations Update:

Performance of the I-580 Express Lane for the fourth quarter (Q4) of fiscal year 2023-2024 are highlighted below.

- Motorists made over 2,218,000 express lane trips during operational hours in Q4. Daily express lane trips averaged 34,600, a 3% decrease from the same quarter in the prior fiscal year.
    - Paid trips totaled 989,000, or 15,500 trips per day, which is a 7% decrease over the same quarter of the previous fiscal year.
    - Toll-free trips made up 55% of all trips, same as observed in the same quarter of the previous fiscal year.
- Generally, express lane users experienced better traffic conditions than the general purpose lanes, particularly during peak commute hours.
    - Westbound peak period (6 AM - 9 AM) express lane speeds averaged 66 miles per hour (mph) and users experienced average level of service (LOS) B throughout the corridor.
    - Eastbound peak period (3 PM - 6 PM) express lane speeds averaged 59 mph and users experienced average LOS C throughout the corridor.
- Solo drivers carrying CAV tags receive a 50% toll discount.
    - Single-occupant CAVs were 1.5% of total single-occupancy trips taken during the quarter.
- The average assessed toll for SOV motorists was $2.79 and $3.49 for westbound and eastbound, respectively.
- CHP performed 402 hours of enforcement services and made 567 enforcement contacts during Q4.

I-680 FY 2023-2024 Q4 Operations Update:

Performance of the I-680 Sunol Express Lane for the fourth quarter (Q4) of fiscal year 2023-2024 are highlighted below.

- Motorists made nearly 1,953,000 express lane trips during operational hours in Q4. Daily express lane trips averaged 31,000 a day, 15% higher than the previous quarter.
    - Paid trips totaled 864,000, or 14,000 trips per day, 16% higher than the previous quarter.
    - Toll-free trips made up 56% of all trips, which is a 2% increase over the previous quarter.
- On average, express lane users experienced better traffic conditions compared to all lanes, particularly during peak commute hours.
    - Southbound peak period (7 AM - 10 AM) express lane speeds averaged 5 mph faster than all lanes.
    - Northbound peak period (3 PM - 6 PM) express lane speeds averaged 6 mph faster than all lanes.
- Solo drivers carrying CAV tags receive a 50% toll discount.
    - Single-occupant CAVs were 3.1% of total single-occupancy trips taken during the quarter.
- The average assessed toll for SOV motorists was $2.62 and $4.37 for southbound and northbound, respectively.
- CHP performed 625 hours of enforcement services and made 839 enforcement contacts during Q4.

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

Alameda County Transportation Commission

Memorandum 6.6

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

DATE:	September 19, 2024
TO:	Alameda County Transportation Commission
FROM:	Jhay Delos Reyes, Director of Project Delivery Matthew Bomberg, Principal Transportation Engineer
SUBJECT:	Approve Actions to Facilitate the Project Delivery of the East Bay Greenway Multimodal Project – North Segment

Recommendation

It is recommended that the Commission approve the following actions to facilitate the development of the Plans, Specification and Estimate (PS&E) phase and Construction phase of the East Bay Greenway Multimodal (EBGWMM) – North Segment Project (Project, Project Number 1587.001):

1. Approve the Executive Director or designee to execute Professional Services Agreement (PSA) A24-0033 with MNS Engineers Incorporated (MNS) for a not-to-exceed amount of $4,800,000 to provide construction management services for the Oakland South (54th Avenue to Broadmoor Boulevard) construction package of the Project for a duration of 51 months;
2. Authorize the release of an Invitation for Bid (IFB) for the construction the Project;
3. Authorize the Executive Director or designee to execute agreements required to effectuate the construction phase of the Project.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the Project which passes through Cities of Oakland and San Leandro and extends approximately 10.6 miles from Lake Merritt to Bayfair, including a portion within Caltrans right-of-way. The Project proposes a variety of elements designed to improve overall safety, create comfortable facilities for cyclists and pedestrians of all ages and abilities, and enhance the overall streetscape. Project features will include shared use paths, separated bikeways, protected intersections, new and enhanced crosswalks with flashing beacons and pedestrian signals, ADA curb ramps and lighting upgrades, bus loading islands, and street beautification/greening features.

The Project is currently in the PS&E phase with the 65% PS&E construction package completed in March 2024. The Project is anticipated to achieve the ready-to-list (RTL) milestone in early 2025 and advertise construction of the Project in late 2025. The East Bay Greenway – North Segment is being divided into four construction packages to facilitate competitive bidding (Oakland North, Oakland South, San Leandro, Caltrans).

Alameda CTC's selection process to procure construction management services for the San Leandro construction package began in September 2023 with Commission's approval to release the Request for Proposal (RFP) and RFP R24-0006 was released in March 2024. Proposals were received from four firms. Alameda CTC reviewed the proposal submitted and concluded that MNS was a well-qualified firm to perform this work.

Staff recommends the award of the construction management services contract to MNS who will be the firm primarily responsible for the administration of the construction contract and managing the general contractor for the Oakland South construction package. Related to the award of the construction management services, staff also recommends the authorization to release the IFB for the construction of the Project and to allow the Executive Director or designee to enter into all the needed agreements to achieve the RTL milestone in support of the construction phase.

Background

The East Bay Greenway is a major regional trail that is included in the Countywide Active Transportation Network and in Measure BB Transportation Expenditure Plan. Alameda CTC is working with local jurisdictions and agency partners on the development and implementation of the East Bay Greenway Multimodal from Lake Merritt to South Hayward which includes the Cities of Oakland, San Leandro, and Hayward and the unincorporated communities of Ashland. To provide timely delivery, EBGWMM was divided into three segments, as presented to the Commission in September and December 2023: North (Oakland and San Leandro), County (Ashland), and Hayward.

The Project is being further divided into four construction packages to facilitate competitive bidding. The four packages include an Oakland North (Lake Merritt to Fruitvale BART), Oakland South (54^{th} Avenue to Broadmoor Boulevard), San Leandro (Broadmoor Boulevard to E14th Street), and Caltrans (East 14^{th}) package. Alameda CTC will advertise, award, and administer (AAA) construction of the Oakland North, Oakland South, and San Leandro packages and Caltrans will AAA construction of the East 14^{th} Street package.

Alameda CTC's Construction Management Administration Guide calls for retaining a Construction Management firm when the project is near the 65% PS&E milestone in order to obtain independent constructability reviews. Alameda CTC's selection process to procure construction management services for the Oakland South construction package began in July 2023 with Commission's approval release the Request for Proposal (RFP) and RFP R24-0006 was released in March 2024.

A mandatory pre-proposal meeting was held on March 21, 2024, and 17 individuals from 8 firms attended. Of the 8 firms, 4 indicated an interest in submitting as a Prime proposer. Proposals were received from four (4) firms on April 19, 2024.

A selection panel of Alameda CTC staff reviewed the four proposals submitted and short-listed three firms. Interviews with these three firms were conducted on June 7, 2024. Based on those interviews, the selection panel concluded that MNS was the top-ranked firm.

Alameda CTC staff negotiated the contract with MNS for a not-to-exceed amount of $4,800,000. The work under this contract will include services needed to review PS&E documents for constructability issues, advertise and analyze bids for award, administer the construction contract, provide outreach services during construction and provide services to close-out the construction contract. The initial estimated duration for these services is approximately 51 months. The MNS project team exceeds the established DBE goal identified in the RFP of 21.0%.

The Project has received almost $90 million in construction phase funding grants, including from the state Active Transportation Program, state Solutions for Congested Corridors Program, and federal Reconnecting Communities and Neighborhoods Program. Due to the anticipated use of federal funds, the Disadvantage Business Enterprise (DBE) program applies.

Levine Act Statement: The MNS team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: Award of contract A24-0033 to MNS will encumber $4,800,000 to the project. No funding allocations are needed for this item, as this work is already covered in the project funding plan for this project. Work performed in FY2024-2025 is included in the FY2024-2025 Capital Project Budget.

ALAMEDA County Transportation Commission

Memorandum

6.7

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

DATE:	September 19, 2024
TO:	Alameda County Transportation Commission
FROM:	Jhay Delos Reyes, Director of Project Delivery Angelina Leong, Senior Program Analyst
SUBJECT:	Approve the Rail Safety Enhancement Program – Phase A (RSEP-A) – Amendment to Professional Services Agreement A20-0014

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 3 to Agreement A20-0014 with Kimley-Horn and Associates, Inc. (KHA) for an additional amount of $700,000 for a total not-to-exceed amount of $6,350,000 for environmental, design and right-of-way (R/W) services for the Rail Safety Enhancement Program – Phase A (RSEP-A) Project (Project Number 1392.104).

Summary

The Alameda County Transportation Commission (Alameda CTC) is the Project Sponsor and Implementing Agency for the RSEP-A Project (Project). RSEP-A is the first phase of Alameda CTC's Rail Safety Enhancement Program (RSEP) that will implement pedestrian and roadway safety improvements at 27 at-grade rail crossings and two trespass areas on the Union Pacific Railroad (UPRR) corridors within Alameda County.

Alameda CTC, as the lead agency for the California Environmental Quality Act (CEQA), environmentally cleared all RSEP-A locations in September 2023. In coordination with the Federal Railroad Administration (FRA), Alameda CTC is working on National Environmental Protection Act (NEPA) clearance for RSEP-A in order to comply with the Consolidated Railroad Infrastructure Safety Improvement (CRISI) grant awarded in June 2022.

The Project is advancing the Plans, Specifications and Estimate (PS&E) phase work and is working towards the 100% PS&E for the Project with many at-grade crossings awaiting UPRR design approval. Each at-grade crossing has independent utility and Alameda CTC intends to deliver the RSEP-A program in multiple construction packages to allow construction to begin for the much-needed safety improvements as soon as possible. The project is anticipating ready-to-list the first package in early 2026.

Due to the complexity of the Project with the large number of crossings/trespass locations spanning across six jurisdictions and with numerous utility companies, additional coordination is needed for the required approvals and is critical to the success of the Project. This includes several utility relocations in UPRR R/W which require extensive coordination and investigation with third-party utility owners, local jurisdictions and UPRR. Additionally, due to the historical nature of land around the Union Pacific Martinez Subdivision, required cultural technical study investigations to complete NEPA have increased the effort needed.

Alameda CTC awarded Agreement A20-0014 to KHA for environmental, design and R/W services in July 2020 through a competitive bid process. Approval of the staff recommendation for the KHA contract amendment will encumber funds to provide needed services in order to complete NEPA and support development of all needed agreements for the RSEP-A crossings. A summary of all contract actions related to Agreement A20-0014 is provided in Table A.

Background

Identified in the 2016 Countywide Goods Movement Plan, the major rail corridors (Union Pacific's Coast, Martinez, Niles and Oakland Subdivisions) traverse multiple areas of Alameda County, including many regionally defined Equity Priority Communities, connecting to and from the Port of Oakland to the larger Northern California Megaregion network, and national markets. Locally, communities are heavily impacted by passenger freight and rail traffic and will see increased impacts as projected growth will create more freight travel, and passenger services. Overall, in the County there are 133 at-grade crossings and addressing safety was identified as part of the Rail Strategy Study. In 2018 a prioritization framework focusing on collision history/social costs, proximity to equity priority communities, and anticipated growth narrowed the number of at-grade locations to 42.

Separately in 2019, the FRA identified that Alameda County had the 4th highest number of fatalities on rail corridors in the nation. Alameda CTC's response to this, and in combination of previous work, led to the RSEP. The RSEP-A program comprises of 27 at-grade crossings and two trespass locations at UPRR crossings in the Cities of Berkeley, Oakland, San Leandro, Hayward, Livermore and unincorporated Alameda County.

RSEP-A will implement two categories of safety enhancements. The first category is "Full Pedestrian Treatments," which include sidewalks, active pedestrian gates, manual swing gates, channelizing railings, tactile warning strips, fencing, and anti-trespassing landscaping to address trespassing incidents. The second category is "Roadway Treatments," which includes signing, striping, lighting, median islands, and driveways.

Federal NEPA clearance is underway and will be delivered through two separate Categorical Exclusions due to the finding of cultural resources at the Hearst Avenue and Virginia Street crossings in the City Berkeley. NEPA clearance of the remaining crossings and trespass locations is anticipated to be completed in September 2024. NEPA clearance for the Hearst Avenue and Virginia Street crossings is anticipated to be completed in 2025 due to further required fieldwork, exploration and State Historic Preservation Officer (SHPO) and tribal consultation with the Confederated Villages of Lisjan Nation (CVLN). Under Section 106, Extended Phase I testing was completed in March 2024 and the presence of intact cultural deposits was confirmed at the Hearst Avenue and Virginia Street crossings.

Staff has negotiated the contract amendment with KHA. Additional services are needed due to additional environmental efforts to clear NEPA under two separate undertakings, ongoing technical support and coordination with key stakeholders such as the FRA, UPRR, California Public Utilities Commission, Cities of Berkeley, Oakland, San Leandro, Hayward, Livermore, unincorporated Alameda County, Caltrans, Hayward Unified School District, SHPO and CVLN, and to provide additional grant support and resources for on-call needs. A summary of actions for A20-0014 is included in Table A.

Table A: Summary of Agreement A20-0014 with KHA

Contract Status	**Work Description/Amendment**	**Amount**	**Total Contract NTE Value**
Original Professional Services Agreement with KHA *Approved July 2020*	Environmental, design and R/W phase services	$3,859,621	$3,859,621
Amendment No. 1 *Approved July 2022*	Additional budget and extend the term from 8/31/2023 to 12/31/2024	$760,000	$4,619,621
Amendment No. 2 *Approved October 2023*	Additional budget and extend the term from 12/31/2024 to 6/30/2026	$1,030,379	$5,650,000
Amendment No. 3 *September 2024* ***(This Agenda Item)***	Additional budget	**$700,000** ***(Proposed)***	**$6,350,000** ***(Proposed)***
Total Amended Contract Not-to-Exceed Amount			**$6,350,000**

Levine Act Statement: Kimley-Horn and Associates, Inc. did not report a conflict in accordance with the Levine Act.

Fiscal Impact: No funding allocations are needed for this item as this work is already covered in the project funding plan for this project. The budget to support the contract amendment for A20-0014 will be included in the FY 2024-2025 Budget Update.

Memorandum 6.8

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

DATE:	September 19, 2024
TO:	Alameda County Transportation Commission
FROM:	Jhay Delos Reyes, Director of Project Delivery Angelina Leong, Principal Program Analyst
SUBJECT:	Approve Actions to Facilitate the Project Delivery of the Dublin Boulevard Extension

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to approve the following:

1. Execute Amendment No. 3 to Agreement A21-0001 with BKF Engineers (BKF) for an additional amount of $1,321,728.16 for a total not-to-exceed amount of $7,321,728.16 and a 15-month time extension to December 31, 2026, for preparation of the Plans, Specifications and Estimate (PS&E) phase for the Dublin Boulevard-North Canyons Parkway Extension Project (Project) (Project Number 1483.000); and
2. Adopt Resolution 24-009 Documenting the Commitment of the City of Dublin to serve as the Implementing Agency for Right-of-Way and Construction for the Dublin Boulevard – North Canyons Parkway Extension Project.

