



## **Alameda County Transportation Commission (Commission) Meeting Agenda Thursday, February 22, 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](http://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](mailto: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  
Vice Chair: David Haubert

Executive Director: Tess Lengyel  
Clerk of the Commission: Vanessa Lee

## **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=VoRnUUNTlNTQWo2cog3aHVHeWRIZzo9>

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 - February 2024

##### **Information**

[5.1\\_COMM\\_ED\\_Report\\_Feb2024\\_20240222.pdf](#)

### **6. Consent Calendar**

#### 6.1 Approve the January 25, 2024 Commission Meeting Minutes

##### **Approve**

[6.1\\_COMM\\_Minutes\\_20240125.pdf](#)

#### 6.2 Approve Commissioner Travel for Legislative Related Activities, California Association of Councils of Governments Meetings, Self-Help Counties Coalition Focus on the Future Conference, Transportation Study Sessions, and Other Work-Related Agency Travel

##### **Approve**

[6.2\\_COMM\\_Commission\\_Travel\\_Approval\\_20240222.pdf](#)

#### 6.3 Approve the Administrative Amendments to Various Agreements to Extend Agreement Expiration Dates

##### **Approve**

[6.3\\_COMM\\_Admin\\_Amendment\\_20240222.pdf](#)

#### 6.4 Approve Measure BB Allocation for the San Joaquin Regional Rail Commission's Union City Intermodal Station Phase 3 Project

##### **Approve**

[6.4\\_COMM\\_MBB-TEP22-RFA\\_UC\\_Intermodal\\_20240222.pdf](#)

#### 6.5 Approve concurrence action of AC Transit's Regional Measure 3 Allocation Request

##### **Approve**

[6.5\\_COMM\\_RM3\\_ACTransit\\_20240222.pdf](#)

#### 6.6 Approve Transportation Fund for Clean Air (TFCA) FY 2024-25 Expenditure Plan Application and Call for Projects

##### **Approve**

[6.6\\_COMM\\_TFCA\\_FYE25\\_20240222.pdf](#)

#### 6.7 Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

## **Information**

[6.7\\_COMM\\_CMP\\_20240222.pdf](#)

- 6.8 Federal, state, regional, and local legislative activities update

## **Information / Approve**

[6.8\\_COMM\\_February\\_Legislative\\_Update\\_20240222.pdf](#)

- 6.9 Approve Community Committee Appointments

## **Approve**

[6.9\\_COMM\\_Committee\\_Appointments\\_20240222.pdf](#)

## **7. Committee Reports**

- 7.1 Bicycle and Pedestrian Advisory Committee

## **Information**

[7.1\\_COMM\\_BPAC\\_Minutes\\_20240222.pdf](#)

- 7.2 Independent Watchdog Committee

## **Information**

- 7.3 Paratransit Advisory and Planning Committee

## **Information**

[7.3\\_COMM\\_PAPCO\\_20240222.pdf](#)

## **8. Regular Matters**

- 8.1 Countywide Transportation Plan: Making Alameda County Safer

## **Information**

[8.1\\_COMM\\_CTP\\_Safety\\_20240222.pdf](#)

## **9. Adjournment**

### **Next Meeting:**

March 28, 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.

The 2024 lunar new year is the year of the dragon.



ALAMEDA COUNTY TRANSPORTATION COMMISSION

# EXECUTIVE DIRECTOR'S REPORT

FEBRUARY 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

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## Project Updates

### Interstate 680 Updates

#### Interstate 680 Southbound Express Lanes from State Route 84 to Alcosta Boulevard

Construction of the [Interstate 680 \(I-680\) Southbound Express Lanes from State Route 84 \(SR-84\) to Alcosta Boulevard](#) project began on February 16, 2023 and is well underway, including median work from Alcosta Boulevard to the Interstate 580/680 interchange, improving the outside shoulder from Stoneridge to Bernell, and completing retaining wall work from Sunol to Koopman Road.

This project represents the final piece needed to close a nine-mile gap in the southbound high-occupancy vehicle/express lane system across Alameda and Contra Costa counties, creating an approximately 50-mile continuous southbound express lane from Walnut Creek through Alameda County to Santa Clara County. The anticipated benefits include reduced congestion, improved travel time reliability, lower greenhouse gas emissions, and enhanced safety, efficiency, and accessibility.