Summary

The City of Dublin is the Project Sponsor and is responsible for the overall Project funding plan, schedule, and construction. The Alameda County Transportation Commission (Alameda CTC) is the implementing Agency for the Dublin Boulevard – North Canyons Parkway Extension Project (Project) for the Plans, Specifications and Estimate (PS&E) phase in partnership with the Cities of Dublin and Livermore.

The Project will extend Dublin Boulevard in Dublin from its current terminus at the intersection with Fallon Road to North Canyons Parkway at the intersection with Doolan Road in Livermore. The new 1.5-mile roadway extension runs parallel to the north side of I-580 corridor and traverses through the City of Dublin and unincorporated Alameda County. The Project is planned to accommodate four to six vehicular travel lanes and will include landscaped medians, Class I multi-use path and Class II bicycle facilities, protected intersections, sidewalks, and signalized intersections.

The 65% PS&E was completed in February 2023. The Project was presented to the Alameda CTC's Bicycle and Pedestrian Committee (BPAC) and revisions to the 95% PS&E package are needed to incorporate the design changes after resolution of the BPAC comments and for consistency with the 2022 Alameda County Bike Network guidelines. Alameda CTC awarded Agreement A21-0001 to BKF for PS&E services in September 2020 through a competitive bid process. Approval of the staff recommendation for the BKF contract amendment will encumber funds to provide needed services to provide additional utility coordination with Dublin San Ramon Services District (DSRSD), right-of-way (R/W) appraisal services and complete the revised 95% PS&E and 100% PS&E packages to turn over to the City of Dublin for construction implementation. A summary of all contract actions related to Agreement A21-0001 is provided in Table A.

Background

Alameda CTC adopted the Project as part of its FY 2018 Capital Improvement Program through an approval by the Commission in April 2017. Due to the complexity, multi-jurisdictional involvement, and regional significance as a parallel reliever route to Interstate 580 and a designated Livermore Amador Valley Transit Authority (LAVTA) transit corridor, it was recommended that Alameda CTC be the implementing agency for the PS&E phase. The project is included in LAVTA's Short Range Transit Plan as a major transit corridor connecting Priority Development Areas. In June 2020, the Commission approved the cooperative agreement between Alameda CTC, Dublin, and Livermore for the PS&E phase.

The new 1.5-mile extension will provide connections between five Priority Development Areas (PDAs) in Dublin and Livermore and many important destinations including the Dublin-Pleasanton BART station, a future Valley Link Station at Isabel, Camp Parks, the Iron Horse Trail, and Las Positas College. The Project will also enhance regional vehicular connectivity by extending the existing reliever route of Dublin Boulevard along the north side of I-580 to San Ramon Road/Foothill Road from Fallon Road to State Route 84 (SR 84)/Isabel Avenue at the SR 84/I-580 interchange.

The Project will also benefit multimodal connectivity by providing a new pedestrian and bicycle connection where there currently is none. Currently, pedestrian and bicycle travel between Dublin and Livermore is only possible south of I-580. All of the Dublin Boulevard corridor from Downtown Dublin to Livermore, including the Project segment, is identified as part of the Countywide Bikeways Network (CBN) adopted by the Commission in May 2022.

The Project achieved environmental clearance as part of the Preliminary Engineering/Environmental (PE/Env) phase upon the City of Dublin's adoption of the Environmental Impact Report (EIR) under the California Environmental Quality Act (CEQA) on August 20, 2019. The City of Dublin, in coordination with Caltrans, completed the Environmental Assessment (EA) in compliance with the National Environmental Policy Act (NEPA) on February 1, 2021. The Project received minimal comments for both the EIR and EA and is supported by local property owners adjacent to the Project.

The 65% PS&E was completed in February 2023 and the Alameda CTC and the City of Dublin presented to the Alameda CTC BPAC in April 2023. BKF was working towards the 95% PS&E and in November 2023, the City of Dublin requested the design to be revised after further review of BPAC comments and to be consistent with Local and Regional policies, including the 2022 Bike Network guidelines. In February 2024, Alameda CTC, the City of Dublin and BKF coordinated with BPAC members, and the City of Dublin was in concurrence with many of the design changes to the geometry although the 95% PS&E package was nearing completion. It was determined that an additional, revised 95% PS&E package would be needed as there were significant changes to the roadway cross-section to address BPAC's comments and ensure consistency with updated bicycle standards and policies.

The Project is located within DSRSD's potable water, recycled water and wastewater service area. It was determined that the design and construction of their facilities in coordination with the Project will create efficiencies and minimize conflicts. Due to the need for a revised 95% PS&E package, a revision to the design of DSRSD's water, recycled water and wastewater facilities as well as additional utility coordination with DSRSD are needed through completion of the 100% design, which will be reimbursed by DSRSD.

In June 2024, Alameda CTC received a letter from the City of Dublin (Attachment A) requesting Alameda CTC to amend BKF's contract to include the additional revised 95% PS&E package to address the design changes after further coordination with BPAC members and to be consistent with current bicycle and pedestrian policies and complete the 100% design. Alameda CTC has agreed to complete the R/W appraisals; however, Alameda CTC will not be responsible for R/W acquisition, relocation assistance or design support services during advertisement, preparation of the bid package, advertising, award of the construction contract, or construction administration and management.

Staff has negotiated the contract amendment with BKF. Additional services are needed to provide R/W appraisal services, additional utility coordination with DSRSD and continue design. Approval of this recommendation would continue to meet the Disadvantaged Business Enterprise goal of this contract. Although Alameda CTC's Local Business Contract Equity Program does not apply, due to federal funds, BKF is an Alameda CTC Local Business Enterprise.

A summary of actions for A21-0001 is included in Table A.

Table A: Summary of Agreement A21-0001 with BKF			
Contract Status	**Work Description/ Amendment**	**Value**	**Total Contract Not-to-Exceed Value**

Original Professional Services Agreement with BKF *Approved September 2020*	PS&E phase services	$6,000,000	$6,000,000
Amendment No. 1 *Approved December 2022*	Extend the term from 3/31/2023 to 9/30/2024	N/A	$6,000,000
Amendment No. 2 *Executed September 2024*	Extend the term from 9/30/2024 to 9/30/2025	N/A	$6,000,000
Amendment No. 3 *September 2024* ***(This Agenda Item)***	Additional budget and extend the term from 9/30/2025 to 12/31/2026	**$1,321,728.16** ***(Proposed)***	**$7,321,728.16** ***(Proposed)***
Total Amended Contract Not-to-Exceed Amount			**$7,321,728.16**

The City of Dublin will complete R/W acquisition, advertise and award the Project and implement all construction phase activities. Funds for the construction phase of the Project have not been identified yet, but the City of Dublin as the Project Sponsor would be responsible for the full project construction funding plan, as described in Resolution 24-009 (Attachment B).

Levine Act Statement: BKF did not report a conflict in accordance with the Levine Act.

Fiscal Impact: No funding allocations are needed for this item as this work is already covered in the project funding plan for this project. The budget to support the contract amendment for A21-0001 will be included as part of the mid-year FY 2024-2025 Capital Program Budget update.

Attachments:

A. City of Dublin Letter dated June 14, 2024
B. Alameda CTC Resolution 24-009

6.8A

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June 14, 2024

Jhay Delos Reyes
Director of Project Delivery
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

RE: Request for Contract Amendment- Dublin Boulevard Extension Design

To Whom It May Concern,

The City of Dublin requests Alameda County Transportation Commission (Alameda CTC) amend the design contract with BKF Engineers to include new work for a Revised 95% PS&E package to address the City's required design changes to the bicycle facilities for the Dublin Boulevard Extension Project (Project) and 100% PS&E package.

Background

Alameda CTC is the implementing agency for the Project for the Plans, Specifications, and Estimate (PS&E) phase of the Project. Alameda CTC awarded a contract to BKF Engineers for $6M but executed a contract with a Not-to-Exceed (NTE) amount of $3.894 Million, which included work through the 95% PS&E milestone and designing the Dublin San Ramon Services District sewer line. The City of Dublin has taken several actions to provide funding for the Right-of-Way and Construction phases of the Project and would like to have the PS&E package reach the Ready-to-List (RTL) Milestone by June 2026, which requires Alameda CTC to amend BKF Engineers' contract above the Alameda CTC Commission NTE approval. The increase in BKF Engineers' effort is needed to revise the 95% PS&E package to provide consistency with local and regional guidance related to bicycle design.

The 65% plans were completed in February 2023 and presented to the Alameda CTC Bicycle and Pedestrian Advisory Committee (BPAC) on April 4, 2023. The BPAC provided several comments related to bike lane design and safety. The comments indicated a desire to include protected bike lanes in the design for the Project. The 65% design included Class II buffered bike lanes and a Class I path on the north side of the roadway, consistent with the design in the Dublin Boulevard Extension Environmental Impact Report (EIR) completed in 2021.

Revised Design

After further review of BPAC comments and discussions with Alameda CTC staff, the City of Dublin requested that the PS&E design team in November 2023 develop revised designs to enhance safety and connectivity by incorporating protected bike lanes and protected intersections consistent with

MTC's Complete Streets Policy (MTC Resolution No. 4493) including the "All Ages and Abilities" design guidelines, Alameda CTC's "All Ages and Abilities" bikeway standards (adopted December 2022), and the City's Bicycle and Pedestrian Plan and Complete Street policies. This would align the Project with policies that local and regional entities would be supportive of for future grant opportunities at the local, regional and state levels.

Alameda CTC, the City of Dublin, and BKF Engineers met with the BPAC commenters from the Alameda CTC BPAC in February 2024, well after work on the 95% PS&E began, and as the 95% PS&E package was nearing completion. At the February 2024 meeting, the City was in concurrence with many of the design changes to the geometry of Dublin Boulevard to meet the local and regional policies, as well as also met BPAC's requests. Due to the number of changes, a Revised 95% PS&E package is being completed to allow for review prior to the preparation of the 100% PS&E package.

Additionally, the City of Dublin coordinated with adjacent property owners and at their request, informed Alameda CTC of the request to have BKF Engineers modify the PS&E package to accommodate access points/ingress and egress, turn lanes/etc. adjacent to the private properties that are currently seeking development entitlements and design approval with the City of Dublin. The City of Dublin continues to work on separate agreements with the adjacent private property owners on the added Project capital and soft costs.

Amendment Request

The City of Dublin is requesting that Alameda CTC amend BKF Engineers' Contract (A21-0001) scope and cost to include a Revised 95% PS&E package and 100% PS&E. The additional resources will allow BKF Engineers to prepare a PS&E package that is consistent with current bicycle and pedestrian policies regarding design, and accommodate access points to adjacent private properties. The City acknowledges that these revisions have changed the proposed geometry of the Project which affects plan sets such as Layout and Drainage, the Cottonwood Creek bridge design, and updated technical reports, such as the Storm Water Data Report, to address these changes.

Right-of-Way Acquisition Services and Construction Support Services

The City of Dublin and Alameda CTC staff have agreed that for the remaining efforts related to achieve the RTL milestone Alameda CTC will not be responsible for Right-of-way Acquisition Services, Relocation Assistance and Design Support Services during Advertising and Award.

The Cities of Dublin and Livermore will be responsible for Construction Support Design Services and Construction Management costs during the Construction Phase of the Project. These costs will be shared by the cities of Dublin and Livermore based on future agreements.

Should you have any questions, please do not hesitate to contact Pratyush Bhatia, Transportation and Operations Manager at (925) 833-6630 or Pratyush.Bhatia@dublin.ca.gov.

Sincerely,

Pratyush Bhatia
Transportation and Operations Manager

CC: Andrew Russell, Public Works Director
Laurie Sucgang, Assistant Public Works Director/City Engineer

ALAMEDA County Transportation Commission

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ALAMEDA COUNTY TRANSPORTATION COMMISSION

RESOLUTION 24-009

Resolution of the Alameda County Transportation Commission Documenting the Commitment of the City of Dublin to serve as the Implementing Agency for Right-of-Way and Construction for the Dublin Boulevard – North Canyons Parkway Extension Project

WHEREAS, on April 27, 2017, as part of approval of the 2018 Alameda County Transportation Commission (Alameda CTC) Comprehensive Investment Plan, Alameda CTC's governing body (Commission) allocated $8,288,000 to the project sponsor, the City of Dublin, for the environmental and final design phases of the Dublin Boulevard – North Canyons Parkway Extension Project (Project); and

WHEREAS, by action taken at the March 28, 2019 Commission meeting, Alameda CTC was designated as the implementing agency for the Project's final design phase; and

WHEREAS, by final signature dated September 21, 2020, Alameda CTC entered into a Cooperative Agreement with the Cities of Dublin and Livermore (Agreement No. 20-291), confirming that the City of Dublin shall continue to serve as the Project Sponsor, and designating Alameda CTC as the implementing agency for the PS&E Phase of the Project, including the obligation to produce deliverables up to the 95% Construction Plans; and

WHEREAS, on June 14, 2024, the City of Dublin sent Alameda CTC a letter requesting, among other things, that Alameda CTC produce a Revised 95% Construction Plan and 100% Construction Plans; now; therefore, be it

RESOLVED, that Alameda CTC will produce a Revised 95% Construction Plan and 100% Construction Plans, fulfilling its responsibility in Agreement No. 20-291 as the implementing agency of the final design phase of the Project; and be it further

RESOLVED, that the City of Dublin shall be the implementing agency for the right-of-way (R/W) phase specifically for R/W acquisition and relocation assistance for the Project including execution of utility agreements for the construction phase, and as the project sponsor is responsible for securing all funding required for the project; and be it further

RESOLVED, that the City of Dublin shall be the implementing agency for the construction phase including responsibility of advertising and award, construction management, design services during advertisement, award and construction and all construction activities for the Project, with the Cities of Dublin and Livermore responsible for sharing the costs of such activities pursuant to one or more future agreements between the two Cities; and be it further

RESOLVED, that Alameda CTC and the Cities of Dublin and Livermore shall enter into an amendment to Agreement No. 20-291 and/or a new cooperative agreement between the parties confirming Alameda CTC's additional responsibilities with respect to the PS&E Phase and the parties' respective responsibilities for the remainder of the Project phases; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to the Cities of Dublin and Livermore.

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, September 26, 2024, in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: Attest:

____
John J. Bauters,
Chair, Alameda CTC

____
Angie Ayers,
Acting Clerk of the Commission

Application for the Alameda CTC
Independent Watchdog Committee (IWC)

ALAMEDA County Transportation Commission

Alameda CTC invites Alameda County residents to serve on its **Independent Watchdog Committee,** which generally meets quarterly on the evening of the second Monday of the month. Each member is appointed for a two-year term.