Construction of the I-680 Southbound Express Lane has been strategically combined with Caltrans' pavement rehabilitation project along the same segment of I-680. This coordinated approach is expected to yield substantial cost savings, minimize inconvenience, and reduce impacts on the traveling public.

### SR-84/I-680 Interchange Improvements

Also along I-680, significant progress has been made on the [SR-84/I-680 Interchange Improvements](#) project on SR-84. This effort extends from south of Ruby Hill Drive to the I-680 interchange and improvements along the SR-84/I-680 Interchange itself. Initiated in May 2021, this project has made substantial advancements.



Paving along Interstate 680 express lanes. Photo courtesy of Caltrans.

Heading into 2024, the project will undergo staged construction to finalize alignments on both SR-84 and I-680 with project completion anticipated for 2025. Key features include extending the I-680 southbound express lane by two miles northward as a highway-occupancy lane. These enhancements directly address traffic congestion, elevate overall operations and safety, and improve bicycle access on SR-84 and across the SR-84/I-680 interchange. The project also aligns SR-84 with expressway standards between I-580 and I-680.

[Project Updates cont'd on page 2](#)



Project Updates cont'd from page 1



Rendering showing CHP enforcement along Interstate 680 Southbound Express Lanes from State Route 84 to Alcosta Boulevard.

Funding for the project includes Measure B and Measure BB, which enabled Alameda CTC to leverage significant regional and state funds to complete the project.

More information about these and other Alameda CTC projects can be found on the agency's [Projects webpage](#).

## Planning Updates

### Safety and inclusive engagement

This month, Alameda CTC staff brought the first policy discussion of the [Countywide Transportation Plan \(CTP\)](#) Policy Blueprint to the Commission that focused on safety. The CTP is scheduled to be completed by 2026 to align with the Regional Transportation Plan schedule. Throughout this year, which is the first phase of development of the CTP, staff will bring policy discussions to the Commission for input on a policy and prioritization framework for the next CTP. This work will be organized around three Commission priorities: safety, equity, and climate.

Since the last CTP adoption in 2020, Alameda CTC has made noteworthy progress elevating safety in planning, policy, funding, and project development throughout the county. This next CTP is an opportunity to strengthen commitments to safety, continue to elevate safety in Alameda CTC's workplan, and investigate policies that support further implementation and institutionalization of safety prioritization.

At February's Commission meeting, staff will provide an overview of the agency's current safety-focused policy and implementation progress, and present policy ideas and a technical workplan for Commissioner feedback. To continue the agency's data-driven safety approach, staff also initiated work on a technical update to the countywide High Injury Network.

To complement the policy conversations taking place, staff kicked off the first round of inclusive engagement with Community-based Organizations (CBOs) with listening sessions on January 30 and February 1, 2, and 6 to gather community input on the CTP.



State Route 84 / Interstate 680 Interchange. Photo courtesy of Caltrans.

## Policy News

### January state budget released

Early in January, Governor Newsom released his January budget proposal which anticipates a \$37.86 billion budget shortfall. The budget deficit figures are challenging to predict this year due to delays in income tax payments that the state granted due to natural disasters.

The governor's proposed budget will be discussed in legislative budget hearings between now and May 14, when the governor will release a revised budget based on updated tax revenue numbers.

## Programming Updates

### AC Transit's Regional Measure 3 allocation request

This month, the Commission will consider approving a concurrence action in support of AC Transit's request to the Metropolitan Transportation Commission (MTC) for \$4.2 million of Regional Measure 3 (RM 3) funds to be used towards transit-priority projects along Telegraph Avenue and MacArthur Boulevard/International Boulevard.

RM 3 was approved by voters in the nine county San Francisco Bay Area in June 2018 and provides \$4.45 billion in transportation funding, with an estimated \$1 billion eligible for Alameda County projects. The measure includes a plan to build projects that support better goods movement and economic development, highway and express lane improvements, major transit investments in operations and capital projects, and active transportation funded by an increase in bridge tolls on all Bay Area toll bridges except the Golden Gate Bridge.