Membership qualifications:

Each IWC member must be an Alameda County resident and must not be an elected official at any level of government or a public employee of an agency that oversees or benefits from the proceeds of the sales tax or have any economic interest in any Measure B or Measure BB-funded projects or programs.

Name: Michael T. Henn

Home Address: [redacted]

Mailing Address (if different):

Phone: (home) na (work) [redacted] (cell) same

Email: [redacted]

Please respo[redacted]

I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.

II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on the IWC and why you are qualified for this appointment.

III. **Relevant Work or Volunteer Experience:** Please list your current employer and relevant volunteer experience including organization, address, position and dates.

IV. **Bio or Resume:** Please include your current biography or resume.

Certification: I certify that the above information is true and complete to the best of my knowledge.

Signature Michael Henn Date 10-24-23

Return the application to your appointing party for signature (see **www.alamedactc.org/app_pages/view/8**), or fax (510.893.6489) or mail it to Alameda CTC.

Appointing Party:

Signature:

Date:

Michael Henn
[redacted]

Education:
B.A History and Government, Cal State Long Beach
M.A. Urban Studies, SF State

Professional Experience
Alameda County Planning Department

Planner I, 1968 to 1970, Planner II 1970 to 1973, Planner III 1973 to 1979

Increasingly responsible experience in Current Planning, Design Review, Interagency Review,

City of Livermore Planning Department

Assistant Planning Director and Zoning Administrator, 1979 to 1983

City of Lafayette Planning Department

Assistant Planning Director, Planning Manager, 1983-2001

Managed a professional staff of six responsible for Current and Advance Planning, Code Enforcement, Budget and all related management and personnel matters.

Contra Costa County Community Development

Special Projects Planner, 2001 to 2009

In charge of large-scale planned development projects, CEQA Review and select Agricultural Preservation Policies (Wineries)

Active in California Chapter of American Planning Association, 1972 to present, Vice President for Northern California of the Planners Emeritus Network, 2003-2007.

Private Planning Consultant

I worked part-time for several clients in Contra Costa County, 2009-2013, assisting in their efforts in obtaining project approval.

Additional Responses

1. Commission/Committee experience: I am a longtime resident of Piedmont and a mostly retired city planner who has served on several civic organizations over the years. I was on the Piedmont Planning Commission for six years, as well as the Piedmont Capital Improvements Committee for five years. I had worked as a staff planner for collectively some 45 years, mostly in Contra Costa County, and of course attended numerous meetings as a staff member. I have also served on the Alameda County Civil Grand Jury three times. I am now only serving on the Board of Directors of the Pardee Historical Home Museum in downtown Oakland.

2. Statement of Qualifications: As indicated above, and on the attached resume, I am interested in local civic affairs and interested in regional transportation and other governmental and environmental issues. I am interested in alternatives to our dependence on driving and am a supporter of transit, and of bike and pedestrian friendly streets.

3. My relevant work and volunteer experience are listed above. I have been retired since 2014 from any paid work.

4. Bio or Resume: Please see attached.

Memorandum

9.1

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DATE:	September 19, 2024
TO:	Alameda County Transportation Commission
FROM:	Amara Morrison, Fennemore Wendel Neal Parish, Fennemore Wendel
SUBJECT:	Approval of a Salary Adjustment for the Executive Director Pursuant to Annual Performance Evaluation

Recommendation

The Chair and Vice Chair of the Commission recommend that the Commission authorize a salary adjustment of five percent (5%), effective October 1, 2024 through December 30, 2024, based upon the annual performance evaluation of the Executive Director.

Summary

The Executive Director's employment contract and Alameda CTC's Administrative Code each require the Commission to consider annual adjustments to the Executive Director's salary based on the performance evaluation conducted by the Finance and Administration Committee by September of each year. Under normal circumstances, any salary adjustment authorized by the Commission would be effective as of January 1 in the next calendar year. In light of the Executive Director's decision to retire as of December 30, 2024, however, any salary adjustment intended to acknowledge and recognize the Executive Director's outstanding performance, as determined through the performance review conducted by the FAC on September 9, 2024 (Attachment A), would have to be effective during the current calendar year.

Pursuant to the FAC action related to the Executive Director performance evaluation, and consistent with the Administrative Code and the Executive Director's Contract, the Chair and Vice Chair recommend the Commission authorize a merit-based salary adjustment of five percent (5%) for the Executive Director based upon her outstanding performance during 2024, with the salary adjustment effective as of October 1, 2024. A five percent (5%) salary adjustment to the Executive Director's current annual salary of $369,055.20 will result in a total annual salary of $387,507.96. The salary increase actually paid to the Executive Director from October 1 to December 30 would be $4,549.12.

Fiscal Impact: Adjustments to the budget will be made during the mid-year budget update process to reflect changes to the salary provided for the Executive Director, as outlined in this report.

Attachment:

A. Executive Director Performance Evaluation Memorandum at FAC

ALAMEDA County Transportation Commission

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Memorandum

9.1A

DATE:	September 2, 2024
TO:	Finance and Administration Committee
FROM:	Tess Lengyel, Executive Director
SUBJECT:	Conduct the Executive Director Performance Evaluation for 2024 Pursuant to the Executive Director's Contract and Alameda CTC's Administrative Code

Recommendation

Pursuant to the Executive Director's contract, an annual evaluation of the Executive Director's performance, based on agreed upon objectives, is required to be completed by September 30 of each year. It is recommended that the Finance and Administration Committee (FAC) conduct an annual evaluation of the Executive Director, pursuant to the Administrative Code which states, "Conduct the Executive Director's annual performance evaluation in September of each year and, based upon the FAC performance evaluation, authorize the Chair and Vice Chair of the Commission, if needed, to meet with the Executive Director with sufficient time such that any adjustments to the Executive Director's salary and/or benefits for the following calendar year can be reflected in the agenda packet for the Commission's September meeting."

Preface

This past year resulted in significant achievements in all areas at the agency, and I would like to extend my appreciation to the Commission for your policy leadership and advocacy in implementing the agency's robust workplan in planning, programming, project and program delivery, on-going fiscal accountability and agency administration. I would also like to recognize and appreciate the professionalism, dedication and excellence the Alameda CTC staff bring to all the work performed at Alameda CTC. It is an honor to serve you and the public as we deliver our promises to voters for delivering multimodal projects and programs, advancing safety, expanding equity, supporting youth, older adults and people with disabilities with affordable transportation choices, and creating good jobs in Alameda County.

I am proud of our on-going dedication to successfully fulfilling the agency's mission with high quality and effective work. We have planned, funded and delivered major multi-modal projects and programs. We have expanded affordable transportation programs for students, older adults and people with disabilities, and leveraged local dollars to attract state and federal funds, while also serving as a reliable funding source to our cities, transit operators and county partners in delivering local services and projects.

Over the past year, Alameda CTC continued to deliver major project and program investments throughout the County and was successful in leveraging external funds to advance projects into construction as promised to voters. We completed two important construction projects: the GoPort Freight Intelligent Transportation Systems Project and the Gilman Phase 1 Project. The Commission conducted state and federal legislative meetings to support our projects and policies, and we have been rewarded with several competitive grant awards and allocations at the regional, state and federal levels for project and program delivery.

Alameda CTC's AAA rating from the Fitch Ratings Agency was reviewed and affirmed again this year for the Series 2022 Measure BB bonds, and we received a Certificate of Achievement for Excellence in Financial Reporting from the Government Finance Officers Association of the United States and Canada (GFOA) for our Annual Comprehensive Financial Report (ACFR) for the year ended on June 30, 2023.

Internally, I have continued work on staff engagement with a solid Culture and Engagement Committee (CEC) that has helped the agency staff strengthen cohesion, teamwork and cross department collaboration. The CEC continues to support staff on culture and engagement efforts supporting an inside-out approach to diversity, culture and excellence. This year, I expanded the Leadership Academy at Alameda CTC to grow staffs' leadership skillsets both within the agency and in the industry. In addition, I reinstated an internship program this year, and we had a successful summer intern who we hosted in collaboration with the Conference of Minority Transportation Officials (COMTO).

The Commission successfully addressed critical transportation-related issues this year, adopted important policies, and conducted effective advocacy to move projects and programs into fruition and expand safety and equity. I am proud to serve you and to work with our staff to bring you recommendations to inform your policy discussions and decisions. You continue to be one of the highest performing governing boards and transportation organizations in this region.

Achievements and accomplishments in the areas of project delivery, programming, planning, programs implementation, express lanes operations, fiscal stewardship, partnership building, and agency administration are summarized below and in Attachment A.

Summary

Alameda CTC's employment agreement with the Executive Director calls for an annual performance evaluation by the Finance and Administration Committee, and any salary/benefit adjustments to be considered by no later than September 30. The employment agreement calls for the Executive Director to provide the Finance and Administration Committee with a self-evaluation as a first step in the evaluation process. The

Executive Director's self-evaluation is included in Attachment A and is organized under the following categories: Project Delivery, Programming, Planning/Policy/Government Affairs/Communications, Programs Implementation, Operations and Management of the I-580 and I-680 Express Lane Corridors, Fiscal Stewardship and Transparent Financial Reporting, Agency Administration, and Partnerships. Pursuant to the Alameda CTC Administrative Code, the Finance and Administration Committee shall: "Conduct the Executive Director's annual performance evaluation in September of each year and, based upon the FAC performance evaluation, authorize the Chair and Vice Chair of the Commission, if needed, to meet with the Executive Director with sufficient time such that any adjustments to the Executive Director's salary and/or benefits for the following calendar year can be reflected in the agenda packet for the Commission's September meeting."

Under the Commission's leadership and my direction, the agency achieved significant accomplishments over the past year which met the Commission's overarching goals to plan, fund, and deliver projects and programs to improve mobility and access throughout Alameda County. Below is a summary of many accomplishments achieved and on-going services provided by Alameda CTC's exemplary staff under my leadership.

2024 Key Accomplishments:

✓ **<u>Project Delivery</u>**: Alameda CTC achieved significant advancement of voter approved transportation projects.

- Completion of two construction projects, including the GoPort Freight Intelligent Transportation Systems Project and the Phase 1 Gilman Interchange Project.
- Four construction projects valued overall over $961 million are in construction in 2024, including: Gilman Interchange Phase 2; I-680/84 Interchange and Route 84 construction; I-680 Gap closure; and GoPort 7th Street East projects.
- Completed 100% design of the Oakland Alameda Access Project and advancing it to the California Transportation Commission for a state construction allocation in December for almost $70 million.
- Advanced San Pablo Avenue parallel route to 100% design, San Pablo Safety Project to 95% design, and completed major community outreach for the San Pablo Bus and Bike Project.
- Advanced East Bay Greenway (EBG) Project design and expect 95% design milestone to be completed by end of the year. Alameda CTC was awarded $30 million from a highly competitive federal Reconnecting Communities Grant.
- Achieved CEQA environmental clearance on all Phase 1A Rail Safety Enhancement Program crossings (28 crossings); currently finalizing NEPA environmental clearance; and achieved 65-95% design on the various crossings.
- Mission Boulevard/State Route 262 environmental clearance and community engagement continues to proceed.
- Dublin Boulevard extension design advanced through 65%.

- 65% design achieved on Whipple Rd/Industrial Pkwy Interchange Project (supporting access for goods movement to one of the largest warehousing areas in the county).
- The above projects combined with others under development at Alameda CTC represent over $1.6 billion in project delivery expected to be implemented in the county within the next four years, pending funding availability.

✓ **Programming/Leveraging Measure B/BB Dollars**: Alameda CTC has conducted extensive programming activities this year and aggressively pursued grants resulting in significant fund leveraging:

- Implementation of strategic grant and funding strategy for state and federal funding resulted in grant applications requesting over $140.5 million (submitted or underway for this year).
- 2026 Comprehensive Investment Plan (CIP) update including a five-year programming total of $407.0 million adopted by Commission in May 2024 and Call for Projects for $100 million released in September 2024.
- Strategic Plan updates and cashflow development and enhanced project controls supported every aspect of project delivery.
- Performed project management oversight of sponsor agencies for over 150 transportation projects in Alameda County
- Performed programming, monitoring, and reporting activities for multiple types of funding sources with varying guidelines and requirements.
- Monitored and reported on the delivery of projects funded with federal, state, regional, sales tax, and other local fund sources.

✓ **Planning & Policy**: Alameda CTC facilitated advancement of many agency goals as outlined in the adopted Countywide Transportation Plan, developed key policies and studies, and supported the agency's goals:

- Launched the Countywide Transportation Plan update in a two-phased approach: this year is the definition of the policy blueprint, including goals and objectives which will inform phase two to be implemented in 2025 and 2026. Phase two will define the priority projects in Alameda County to be included in the Plan in coordination with partner agencies and with extensive stakeholder and community outreach.
- Completed transportation expenditure plan amendments of the 2014 Transportation Expenditure Plan to ensure near-term project development for safety and to implement initial useable segments on projects.
- Achieved Governor's signature on a bill allowing the dissolution of the I-680 Sunol Smart Carpool Lane Joint Powers Authority
- Completed first Annual Report for the agency's first Race and Equity Action Plan.
- Hosted a Bikeways Academy Workshop for elected leadership in October 2023 to advance the County's bikeways network.

- Advanced the San Pablo and East Bay Greenway project concepts, conducted extensive community outreach and received external grant awards.
- Advanced multiple studies: I-580 Transit and Multimodal Strategy, which will result in a Comprehensive Multimodal Corridor Plan for project areas of the county, enabling project eligibility for state funding; awarded competitive Caltrans Planning Grant for the Central County area Caltrans Sustainable Planning Grant for the development of a I-580/I-238/I-880 Safe Access and Community Resilience Plan for $564K.
- On-going Congestion Management Program implementation, including Multi-modal Monitoring and Performance Reporting.
- Regional collaboration on Plan Bay Area implementation and PBA 2050+.
- Development of 2024 Legislative Platform
- Successful Sacramento and Washington DC Legislative visits and advocacy in April and May 2024.

- **Programs implementation**: Alameda CTC continued to implement and expand programs supporting affordable transportation to students, older adults and people with disabilities:

  - Student Transit Pass Program expanded to new schools throughout Alameda County and supported on-going schools and transit operators.
  - Safe Routes to Schools Program expanded to over 290 participating schools; provided extensive countywide programs, such as International Walk and Roll to School, Golden Sneaker Contest, Bike to School Day, as well as direct trainings for students including Pedestrian and Bike Rodeos, Travel Training, school assemblies; and Alameda CTC continued its on-going commitment to school site safety assessments.
  - Older Adult and Disabled Transportation services included expanded Meals on Wheels services; travel training; best practices training, technical support and program plan review. In addition, $11.5 million of grants was successfully awarded to expand localized services for older adults and people with disabilities.

- **Express Lanes Operation**: Alameda CTC operates some of the most extensive express lanes in the Bay Area. This year, significant efforts were undertaken to streamline and implement improved governance and operations through the following:

  - Dissolution of the I-680 Sunol Smart Carpool Joint Powers Authority, which will save over $400,000 per year.
  - Transition of the I-680 express lanes to Alameda CTC ownership, operations and maintenance, including transitioning all contracts and assets, adoption of a new ordinance, and completion of a final Sunol JPA audit.
  - Development of an I-680 20-year expenditure plan, identifying anticipated revenues and adoption of policies for reserves and the expenditure of net revenues.

  - Extension of operations and maintenance agreements for the I-580 Express Lanes.
  - Development of approach for I-580 Express Lane technology upgrades (coming to the Commission in fall 2024).

- **Fiscal Stewardship and Transparent Financial Reporting**: Alameda CTC continued to ensure full agency financial accountability and stewardship, achieved award for financial excellence, and AAA rating was affirmed:

  - Award for Excellence in Financial Reporting from the GFOA for the Annual Comprehensive Financial Report for the year ended June 30, 2023 received in June 2024.
  - Received affirmation of AAA rating from Fitch Ratings Agency for the Series 2022 Measure BB Bonds.
  - Accelerated project delivery by using the proceeds from financing achieved to advance Measure BB capital projects.
  - Developed fiscally sound mid-year budget update and a new balanced, sustainable budget for FY2024-25 which enables agency administration, planning, projects and programs to move forward.
  - Clean audit expected in September 2024 from independent auditors for the fiscal year ending June 30, 2024.
  - Received a clean audit opinion from independent auditors on the final Sunol JPA Annual Financial Report for the period ended May 31, 2024.
  - On-going fiscal accountability, transparency and reporting.

- **Partnership Building**: Alameda CTC staff and I continued to serve on a multitude of Technical Advisory and Executive Steering Committees at the regional and state levels, including CALCOG and the Self-Help Counties Coalition; MTC Regional Transportation Measure Executive Committee; the Next Gen Freeway Executive Committee; the Bay Area County Transportation Agencies (BACTA), the 9-county transportation agencies, which meet monthly and coordinate around Bay Area planning, policy and delivery. I serve as the Chair of the region's Express Lanes Executive Steering Committee and East Bay EDA's Transportation and Infrastructure Committee. In addition, I have served as a panel lead on the Self-Help County Coalition, WTS International, and state panels coordinating with Caltrans, CalSTA and the California Transportation Commission. I serve on the Glass Ceiling Panel for WTS International SF Bay Area Chapter on a longitudinal study of women and transportation, with a more refined focus on women of color over the past several years. This year, Alameda CTC was awarded the Caltrans Gold Level 2024 Partnering in Motion Awards for excellence in partnership for two of our projects currently under construction.

- **Agency Administration**: Efficient agency administration is essential for performing the extensive work under way at Alameda CTC. Alameda CTC successfully implemented public meetings, including the Commission and Committee meetings and our Community and Technical Advisory Committee meetings. I conducted new hires to fill positions and address workload; further expanded integration of Diversity, Equity and Inclusion into all aspects of the agency's work; supported the Culture and Engagement Committee to enhance staff engagement and cohesion; performed succession planning through an Alameda CTC Leadership Academy; and performed on-going contracting and procurement to support jobs creation processing over 100 professional, construction and cooperative contracts valued at over $1.1 billion.

Under my employment agreement, an annual performance evaluation is required to be completed by September 30 of each year.

Fiscal Impact: There is no fiscal impact to performing the Executive Director's performance evaluation.

Attachment:

A. Goal Achievement for the Executive Director's Objectives for 2024

ATTACHMENT A

Executive Director Performance Evaluation
Summary of Executive Director's Key Initiatives in 2024

Alameda CTC's employment agreement with the Executive Director calls for an annual performance evaluation by the Finance and Administration Committee and requires the Executive Director to perform a Self-Evaluation as part of the review process. The following provides a summary of my self-evaluation of key initiatives this year.

2024 INITIATIVES	**2024 STATUS**
Capital Project Delivery	
1. Actively engage in the management of major and complex transportation projects to ensure progress in all delivery phases while managing risks. An example of key accomplishments include:	Initiative Met
a. Construction completion of GoPort Freight ITS Project	Completed construction in fall 2023 of FITS Project
b. Construction completion of Gilman Phase 1	Completed construction of Gilman Phase 1 Bike and Pedestrian Overcrossing Project
c. GoPort Program: Seventh Street Grade Separation	In construction
d. Rail Safety Improvements throughout Alameda County	All state environmental documents approved by Commission; federal environmental approvals underway for all 28 crossings; substantial design milestones achieved
e. San Pablo Avenue Multimodal Corridor Improvement Project	NEPA environmental clearance underway; design underway; major competitive funding secured for project segments
f. East Bay Greenway	NEPA Environmental clearance underway; design underway; funding secured for major project segments
g. Dublin North Canyons Multimodal Corridor Improvement Project	Advanced project design through 65%
h. Oakland-Alameda Access Improvements Project	Achieved 100% design; project construction ready with CTC funding allocation scheduled for December 2024

i. Route 84 and I-680/Route 84 Interchange Project	Construction on-going
j. Mission Boulevard/Route 262 Project	Environmental clearance and community outreach on-going
k. I-80/Gilman Interchange Phase 2	Phase 2 under construction
l. I-80 Ashby Avenue Interchange Modernization and Bicycle and Pedestrian Improvement Project	Advanced design; TEP Amendment approved to allow useable implementable segments to advance with existing funding
m. I-680 Express Lanes Gap Closure Project from Route 84 to Contra Costa County Line	Project under construction
n. I-880/Interchanges modernizations Project in Central and South County supporting goods movement	Advanced environmental clearance and project design
o. Other capital projects in transportation expenditure plans	On-going advancement of projects; and definition of next steps for several projects
2. Oversee the delivery and implementation of Measure B and Measure BB sales tax-funded programs and other externally funded programs in the adopted Comprehensive Investment Plan.	Initiative Met

Planning and Programs Implementation

3. Implement strategies identified and adopted in the 2020 Countywide Transportation Plan to advance projects and programs for transportation 2020 and beyond.	Initiative Met
4. Kick off the 2026 Countywide Transportation Plan	Initiative Met
5. Advance equity in all agency activities.	Initiative Met
6. Advance safety projects and programs in the county's high injury corridors.	Initiative Met
7. Continue to expand the Affordable Student Transit Pass program and Safe Routes to Schools program and improve program delivery efficiencies.	Initiative Met
8. Expand clean transportation programs and partnerships.	Initiative Met
9. Monitor and actively engage with MTC/ABAG and other regional and state agencies in the development and implementation of transportation policies.	Initiative Met

Leverage Funding, Partnerships and Advocacy

10. Actively pursue funding to leverage sales tax and other agency administered funds to deliver projects and programs	Initiative Met
11. Actively strengthen partnerships with cities, the County, and transit operators to provide mutual	Initiative Met

assistance and technical assistance in the areas of project delivery, funding advocacy, and planning.	
12. Actively engage in the development of regional and county-wide policies on sustainable transportation and land use strategies.	Initiative Met
13. Develop and implement a legislative program and outreach strategy to guide Alameda CTC's advocacy at the regional, state and federal levels.	Initiative Met
14. Advocate for new/enhanced transportation funding in regional, statewide, and national forums.	Initiative Met
15. Participate in and take an active role in statewide and regional forums and discussions that may have a potential impact on the functions of Alameda CTC.	Initiative Met

Fiscal Management and Stewardship

16. Develop a sustainable and balanced FY2024-25 operating and capital budget for Commission adoption.	Initiative Met
17. Produce an Annual Comprehensive Financial Report and submit to the Government Finance Officers Association for award consideration.	Initiative Met
18. Obtain an unqualified opinion from an independent financial auditor for FY2023-24.	Initiative expected to be met in September with final audit
19. Ensure on-going procurements that support jobs and local and small businesses.	Initiative Met
20. Lead, manage, organize, and ensure efficient implementation of all on-going activities and services in the agency work program.	Initiative Met

Organizational Excellence

21. Continue to develop and strengthen a working environment where staff are empowered, engaged, collaborative, and inspired to fulfill the work of Alameda CTC.	Initiative Met
22. Continue to develop, mentor and invest in all agency staff for continual quality of agency work product, services, and decisions.	Initiative Met
23. Strategically implement the organizational structure to ensure that all critical positions are filled with the best talent and retention of high-quality staff.	Initiative Met
24. Provide on-going high-quality support to the Commission.	Initiative Met
25. Advance Alameda CTC as a leader in transportation excellence through innovation, delivery and efficient operations.	Initiative Met

DATE:	September 19, 2024
TO:	Alameda County Transportation Commission
FROM:	Amara Morrison, Fennemore Wendel Neal Parish, Fennemore Wendel
SUBJECT:	Authorize the Executive Director to Execute a Contract with CPS HR for Executive Director Recruiting Services, and Authorize the Chair and Vice Chair to Negotiate a Contract for Interim Executive Director Services

Recommendation

The Chair and Vice Chair of the Commission recommend the Commission authorize the following:

1. Authorize the Executive Director to execute a contract with CPS HR for executive director recruitment services; and
2. Authorize the Chair to negotiate a contract for Interim Executive Director services with Carolyn Clevenger, Deputy Executive Director of Planning and Policy.

Summary

Executive Recruitment

In light of current Alameda CTC Executive Director Tess Lengyel's announcement that she would be retiring as of December 30, 2024, the Chair and Vice Chair, in consultation with legal counsel, developed a process for selecting an appropriate executive search firm to recruit executive director candidates to replace Ms. Lengyel on a long-term basis.

Pursuant to that process, the Chair and Amara Morrison of Fennemore Wendel interviewed and considered two possible executive search firms.

Koff & Associates, which currently serves as Alameda CTC's human resources consultant, was interviewed. Alameda CTC's current contract with Koff & Associates includes executive recruiting as an eligible task with the scope of work, with an allotted budget sufficient for this work. Accordingly, no new contract or procurement process would be required to utilize Koff & Associates for this assignment.

CPS HR, the company which conducted the prior executive director search effort that resulted in the hiring of Tess Lengyel, was also interviewed. Under Alameda CTC's Procurement Policy, the agency may select a consultant if there is "a compelling business reason" to award the contract to that firm. The Chair, Vice Chair, and legal counsel determined that this provision authorizes the agency to retain CPS HR for this assignment. This determination was based on numerous considerations, including the fact that CPS HR is a governmental joint powers authority rather than a profit-seeking business, the firm was fully vetted and selected through a competitive procurement process to provide similar services in 2019, and also their prior work recruiting for the same position means that they would be able to perform the current assignment more efficiently than other firms.

Following the interviews, the Chair and Vice Chair recommended that the Commission authorize the Executive Director to execute a contract with CPS HR to undertake the executive director recruitment effort for $30,000, inclusive of potential out-of-state candidate's travel expenses.

Authorizing CPS HR to undertake the executive director recruitment effort will enable the Commission to advertise the Executive Director position by mid-December through the end of February 2025; interview potential candidates in February and March of 2025; extend an offer of employment to a finalist in April of 2025; and have the new Executive Director commence their employment by July 1, 2025.

<u>Interim Appointment</u>

For a number of reasons, including the expected number of Commissioners who will no longer be serving as Commissioners as of the first of the year since they will no longer hold their current elected positions, the turnover of the Commission Chair's position as of the first meeting next year, and in light of the schedule required to undertake a comprehensive executive director recruitment effort, the Chair and Vice Chair believe the agency would be best served by appointing an internal candidate to serve as Interim Executive Director until a new permanent Executive Director assumes the position. Accordingly, the Chair and Vice Chair request the Commission's authority to negotiate with Carolyn Clevenger, Alameda CTC's Deputy Executive Director of Planning and Policy, to act as Interim Executive Director from December 31, 2024 through June 30, 2025.

The appointment of Ms. Clevenger will facilitate the smooth transition of Executive Director duties and responsibilities from the retiring Executive Director until Ms. Lengyel's permanent replacement can be retained. Ms. Clevenger has been Alameda CTC's Deputy Executive Director of Planning and Policy since January 2019, Director of Planning since July 2016, and has prior extensive experience as a transportation planner with the San Francisco Municipal Transportation Agency and the Metropolitan Transportation Commission.

Following negotiations regarding salary, terms and conditions of employment with Ms. Clevenger for the Interim Executive Director position, the Chair and Vice Chair will seek authorization from the Commission to approve the terms of the contract at the Commission's October 24 meeting.

Fiscal Impact: The fiscal impact is $30,000 to retain CPS HR. The fiscal impact related to the retention of Deputy Executive Director Carolyn Clevenger as the Interim Executive Director from December 31, 2025 through June 30, 2025 will be discussed at the October 24 Commission meeting.

Memorandum

9.3

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

DATE:	September 19, 2024
TO:	Alameda County Transportation Commission
FROM:	Gary Huisingh, Deputy Executive Director of Project Delivery Vivek Bhat, Senior Director of Programming and Projects Jhay Delos Reyes, Director of Project Delivery
SUBJECT:	Approve Actions Necessary to Facilitate Project Advancement into the Construction Phase for the Oakland Alameda Access Project

Recommendation

It is recommended that the Commission approve moving the Oakland Alameda Access Project into the Construction Phase, including Design Services During Construction with the Engineer of Record, allocation of 2014 TEP funds designated for the project, final permits and utilities, landscaping and a construction contingency, with the following actions:

1. Allocate $14.0 million from the 2014 Measure BB Interstate 880 (I-880) Local Access and Safety Improvements funds (TEP-40) to for the Construction Phase of the Project, including final stormwater permits, utilities, landscaping and administration.

2. Allocate $8.5 million from the 2014 Measure BB TEP-40 funds as risk contingency funds subject to future approvals by the Commission for the Construction Phase of the Project.

3. Authorize the Executive Director or designee to execute Amendment Number 2 to Professional Services Agreement A22-0058 with Parsons Transportation Group, Inc. (Parsons) as the Engineer of Record for Design Services During Construction, for an additional $3.5 million, for a not-to-exceed amount of $13,500,000 and extend the term of the Agreement from January 31, 2025, to June 30, 2029.

4. Authorize the Executive Director or designee to execute all agreements to effectuate the Construction Phase of the Project.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and the implementing agency for the Plans, Specifications and Estimate (PS&E) and right-of-way (R/W) phases for the Project located on the State Highway System and in the Cities of Alameda and Oakland.

The Project recently submitted the Final PS&E package to Caltrans in August 2024 and will complete the Ready-to-List (RTL) milestone by end of September 2024, which is the final milestone in the Caltrans project delivery process prior to requesting funding at the California Transportation Commission (CTC). Once approved by the CTC in December 2024, the Project will be advertised by Caltrans, which is expected in January 2025.

Approval of these actions would provide resources to support the RTL milestone which completes design and allows the Project to move forward into construction. The action also provides $8.5 million of a project-specific contingency for construction phase needs, which would require Commission approval for future use.

During the construction phase, Parsons as the Engineer of Record (EOR), will be required to provide Advertisement Support and Design Services During Construction (DSDC) for the Project. DSDC supports responses to construction inquiries and construction changes, on an as needed basis. Table A summarizes the contract actions related to Agreement No. A22-0058 with Parsons. Alameda CTC also provides oversight through the entire construction duration.