Alameda CTC and AC Transit are the project sponsors of the AC Transit Rapid Bus Corridor Improvements, which is one of the categories within the RM 3 program and includes \$100 million in toll funds. Since Alameda CTC is listed as the co-sponsor for the AC Transit Rapid Bus Corridor Improvements category, per RM 3 guidance, MTC requires both project sponsors to provide their concurrence and approval for the funding request. The recommendation of RM 3 funding to this project will further the development of transit projects on Telegraph Avenue and MacArthur Boulevard.

### Transportation for Clean Air Program update and Call for Projects

As the designated administering agency for Alameda County's Transportation

for Clean Air (TFCA) County Program, Alameda CTC is required to annually submit a TFCA Expenditure Plan Application to the Bay Area Air Quality Management District (Air District) to receive the county's share of annual TFCA revenue. Alameda CTC is then required to program the funding identified in the 2014 Transportation Expenditure Plan, consistent with the Air District-adopted TFCA policies by the established annual deadline.

At its February meeting, Alameda CTC's Commission will consider approval of the fiscal year (FY) 2024-25 TFCA Expenditure Plan Application, which identifies approximately \$3 million of FY 2024-25 funding available for programming this year. Alameda CTC anticipates releasing a TFCA call for projects in spring 2024 with a Commission-approved FY 2024-25 program of projects due to the Air District by November 15, 2024. Applications will be evaluated based on current Air District TFCA policies and guidance, and must meet the program's eligibility and cost-effectiveness requirements.

## Finance Updates

### Budget updates and Q2 reports

During January, the finance team gathered updated budget needs information from across the agency for the current fiscal year to prepare budget updates for both the Sunol Joint Powers Authority (JPA) and Alameda CTC. These budget updates will go to the Board and Commission for approval in February and March. Finance staff also began the information gathering process for Alameda CTC's fiscal year (FY) 2024-25 budget to address the agency's needs and projected revenues with the objective of producing a sustainable, balanced budget for FY 2024-25.

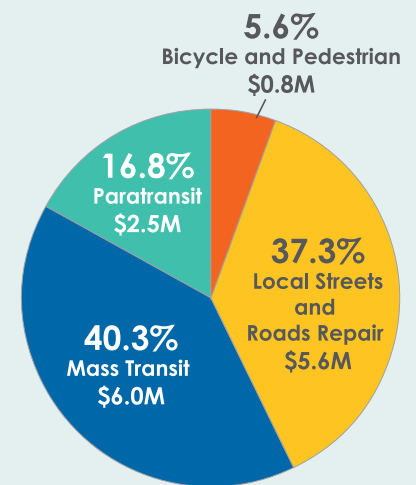
*Finance Updates cont'd on page 4*

## Transportation Investments

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

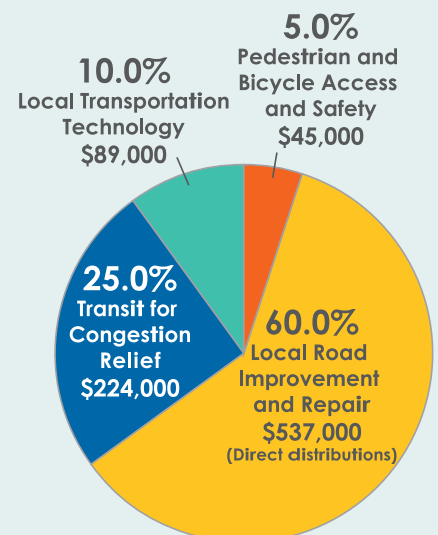
### Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and total over \$890.6 million; over \$14.9 million was distributed in November 2023.



### Vehicle Registration Fee

Since 2011, Alameda CTC has distributed more than \$90.7 million for local road repair; over \$0.8 million was collected in November 2023.





Agency Activities

During February 2024, Alameda CTC either hosted, sponsored or participated in the following events:

- February 3 – Genesis Equity Award presented for Alameda CTC’s Student Transit Pass Program, Oakland
- February 7 – CALCOG Regional Leadership Forum, Monterey
- February 23 – Alameda CTC to host BACTA, Bay Area County Transportation Executive Roundtable, Oakland
- [BikeMobile](#) Outreach Events
  - February 7 – Southgate Elementary, Hayward
  - February 12 – Cottonwood Creek K-8 School, Dublin
  - February 13 – Brookfield Elementary, Oakland
  - February 14 – Anthony W. Ochoa Middle, Hayward
  - February 16 – The Academy of Alameda, Alameda
  - February 20 – Patterson Elementary, Fremont
  - February 24 – Coliseum Gardens Park, Oakland
  - February 27 – Brenkwitz High, Hayward
  - February 29 – Encinal Junior and Senior High School, Alameda



Finance Updates cont'd from page 3

In addition, the finance team produced the Sunol JPA second quarter financial report, which includes revenues and expenses through December 31, 2023, compared to the prior year-to-date expenses. This report was approved at the Sunol JPA Board for approval in February. The team also began work on production of the second quarter financial report for Alameda CTC that is scheduled to go to the Commission for approval in March.