Background

The Project, previously known as the I-880 Broadway Jackson Project, has been in the planning stages for nearly 30 years. This project is part of a deficiency plan that was established in 1998/1999 pursuant to state law in the Congestion Management Program (CMP). The Cities of Oakland, Alameda and Berkeley are listed as responsible jurisdictions to implement the project as part of the deficiency plan. If it is not implemented, the CMP directs the withholding of the cities' state gas tax funds due to non-conformance.

Caltrans is the lead agency for the environmental document who approved the final environmental document in August 2021, which was an Environmental Impact Report in compliance with the California Environmental Quality Act and an Environmental Assessment in compliance with the National Environmental Policy Act. The related Project Report was approved by Caltrans in January 2022, marking the completion of the Project Approval and Environmental Document (PA&ED) phase. The PS&E and R/W work began in 2022 and will be completed by September 2024. In support of these efforts, extensive outreach was conducted with community members, stakeholders and partners throughout every development phase of the project, and outreach on the project will continue through construction.

To achieve the RTL milestone by September 2024, approval of final PS&E, right-of-way contracts, utility agreements, construction phase cooperative agreement with Caltrans and other supporting documentation are necessary. Once the RTL milestone has been achieved, subsequent steps include allocation of funds by CTC at their December 2024 meeting. At the CTC meeting, approximately $70 Million of state funds will be allocated. This will allow the construction contract to be advertised by Caltrans in early January 2025 and awarded in Spring 2025, within CTC's required six-month timeframe from allocation. The duration of construction for the Project is anticipated to be 40 months ending in Fall 2028.

Project Costs and Funding

The current total Project cost is $165.9 million which includes $8.1 million Measure B, $73.4 million Measure BB, $2.5 million CMA TIP, $35.4 million State Transportation Improvement Program (STIP), $25 million Local Partnership Program (LPP) Competitive Program and $7.5M LPP Formulaic Program funds, and this recommendation of $14 million (Measure BB TEP 40).

Alameda CTC is required to obtain all needed land rights, enter into agreements and comply with all State regulations to allow for the construction of the Project. This includes meeting Caltrans requirements for placement of utilities in State R/W, removing utility conflicts with the proposed construction, and fulfilling the compliance requirements for storm water treatments consistent with the latest requirements of National Pollutant Discharge Elimination System (NPDES) permit between California Department of Transportation (Caltrans) and Regional Water Quality Control Board (RWQCB), and the landscaping and multiyear plant establishment as part of the highway construction contract rather than a follow up stand-alone project.

Project team has prepared a risk management plan which captures various risks likely to materialize during the implementation of construction work and utility relocation. Considering the physical location of the Project, duration and complexity of the construction work and relocation of over a dozen utilities, many of the risks may materialize. The estimated cost of these risks is $8.5 million, which is included in this recommendation as a project-specific risk contingency subject to future approvals by the Commission for the Construction Phase of the Project.

A portion of the bicycle facility components of the project, including the Class IV cycle track, is anticipated to be eligible for TFCA funding. Due to this, a portion, roughly $200,000 - $300,000, of the recommended allocation, is anticipated to be replaced with future TFCA programming. Following the TFCA programming action, planned for October 2024, the committed funding sources will be adjusted accordingly to reflect the final mix of Measure BB and TFCA funds. The combined total Measure BB TEP-40 and TFCA will not exceed the recommended $14.0 million.

Construction Support Activities

Parsons as the EOR will be required to provide advertisement support and DSDC services for OAAP. Parsons' cost for DSDC services is $3.5 Million which is approximately 3% of the construction capital cost which is within industry standards given the complexities of this Project. This amount includes on-call capacity to swiftly address any unforeseen conditions during construction. To provide DSDC services, including construction closeout, the terms of

A22-0058 are being extended to June 30, 2029. Table A summarizes contract actions related to A22-0058.

Table A: Summary of Agreement No. A22-0058			
Contract Status	**Work Description/Amendment**	**Amount**	**Total Contract NTE**
Original Professional Services Agreement *Approved January 27, 2022*	PS&E phase services	$10,000,000	$10,000,000
Amendment No. 1 *April 18, 2022*	Revise Scope of Work	$-	$10,000,000
Amendment No. 3 *TBD* ***(This Agenda Item)***	Additional scope and budget for DSDC and extend the term from 1/31/2025 to 6/30/2029	**$3,500,000** ***(Proposed)***	**$13,500,000** ***(Proposed)***
Total Amended Contract Not-to-Exceed Amount			**$13,500,000**

Alameda CTC also provides administrative services to provide oversight, manage and coordinate with Caltrans, the EOR and perform all project controls needed through the duration of construction which is anticipated through Summer 2029.

Levine Act Statement: Parsons Transportation Group Inc. did not report a conflict in accordance with the Levine Act.

Fiscal Impact: This recommendation will allocate $14 million from the 2014 Measure BB TEP-40 funds and $8.5 million in Measure BB funds for risk contingency. Project expenditures will be included in the appropriate Fiscal Year budgets.

Oakland Alameda Access Project

September 26, 2024

Alameda County Transportation Commission

Jhay Delos Reyes, Director of Project Delivery

Project History

Broadway Jackson Interchange Improvement Project (1997-2013)

1997 — 2005 — 2013

Project Efforts Begin

2000
- Project Study Report (PSR) approved
- Included in Route 260 Deficiency Plan

2002
- Environmental Document not endorsed by Oakland or Alameda

2006
- City of Alameda prepares Feasibility Study

2011
- 2nd PSR document approved by Caltrans

Oakland Alameda Access Project (2014-Today)

2014 — 2019 — 2024

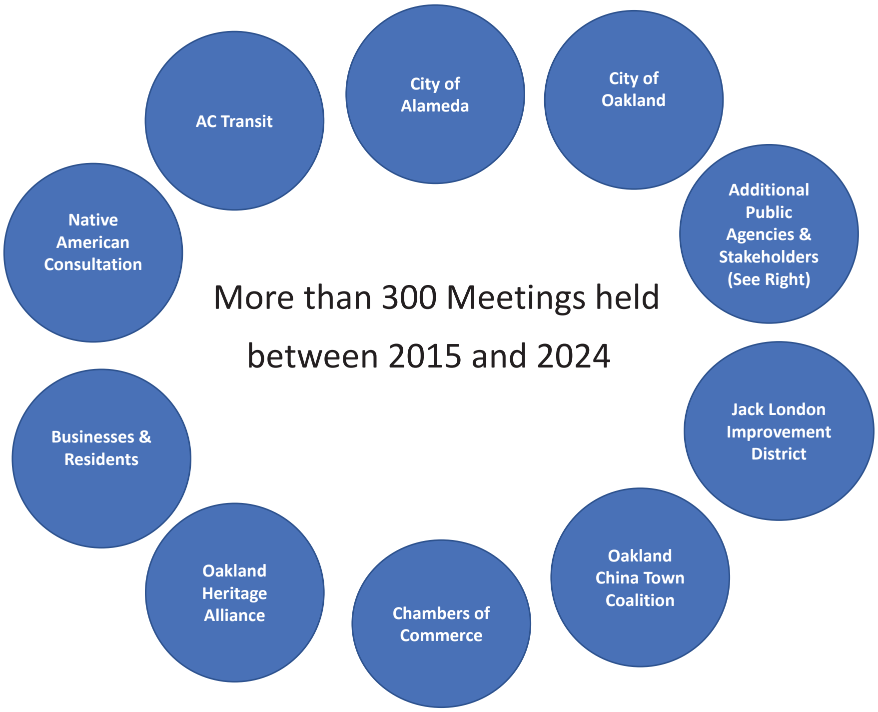
2014
- Included in Measure BB
- Project Approval / Environmental Document phase work begins

2020
- Draft Environmental Document Released

2022
- Environmental Phase Complete with Caltrans
- Plans, Specifications and Estimate Phase begins

2024
- **Final Allocation**
- **Right of Way Acquisitions Complete**
- **PS&E Certified**
- **Project Ready-to-List**

Stakeholders



Additional Public Agencies & Stakeholders:
Alameda Chamber of Commerce
Alameda Architectural Preservation Society
Alameda County Historical Society
Art Deco Society of California
Bay Area Transit
Bike East Bay
Bike Walk Alameda
California Preservation Foundation
Developers
East Bay Municipal Utility District
Federal Highway Administration
Landmark Historic Boards
MTC Air Quality Task Force
Oakland Community Development Department
Oakland Cultural Heritage Survey
Port of Oakland
San Francisco Bay Conservation & Development Commission
SoNic
State Historic Preservation Officer
State Regional Water Quality Control Board
U.S. Department of Transportation
Various Utility Owners
Walk Oakland Bike Oakland

PS&E Phase Activities to Ready to List

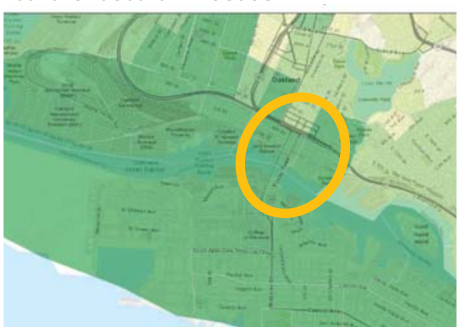
Date	Activity
✓ August 2022	35% PS&E Submitted
✓ March 2023	65% PS&E Submitted
✓ July 2023	Commission adopts a resolution to allow for resolution of necessity for Project
✓ October 2023	95% PS&E Submitted
✓ March 2024	100% PS&E Submitted Commission approves resolution of necessity for Project
✓ August 2024	Final PS&E Submitted Right of Way Acquisition Complete
September 27, 2024	PS&E Certified
October 14, 2024	Ready to List – allows Caltrans to request $70 million in state funding from the California Transportation Commission (CTC)

<u>$70 Million</u> of Funds to be Requested from the CTC

Date	Activity
December 2023	CTC approves Project baseline agreement between CTC, Caltrans, Alameda CTC establishing scope and schedule, and timing for allocation
December 5-6, 2024	CTC allocation for State Transportation Improvement Program (STIP) and Senate Bill 1 (SB1) - Local Partnership Program (LPP) funds
January 2025	Caltrans Advertises Project for Bid (CTC requires within 90 days of allocation)
Spring 2025	Caltrans Awards Construction Contract (CTC requires within six months of allocation)
Summer 2025 – End 2028	Anticipated Construction Duration

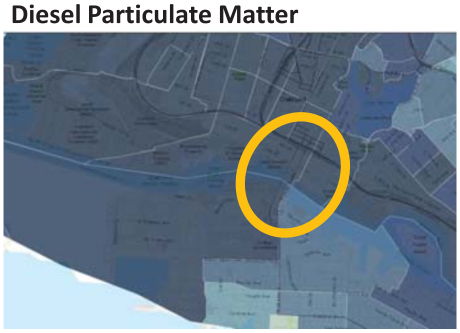
Project Area Health and Safety Demographics

Cardiovascular Disease

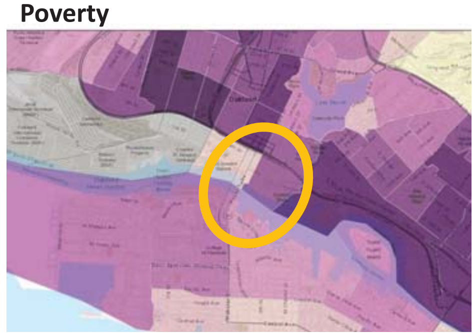


Asthma

Diesel Particulate Matter



Poverty



Source: CalEnviroScreen 4.0. Darker colors represent higher deciles of impact for census tracts within the State

<u>**High Injury Network**</u>

Bicycle

- 7th Street (Broadway to Oak)
- Broadway (4th to 7th)
- Harrison (5th to 7th)
- Jackson (5th to 7th)
- Oak (3rd to 9th)

Pedestrian

- 7th Street (Broadway to Oak)
- Broadway (6th to 7th)
- Webster (6th to 7th)
- Harrison (5th to 7th)
- Jackson (5th to 7th)
- Madison (5th to 7th)
- Oak (3rd to 9th)

Proposed Bicycle and Pedestrian Facilities

This Project will add over 2.5 miles of new bike facilities and 1.0 miles of new sidewalks in Oakland and Alameda

Class I
Shared-Use Path

0.5 mile

Class II
Bike Lane (incl. protected lane)

0.4 mile

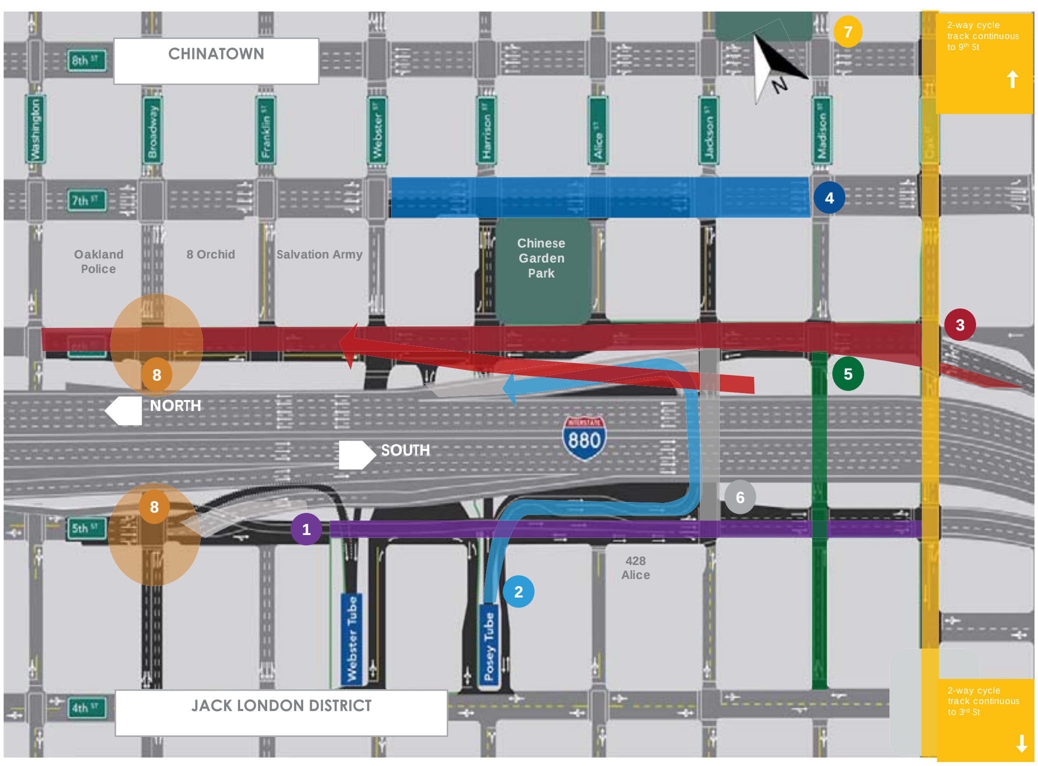
Class III
Bike Lane (incl. sharrow, Bike Blvd.)

0.2 mile

Class IV
Cycle Track

0.8 mile

Major Project Improvements



1. **Realign** WB I-980 Jackson St off-ramp and reconstruct 5th St
2. **Construct** right-turn from Posey Tube onto Horseshoe to NB Jackson St on-ramp
3. **Widen** NB I-880 Oak off-ramp, **remove** NB I-880 Broadway off-ramp, **reconstruct** 6th St for multi-modal access (Oak St to Washington St)
4. **Restripe** 7th St and improve intersections
5. **Restripe** Madison for 2-way travel between 4th to 6th St
6. **Restripe** Jackson for 1-way between 5th to 6th
7. **Restripe** Oak St for multimodal access (2-way cycle track from 3rd to 9th St)
8. **Reconfigure** intersections at Broadway and 6th and 5th St

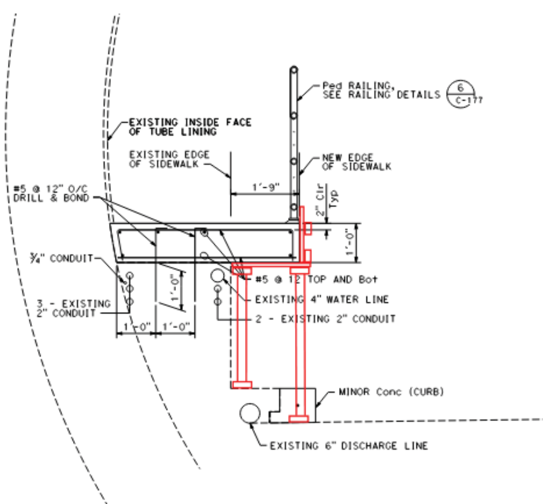
Webster Tube Estimated Structure Construction

Construction in the Webster Tube first to maintain accessible bicycle and pedestrian paths

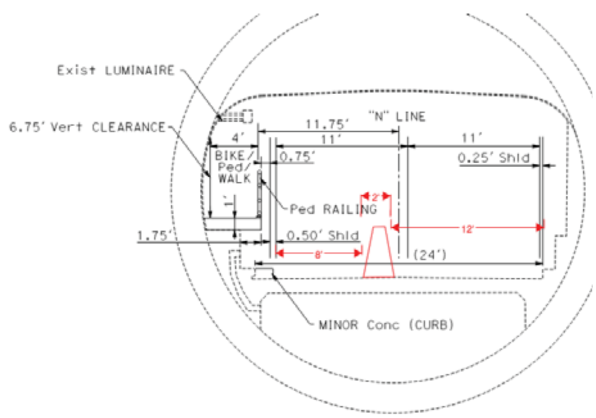
Item Number		Work To Be Performed	Construction Duration
Stage 1	1	Webster Tube Entrance @ Broadway Realignment (Oakland)	June 2025 - Aug 2025
Stage 1	2	Webster Tube Pedestrian Path Construction (Oakland)	June 2025 - Aug 2025
Stage 1	3	Webster Tube Pedestrian Path Connection (Alameda)	June 2025 - Aug 2025
Stage 1	4	Webster Tube Inside Widening (Alameda)	Aug 2025 - Oct 2025
Stage 2	5	5th & 6th Street Viaduct (Outer) Demo (Oakland)	Aug 2027 - Oct 2027

Schedule subject to change based on Caltrans approval of the baseline schedule to the awarded contractor.
Alameda CTC will perform multiple outreaches to the public and businesses once baseline schedule is approved.

Webster Tube Pedestrian Path Construction



TYPICAL
1 WEBSTER TUBE SECTION 1
SCALE: ¾" = 1'-0"



WEBSTER TUBE
"N" 130+39.58 TO "N" 164+69.60

- Demo, prep/dowel, form and support, rebar
- 8' required for equipment and to prosecute the work
- Nighttime closures for pumping of concrete
- Forms in place until concrete is cured
- K-rail near curb results in less than 10' lanes

Webster Tube Construction Alameda

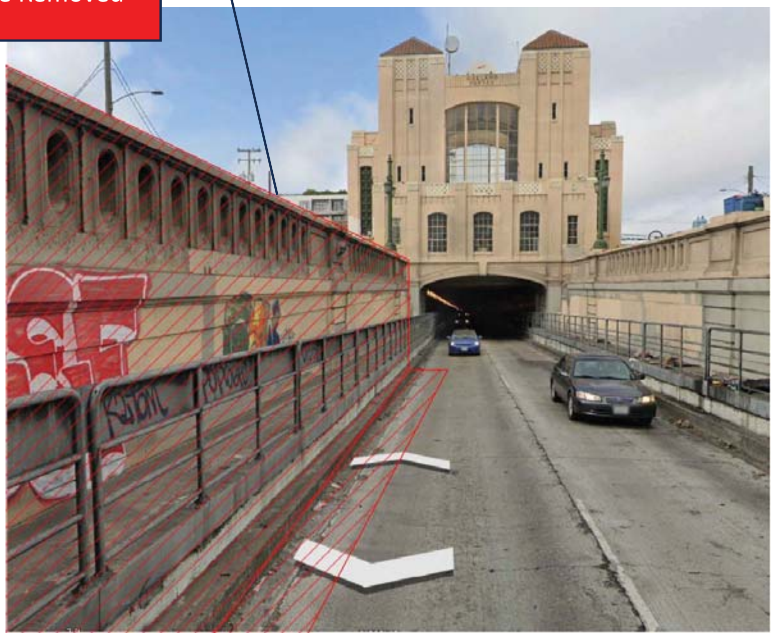
Posey Tube Estimated Structure Construction

	Item Number	Work To Be Performed	Construction Duration
Stage 1	1	Existing Posey Tube Wall Demolition & Ret Wall 13 Construction	Sep 2025 - Dec 2026
Stage 1	2	980/260 Grade Sep (Mod) Demolition and Construction	Sep 2025 - Mar 2027
Stage 1	3	5th & 6th Street Viaduct Left (Mod) Structure Demolition and Construction	Oct 2025 - June 2026
Stage 1	4	Retaining Wall 120 (SB 880) Demolition and Construction	Sept 2025 - Sep 2026
Stage 1	5	5th & 6th Street Viaduct (Outer) Demo	Jan 2026 - March 2026
Stage 1	6	5th & 6th Street Viaduct Right (Mod) Structure	March 2026 - June 2026
Stage 1	7	Retaining Wall 117 Construction (Horseshoe Ramp)	Mar 2026 - Mar 2027
Stage 1	8	Retaining Wall 122 Lt Construction (Horseshoe Ramp)	Nov 2026 – Mar 2027
Stage 1	9	Retaining Wall 122 Rt Construction (Horseshoe Ramp)	Nov 2026 - Mar 2027

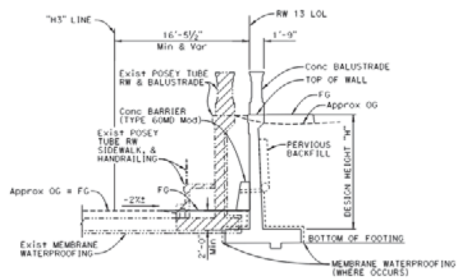
Schedule subject to change based on Caltrans approval of the baseline schedule to the awarded contractor.
Alameda CTC will perform multiple outreaches to the public and businesses once baseline schedule is approved.

Posey Tube Exit
Retaining Wall Demolition

Existing Wall To Be Removed

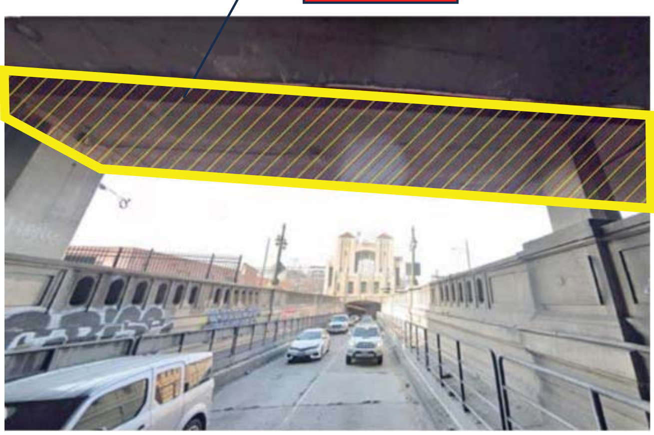


- The existing retaining wall along the east side of the Posey Tube exit will be removed and replaced with the proposed Retaining Wall 13.
- Existing footing is 3 ft deep

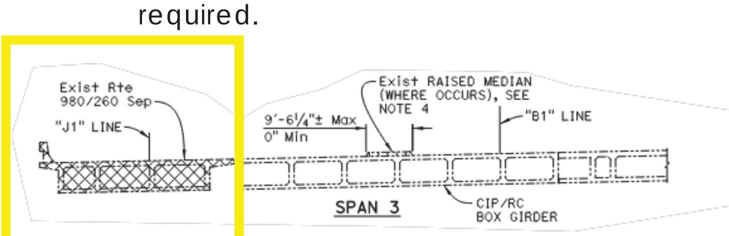


Posey Tube Exit
Superstructure Demolition

980/260 Grade Sep Mod



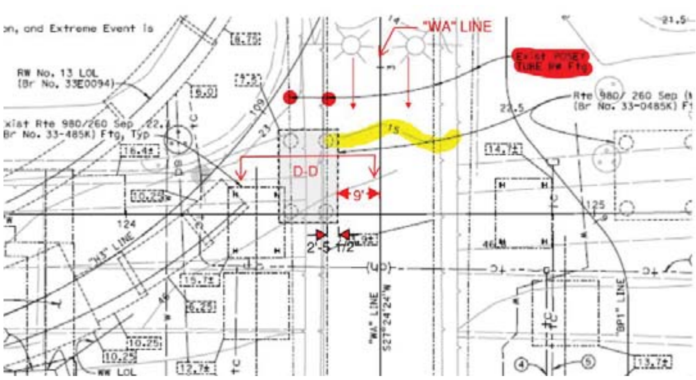
- A portion of the existing 980/260 Grade Separation (Sep) superstructure will be removed and re-aligned is located directly over live traffic traveling out of the Posey Tube
- Columns will be removed, pile cap removed (8-10' deep) and piles removed or cut, structure demolished
- New structure and columns/foundations will be built on a new alignment, shoring in #2 lane required.



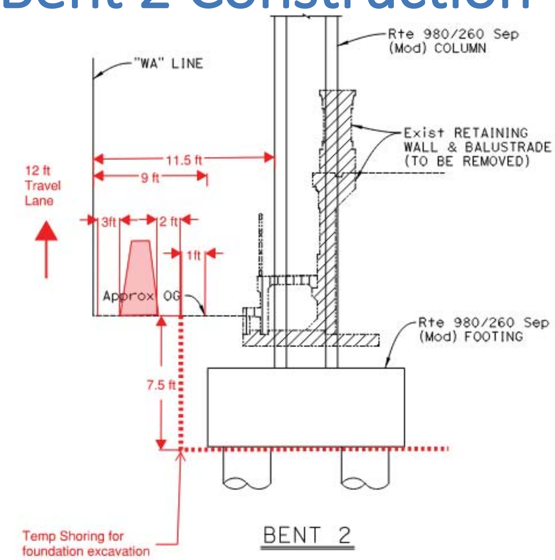
Posey Tube Exit
980/260 Separation, Bent 2 Construction

- Pile cap is in #2 lane.
- Insufficient space for column protection and falsework with #2 lane open

Posey Tube Exit –
980/260 Separation, Bent 2 Construction



("WA" Line is center of Posey Tube roadway)
PLAN VIEW

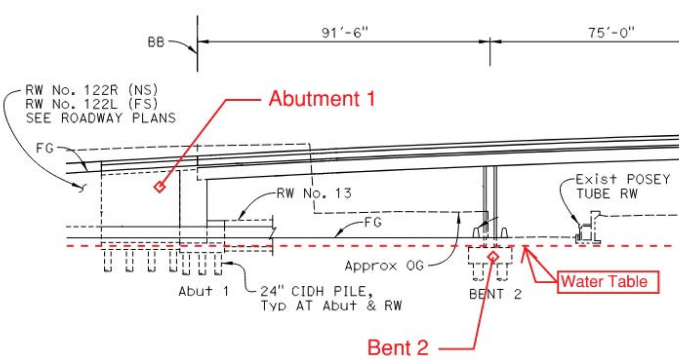


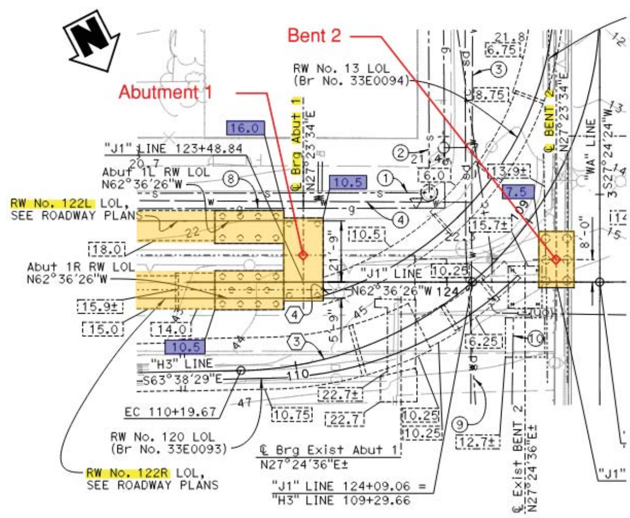
SECTION D-D
(Opposite orientation from plan view)

- Pile cap is in #2 lane.
- Insufficient space for column protection and falsework with #2 lane open

Posey Tube Exit
Cast-In-Drill-Hole Construction Examples

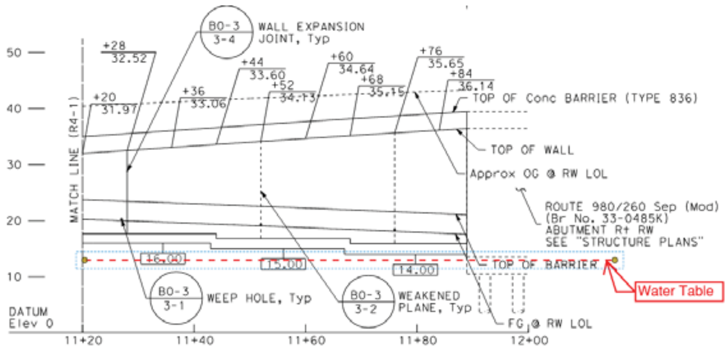
Posey Tube Exit
980/260 Separation, Bridge Foundation

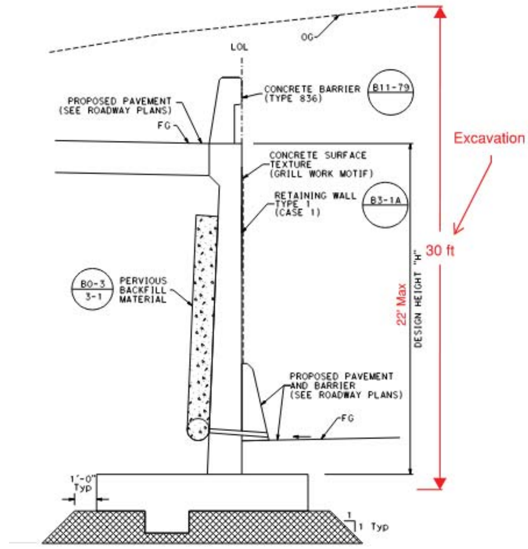




- Bent 2 and Abutment 1 are constructed in the same stage
- Foundations are below the water table

Posey Tube Exit
980/260 Separation, Retaining Wall 122

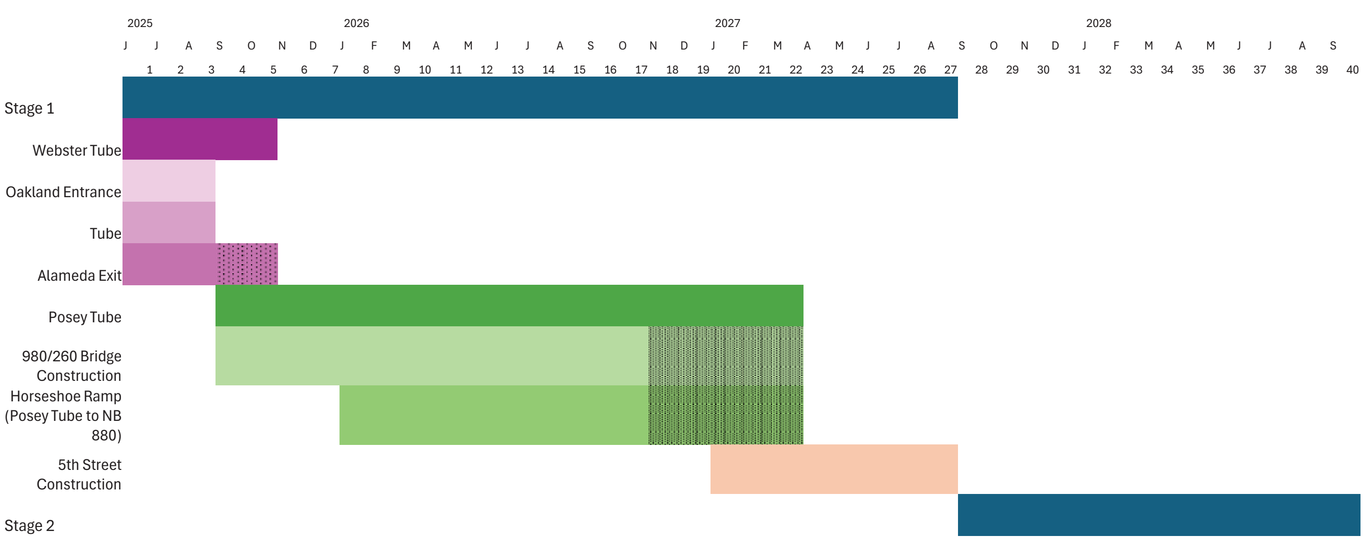




- Retaining Walls 122 LT and RT are sequenced near the end of Stage 1 to minimize business impacts at Harrison Street
- Retaining Wall 122 RT must be built before opening the horseshoe ramp
- Foundations are at and below the water table

Construction Schedule Overview

Estimated number of working days - 877



For estimating purposes only, subject to change once Contract has been awarded

Workshops to Address Comments

Multiple Meetings have occurred or are scheduled

Meeting Date	Discussion Topics	Participants
July 23, 2024	Project Overview for Executive Management	Alameda CTC, AC Transit, Alameda
Sep 5, 2024	Discuss Alameda concepts and letter sent to Caltrans	Alameda CTC, Alameda
Sep 16, 2024	Workshop, construction staging and constructability, HNTB proposal review	Alameda CTC, AC Transit, Alameda, Caltrans, Oakland
Sep 24, 2024	New concepts submitted from Alameda City staff	
Sep 25, 2024	Discussion of new Alameda concepts	Alameda CTC, AC Transit, Alameda, Caltrans
Sep 26, 2024	Communication During Construction, Discussion on construction handling and detours	Alameda CTC, Oakland
Oct 1, 2024		Alameda CTC, AC Transit

Final Construction Allocation

- Caltrans National Pollution Discharge Elimination System Permit
- Final utility relocation agreements
- Design Services During Construction for Engineer of Record
- Alameda CTC administration oversight during construction
- Project Risk Contingency based on Risk Register
- Landscaping and plant establishment period for post construction

Con Phase Activity	Cost	Current Funding		Funding Request
		Local	State^	Local
Caltrans*	$119,000,000	$51,375,000	$67,625,000	$ -
Req'd Support	$19,316,000	$5,316,000	$ -	$14,000,000
Contingency**	$8,500,000	$ -	$ -	$8,500,000

^ - State Funds include STIP, SB1 – Local Partnership Program, December CTC Request

** - Caltrans will award and manage the Contractor*

*** - Earmarked, required Commission approval*

Design Services During Construction

Engineer of Record required to provide services to support Construction Activities

Contract	Firm	Awarded	Current Contract Amount	Proposed Amendment Number	Proposed Amendment Amount*	Proposed Not-to-Exceed	Proposed Extension
A22-0058	Parsons	January 27, 2022	$10,000,000	3	$3,500,000	$13,500,000	June 30, 2029

**Included in Project Funding, no new allocation requested*

Services Include

- Advertisement and Award Support
- Outreach
- Responding to Requests for Information
- Preparing Construction Change Orders
- On-call as approved

Key Project Considerations

- Properties acquired through Eminent Domain have certain timelines by which construction work in and around those properties needs to be completed. Any schedule delays will require extending those timelines, requiring new negotiations to change contact terms and potentially risk litigation.
- RTL now allows project to proceed in the 2025 construction season
- Costs increase annually as unit cost escalation is currently estimated at 5%
- Several utilities relocations being moved, committing Alameda CTC to reimburse utility owners project’s share of relocation costs
- Alameda CTC to request $70M construction allocation in October to comply with the terms of baseline agreement signed among Alameda CTC, Caltrans and CTC

Recommendations

It is recommended that the Commission approve moving the Oakland Alameda Access Project into the Construction Phase, including Design Services During Construction with the Engineer of Record, allocation of 2014 TEP funds designated for the project, final permits and utilities, landscaping and a construction contingency, with the following actions:

1. Allocate $14.0 million from the 2014 Measure BB Interstate 880 (I-880) Local Access and Safety Improvements funds (TEP-40) to for the Construction Phase of the Project, including final stormwater permits, utilities, landscaping and administration.
2. Allocate $8.5 million from the 2014 Measure BB TEP-40 funds as risk contingency funds subject to future approvals by the Commission for the Construction Phase of the Project.
3. Authorize the Executive Director or designee to execute Amendment Number 3 to Professional Services Agreement A22-0058 with Parsons Transportation Group, Inc. (Parsons) as the Engineer of Record for Design Services During Construction, for an additional $3.5 million, for a not-to-exceed amount of $13,500,000 and extend the term of the Agreement from January 31, 2025, to June 30, 2029.
4. Authorize the Executive Director or designee to execute all agreements to effectuate the Construction Phase of the Project.

Thank You

ALAMEDA County Transportation Commission

Memorandum

9.3

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

DATE:	September 26, 2024
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Angie Ayers, Acting Clerk of the Commission
SUBJECT:	Public Comment Submission regarding Agenda Item 9.3: Approve Actions Necessary to Facilitate Project Advancement into the Construction Phase for the Oakland Alameda Access Project

Please find the additional written public comment received for the September 26, 2024 Commission meeting Agenda Item 9.3: Approve Actions Necessary to Facilitate Project Advancement into the Construction Phase for the Oakland Alameda Access Project:

- Alameda County Supervisor Lena Tam
- Operation Dignity Interim Executive Director Laura E. Mason
- Alameda Chamber & Economic Alliance CEO/President Madlen Saddik
- Alameda Point Collaborative Executive Director Doug Biggs
- Alameda Unified School District Board President Jennifer Williams
- Almanac Beer Co. Executive Vice President of Sales Kevin Scoles
- Almanac Beer Co. Founder & CEO Damian Fagan
- Building Futures Executive Director Liz Varela
- Housing Authority of the City of Alameda Executive Director Vanessa Cooper
- West Alameda Business Association Executive Director Elissa Glickman

BOARD OF SUPERVISORS

LENA TAM
Supervisor, Third District

September 18, 2024

Dear Chair Bauters, Vice-Chair Haubert, and Executive Director Tess Lengyel,

I hope this letter finds you well. I am writing to express my support for the upcoming expansion project aimed at improving direct travel routes for motorists traveling to or from the 880 Freeway to their desired destinations in Alameda and Downtown Oakland.

This project represents a significant opportunity to enhance mobility, connectivity and pedestrian safety for our community, particularly in heavily populated areas such as Oakland Chinatown. As the project moves forward, I would like to urge you and your team to consider the implications of the proposed closure of the Posey Tube during construction.

Alameda is an island with limited egress points, and a two-year closure of the Posey Tube would pose substantial challenges for residents and commercial traffic alike. Therefore, I respectfully request that you direct your staff and consultant team to explore alternative construction methods that may allow for reduced closure times.

Some options to consider might include:

- Implementing intermittent closures for 24 hours or over weekends to facilitate continued access for motorists.
- Increasing workforce capacity to enable two or three shifts per day, thereby expediting the construction process.
- Coordinating temporary transportation solutions, such as a water taxi service supplemented with a bus bridge, to minimize reliance on the Posey Tube during closure periods.

I believe that with innovative thinking, the project engineers can find feasible solutions that can be incorporated into the plans that will be submitted to the state. This will enable progress on the project without disrupting the everyday lives of residents and businesses.

OAKLAND OFFICE: 1221 Oak Street, Room 536, Oakland, CA 94612 • (510) 272-6693 • FAX (510) 268-8004
DISTRICT OFFICE: 15903 Hesperian Blvd., San Lorenzo CA 94580 • (510) 278-0367 • FAX (510) 278-0467
www.acgov.org

Thank you for your attention to this matter. I appreciate your efforts on this important project, and I am confident that, together, we can strike a balance between necessary improvements and community accessibility. Should you have any questions, please feel free to contact my office via email at bos.district3@acgov.org or by phone at 510-272-6693.

Sincerely,

Lena L. Tam

Lena Tam
Alameda County Supervisor, District 3

From: Laura Mason
Sent: Tuesday, September 24, 2024 11:25 AM
To: Tess Lengyel
Cc: Marilyn Ezzy Ashcraft
Subject: ACTC 9/26 Agenda Item 9.3 – Oakland/Alameda Access Project - Public Comment

September 24, 2024

Alameda County Transportation Commission

1111 Broadway, Suite 800

Oakland, CA 94607

Re: Item 9.3 – Oakland/Alameda Access Project

Dear Chairman Bauters & Commission Members:

I am writing to provide feedback on the above referenced agenda item for your September 26th meeting. As you may know, Operation Dignity serves more than 2,000 Veterans and other individuals transitioning out of homelessness each year through street outreach, wrap around case management, and short- and long-term housing programs in Alameda County. Within the City of Alameda, Operation Dignity currently operates and/or provides services for:

- 70 affordable housing units for low-income, working families;
- 60 transitional housing units designated for formerly homeless Veterans; and
- 8 permanent supportive housing (PSH) units

Alameda's western link to Oakland and Highway 880 through the Posey tube is a lifeline for our residents who travel it regularly to get to work, school, and access vital healthcare and other public services. Similarly, our front-line staff rely on this commuter route and for necessary travel between our office in Jack London Square and our Alameda housing sites.

We appreciate that the project will improve access to/from 880, but we are deeply concerned that the plan calls for extensive and continuous one-lane closures in the Webster and Posey tubes, including **18-24 months of continuous one lane closures and 5 months of dual closures**. This plan will be an inconvenience for many, but **for our low-income residents it will reduce access to services and make the difference in being able to reliably attend work, school, and critical care appointments.**

We respectfully request that the Commission use all available strategies to minimize negative impact by:

- Incentivizing bidders to minimize closures, particularly the 18-24 month continuous one-lane closure in the Posey tube;
- Making all reasonable accommodations in budget and schedule to ensure Alameda residents are not disproportionately affected; and
- Reviewing all aspects of phasing and design to ensure it minimizes impacts to the tube.

Thank you for your attention to this matter and your careful consideration of the planning and design of this important project.

Sincerely,

Laura E. Mason

Interim Executive Director

OPERATION DIGNITY

318 Harrison Street., Ste. 302
Oakland, CA 94607
www.operationdignity.org

Alameda Chamber & Economic Alliance
2215-A S Shore Center
Alameda, CA 94501
T: (510) 522-0414
madlen@alamedachamber.com

September 23, 2024

Dear Chair Bauters, Vice-Chair Haubert, and Executive Director Tess Lengyel;

I am writing to express my support for the upcoming expansion project aimed at improving direct travel routes for motorists traveling to or from the 880 freeway to their destinations in Alameda and Downtown Oakland.

Alameda is an island with limited egress points, and a two-year closure of the Posey Tube would be painful for Alameda businesses and residents during the construction. We respectfully request that you direct your staff and consultants explore alternative construction methods that would result in less total cumulative disruption to Alameda.

Some suggestions might include:

- Project engineers should include significant liquidated damages (LD's) in the contract for exceeding the specified working or calendar days. if assessed, should be considered for distribution in some fashion to West End businesses impacted by the project going longer than planned.
- Considerations include a significant early competition bonus to the contractor and allow for creative thinking from the contractor on best means and methods or other tube shut-down scenarios, that might result in a net positive reduction in time and total disruption.
- Project engineers and project related agencies should all be open to outside the box thinking, especially from the contractor. Assign the best forward thinking employees.
- Caltrans should either perform or require the contractor to perform extensive pre-testing, potholing and existing conditions explorations in all areas possible prior to traffic disruption, to minimize or prevent delays due to unknown conditions.

I believe with innovative thinking, this will enable the project to progress with minimal disruption to the everyday lives of Alameda residents and businesses.

Thank you for your consideration of this matter. I appreciate the efforts that will be made to balance the necessary improvements and the community accessibility.

We appreciate your consideration.

Gratefully,

Madlen Saddik

Madlen Saddik
CEO/President
Alameda Chamber & Economic Alliance

Alameda Point Collaborative

September 23, 2024

Alameda County Transportation Commission
1111 Broadway, suite 800
Oakland, CA 94607

Re: Item 9-3 Oakland Alameda Access Project

Dear Chairman Bauters and Commission Members;

I am writing in regard to the above-mentioned item on your September 26th meeting. I am the Executive Director of the Alameda Point Collaborative, a permanent supportive housing program on Alameda Point serving 2oo formerly homeless families and individuals.

Alameda's western link to Oakland and 880 through the Posey tube is a lifeline for our residents who travel it regularly to get to appointments at Highland Hospital, Social Service Department appointments, jobs and attending school(many of our families were homeless in Oakland before coming here and their children are eligible to complete their education there under the McKinney Vento Act).

While we are excited that after many years of planning and design this much needed project to improve access to and from 880 is scheduled to begin, we are very concerned that the construction design and plan calls for extensive continuous one lane closures in the Webster and Posey tubes, including 5 months of overlapping closure. These lengthy closures will make it extremely difficult to travel from the west end of Alameda to Oakland for our families – increasing the travel time and cost for those on a very limited income. Traffic tie ups will cause them to miss important appointments and be late for school.

We ask that take the following actions to reduce the impact on our residents and on the larger residential and business community of Alameda:

- Structure the bid documents so that contractors who are pursuing the work are incentivized to minimize closures – and especially to reduce the 18-24 month continuous one lane closure in the Posey tube which will have the most impact on our residents
- Consider reasonable changes to the budget and schedule that ensure Alameda is not disproportionately negatively affected by this work
- Look at all aspects of phasing and design to ensure we minimize impacts to the tube.

Thank you very much for your attention to this critical matter, and we look forward to positive action on your part.

Sincerely,

Doug Biggs

Doug Biggs
Executive Director
Alameda Point Collaborative

2550 Monarch St. Bldg. 2 Wing 8, Alameda, California 94501
510-898-7800 PHONE 510-898-7858 FAX www.apcollaborative.org

ALAMEDA UNIFIED SCHOOL DISTRICT
Excellence & Equity For All Students

2060 Challenger Drive
Alameda, CA 94501
Phone 510.337.7000

Date: September 24, 2024

To:

John Bauters, Chair, Alameda County Transportation Commission
David Haubert, Vice Chair, Alameda County Transportation Commission
Tess Lengyel, Executive Director, Alameda County Transportation Commission

Re: Oakland Alameda Access Project

Dear Ms. Lengyel and Commissioners Bauters and Haubert,

As the President of the Board of Education for the Alameda Unified School District, I am writing to express my grave concerns about the impact that construction of the Oakland Alameda Access Project could have on our employees.

To be clear, we absolutely support this project and understand that when it's completed, it will greatly facilitate connections, especially, from West Alameda to I-880.

Our understanding, however, is that the construction will entail 8 months of continuous, one lane closure in the Webster Tube, 18-24 months of continuous one lane closure in the Posey tube. For five months, the closures on the two tubes will overlap.

Alameda Unified is the largest employer in Alameda. Currently 413 of our employees (nearly 41%) live off the island. Those who use the tubes to commute will be greatly impacted by the traffic delays caused by these closures. So, too, will those who use the bridges to commute, as the tube closures will necessarily force more cars onto these routes. As I am sure you understand, teachers cannot be late because students need to be supervised and need to have instruction.

Again, we support the improvements currently planned for the tubes. Due to the potential impact on our employees, however, we ask that the Alameda CTC explore every possible way to mitigate this impact, from phasing and design, through the bid process, to the actual schedule/timeline. Our hope is that Alameda's businesses, residents, employees, and students do not bear a disproportionate impact for the construction of this project.

Thank you,

Jennifer Williams (Sep 23, 2024 18:19 PDT)

Jennifer Williams
Board President

From: Kevin Scoles
Sent: Wednesday, September 25, 2024 4:53 PM
To: John Bauters; David Haubert; Tess Lengyel; Marilyn Ezzy Ashcraft
Subject: Almanac's Concerns over the Oakland/Alameda Access Project

Dear Alameda County Transportation Commission,

I am writing on behalf of Almanac. We are a brewery, taproom, and event space, located on Alameda Island. We just finished up a call with the City in regards to the Oakland/Alameda Access Project and wanted to voice some of the concerns we have in regards to the impact this project will have, and the results it is expected to yield once complete.

The juice is not worth the squeeze is a phrase that comes to mind when taking a closer look at the plans for this project. From the perspective of an Alameda Island based business we are not convinced that this project will make a big enough impact, or an impact at all, that would justify closing down one lane in the Posey Tube for 18-24 months.

If the project included widening, or adding additional tunnels being put in place, then perhaps the impact of shutting down 50% of the roadway in and out of Alameda Island would make sense. Given the drawings that have been provided it appears that the proposed changes will not have much of an impact on relieving traffic, but rather just diverting traffic.

Are there any reports that can be provided that cover the following two areas:

1. **What impact in terms of reduced travel times is this project expected to have once completed? IE: We expect the travel time from through the tunnel to improve by X amount during commuting hours.**
2. **What impact in terms of increased travel times is this project expected to have during the two year time frame that has been laid out?**

Frankly speaking we are frightened of the impact that this will have on all Alameda based businesses during the 18-24 month time frame when construction is taking place. The small improvements of the added on-ramp, and widened pedestrian walk way do not seem to be impactful enough to justify such a long closer.

Are there any programs in place in terms of city/county assistance, stimulus, or tax incentives, for businesses impacted by the closure?

Thank you so much for hearing us out!!

Most Sincerely,

Kevin

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Kevin Scoles
Executive Vice President of Sales
Almanac Beer Co.
==============
[redacted]
651B W Tower Avenue
Alameda, CA 94501
www.almanacbeer.com

From: Damian Fagan
Sent: Wednesday, September 25, 2024 5:25 PM
To: Kevin Scoles
Cc: John Bauters; David Haubert; Tess Lengyel; Marilyn Ezzy Ashcraft
Subject: Re: Almanac's Concerns over the Oakland/Alameda Access Project

Dear Commission,

I would like to echo Kevin's comments and remind the county that businesses on Alameda Point have already endured over two years of highly disruptive construction, which has had a significant and negative impact on many local businesses, including my own. This disruption continues even now. The prospect of facing yet another several years of potentially disruptive construction and traffic complications is both daunting and demoralizing. I understand that much of this work is intended to provide long-term benefits for West End businesses; however, if I go out of business due in part to the challenges it creates, what good will those benefits be?

In addition to the challenges brought on by COVID-19, the multi-year infrastructure projects still underway, and the potential for new adverse construction, you would be placing many businesses in Alameda Point and West Alameda in an increasingly precarious position. I do not make this statement lightly.

Lastly, the idea that this project could be completed within the proposed 18-24 month time frame is, in my view, unrealistic. Based on previous construction estimates we have experienced firsthand over the years, I would recommend adding at least 50% to your current time estimate for a more accurate and practical projection.

Best,
Damian Fagan

On Wed, Sep 25, 2024 at 4:52 PM Kevin Scoles wrote:

> Dear Alameda County Transportation Commission,
>
> I am writing on behalf of Almanac. We are a brewery, taproom, and event space,

located on Alameda Island. We just finished up a call with the City in regards to the Oakland/Alameda Access Project and wanted to voice some of the concerns we have in regards to the impact this project will have, and the results it is expected to yield once complete.

The juice is not worth the squeeze is a phrase that comes to mind when taking a closer look at the plans for this project. From the perspective of an Alameda Island based business we are not convinced that this project will make a big enough impact, or an impact at all, that would justify closing down one lane in the Posey Tube for 18-24 months.

If the project included widening, or adding additional tunnels being put in place, then perhaps the impact of shutting down 50% of the roadway in and out of Alameda Island would make sense. Given the drawings that have been provided it appears that the proposed changes will not have much of an impact on relieving traffic, but rather just diverting traffic.

Are there any reports that can be provided that cover the following two areas:

1. **What impact in terms of reduced travel times is this project expected to have once completed? IE: We expect the travel time from through the tunnel to improve by X amount during commuting hours.**
2. **What impact in terms of increased travel times is this project expected to have during the two year time frame that has been laid out?**

Frankly speaking we are frightened of the impact that this will have on all Alameda based businesses during the 18-24 month time frame when construction is taking place. The small improvements of the added on-ramp, and widened pedestrian walk way do not seem to be impactful enough to justify such a long closer.

Are there any programs in place in terms of city/county assistance, stimulus, or tax incentives, for businesses impacted by the closure?

Thank you so much for hearing us out!!

Most Sincerely,

Kevin

> ==============
> Kevin Scoles
> Executive Vice President of Sales
> Almanac Beer Co.
> ==============
> 651B W Tower Avenue
> Alameda, CA 94501
> www.almanacbeer.com

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Damian Fagan
Founder & CEO
ALMANAC
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651 W. Tower Ave.
Alameda, CA 94501

Building Futures
1840 Fairway Drive, San Leandro, CA 94577
510.357.0205 • www.bfwc.org

free from homelessness and family violence

September 23, 2024

Alameda County Transportation Commission
1111 Broadway, suite 800
Oakland, CA 94607

RE: ITEM 9-3 OAKLAND ALAMEDA ACCESS PROJECT

Dear Chairman Bauters and Commission Members:

I am writing this letter regarding the above-referenced item on your September 26th meeting agenda. I serve as Executive Director of Building Futures, a homelessness and domestic violence service agency which serves mid-Alameda County residents, including at a homeless shelter and a 52-until permanent supportive housing site at Alameda Point and central Alameda.

Alameda's western link to Oakland and 880 through the Posey tube is a lifeline for the people Building Futures serves who use the tube for time-sensitive appointments at hospitals, clinics, the Social Service Department, jobs, and schools. (Many of our families were homeless in Oakland before beginning residential services with Building Futures; their children are eligible to complete their education in Oakland under the McKinney Vento Act).

We are glad this project to improve access to and from 880 is happening. At the same time, we are concerned that the construction design and plan call for extensive continuous lane closures in the Webster and Posey tubes, including five months of overlapping closure. These lengthy closures will make it extremely difficult to travel for those Building Futures serves, all of whom are on a very limited income.

Building Futures respectfully requests these actions to reduce the impact:

- Structure the bid documents so that contractors pursuing the work are incentivized to minimize closures – and especially to reduce the 18-24 month continuous one lane closure in the Posey tube which will have the most impact on our residents
- Consider reasonable changes to the budget and schedule that ensure Alameda is not disproportionately negatively affected by this work
- Look at all aspects of phasing and design to ensure impacts to the tube are minimized.

Thank you for your attention to this critical matter. I look forward to positive action on your part.

Sincerely,

Liz Varela
Executive Director

Housing Authority
— of the —
City of Alameda

PHONE: (510) 747-4300
FAX: (510) 522-7848
TTY/TRS: 711

701 Atlantic Avenue • Alameda, California 94501-2161

September 24, 2024

John Bauters, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Bauters,

I am writing as the Executive Director of the Housing Authority of the City of Alameda (AHA). As you may know, AHA serves some 4000 low-income tenants, the vast majority of whom live at the West end of Alameda and use the Posey Tube when exiting and entering the island. The bulk of multi-family housing is in the West end due to historical, planning restrictions in other areas of Alameda.

We understand the necessary work for the residents of Chinatown, but we urge you in your planning to also consider the low-income residents of Alameda. These changes will have an adverse and disproportional impact on low-income households.

Many of our tenants work off island including at the Oakland Unified School District, VTA, IHHS workers, or are city and county employees, food services and retail workers, nurses and other essential workers. These households are much more likely to rely on public transit and to work hourly jobs serving the public. They are generally not able to work from home, as many higher income Alameda households can if there is a traffic issue, and their pay will be docked if they are late, or worse, they may lose their job. Our tenants also do not have the option of the high-speed ferry- first it is cost prohibitive for low-income families and second very few, if any, work in San Francisco - most work in Oakland and the East Bay.

Further 65.7% of our clients are elderly and/or disabled and need timely access to their health care providers in Oakland. Again, the use of public transit is significantly higher, for our residents, than the general public. Finally, we have 40 employees, who work in our West end office, to serve low income and homeless residents of Alameda, who will also be impacted.

Again, we understand the need for the work, but we ask that you consider the following requests:

1. Hold a public input/outreach process and adequate noticing for all Alameda West end residents of the forthcoming plan and schedule so that all those impacted can provide input. (We would be happy to offer our meeting room for such an event. It can host about 100).
2. Limit the time the Posey tube has a reduction in lanes or is closed completely to the absolute minimum necessary by maximizing night and weekend work.
3. Establish an electronic notification system for Alameda and Oakland residents to receive real-time updates once the work has started regarding delays and changes in schedule. (We would be happy to work with you to use our newsletter for informing our clients).

We appreciate your consideration of the needs of low-income Alamedans in this project.

Please feel free to contact me if you need any additional information

Best regards,

DocuSigned by:
Vanessa Cooper
5AFA57239EC2484...

Vanessa Cooper
Executive Director
Housing Authority of the City of Alameda

Cc:

Mayor Ashcraft – City of Alameda

John Bauters, Chair - Alameda County
Transportation Commission

David Haubert, Vice-Chair - Alameda County
Transportation Commission

Tess Lengyel, Executive Director - Alameda County
Transportation Commission

From:	Alameda CTC
To:	Alameda CTC Clerk
Subject:	PUBLIC COMMENT | "Item 9-3 Oakland Alameda Access Project"
Date:	Thursday, September 26, 2024 1:44:48 PM

Name
Elissa Glickman
Phone Number
[redacted]
Email Address
[redacted]
Street Address
[redacted]
City
Alameda
State
California
Zip Code
94501
Meeting Date
2024-09-26
Please specify if this comment is for the City Council, Successor Agency, MESA, etc.
ACTC

I wish to comment about
Item 9-3 Oakland Alameda Access Project

My comments
As the Executive Director of the West Alameda Business Association, I am writing to express serious concerns on behalf of the businesses in Alameda's Webster Street Business District, Alameda Landing Shopping Center, Alameda Point, Ballena Bay, and other businesses west of Grand Street.
Alameda's connection to Oakland and I-880 via the Posey Tube is essential for our small businesses, their employees, and customers. It is also our primary access route for events and daily operations, Alameda Point and the Ferry system.
While we support this project in principle, the potential impact on Alameda businesses during the proposed 18-24 month timeline is catastrophic. There is no viable rerouting plan, and the Alameda County Transportation Commission (ACTC) has yet to offer alternative transportation solutions to move people on and off the island effectively. Additionally, the lack of transparency, particularly with key stakeholders like business associations, is deeply troubling.
We respectfully request that the Commission consider the following:
* Structure bid documents to incentivize contractors to minimize closures, particularly the proposed 18-24 month continuous one-lane closure in the Posey Tube, which will severely impact residents and businesses.
* Make reasonable adjustments to the budget and schedule to ensure that Alameda is not disproportionately affected by this project.
* Provide concrete public transportation alternatives, including ferries, water taxis, shuttles, and buses, to alleviate traffic issues.
* Share accurate data on expected delays and realistic rerouting plans to help us prepare.

Thank you for your attention to this urgent matter.
Sincerely,
Elissa Glickman
Executive Director, West Alameda Business Association