Contracting opportunities

Alameda CTC anticipates upcoming solicitation of proposals for the following Professional Services contracting opportunities:

- East Bay Greenway Multimodal—North Segment (Lake Merritt to Fruitvale BART Segment)
- East Bay Greenway Multimodal—North Segment (Oakland - 54th Avenue to Broadmoor Boulevard)
- Rail Safety Enhancement Program—Phase A
- Rail Safety Enhancement Program—Phase B

For more information, visit the [Contracting Opportunities webpage](#).

Other News  
Year of the Dragon



Earlier this month, Alameda CTC participated in celebrating the Lunar New Year. This year, 2024, is the year of the dragon!

Each year, Alameda County, in partnership with the Asian Pacific Islander Community Collaborative, hosts a Lunar New Year Celebration to share Asian and Pacific Islander cultures with all county communities. Alameda CTC is proud to participate in this program that reflects the many different Asian and Pacific Islander cultures in the Bay Area.

The event drew well over 200 community members and students from local schools throughout the county to celebrate by enjoying dragon dancing, cultural performances, and more.

Happy New Year—Gung Hay Fat Choy!

Committee Activities  
February advisory committees

In February, the following committees met:

- February 8 –The [Alameda County Technical Advisory Committee \(ACTAC\)](#) approved the Transportation Fund for Clean Air FY 2024-25 Expenditure Plan Application. The committee also received an overview of the development approach for the safety element of the Policy Blueprint for the 2026 Countywide Transportation Plan. Updates were given on One Bay Area Grant Cycle 2, Cycle 3, and the Alameda County Federal Inactive Projects.
- February 8 – The [Bicycle and Pedestrian Advisory Committee \(BPAC\)](#) received an overview of the development approach for the safety element of the Policy Blueprint for the 2026 Countywide Transportation Plan and information on the City of Dublin’s Golden Gate Avenue Intersections project. The committee also reviewed its annual calendar and roster.

For detail on these and other meetings, visit [Alameda CTC’s Meetings webpage](#).





# Alameda County Transportation Commission

## Commission Meeting Minutes

### Thursday, January 25, 2024, 2:00 p.m.

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

#### 1. Call to Order

#### 2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioners Carson, Fife, Kaplan, Mei, and Salinas.

Commissioner Bowen attended as an alternate for Commissioner Tam.

Commissioner Bucci attended as an alternate for Commissioner Marquez.

#### 3. Public Comment

There were no public comments.

#### 4. Chair and Vice Chair Report

Chair Bauters informed the Commission that Alameda CTC's legislative advocates in Washington D.C. and Sacramento attended the Programs and Projects Committee Meeting earlier this month to enlighten the agency on what to expect during this year's legislative sessions. Chair Bauters acknowledged the passing of Beth Walukas, a former long-term employee of Alameda CTC. He announced that Commissioner Robinson is no longer a City of Berkeley Councilmember and extended his deep gratitude and appreciation to the former Commissioner. Chair Bauters also read a statement detailing how the Alameda CTC will conduct orderly meetings with public decorum.

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

#### 5. Executive Director Report

Tess Lengyel provided a brief overview of 2024 key activities at the agency related to planning, funding and delivering essential projects and programs throughout the County. She also honored Alameda CTC's former staff member, Beth Walukas, who was very influential at Alameda CTC and the predecessor agencies. She noted that Ms. Walukas' foundational work at the agency continues to this day through ongoing projects and programs, including the County Wide Transportation Plan, the establishment of the first Bicycle Plan in the County, and many more. Beth was a beloved colleague, and the agency continues to honor her work.

#### 6. Consent Calendar

**6.1. Approve the December 7, 2023 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. Approve Community Committee Appointments

Vanessa Lee, Clerk of the Commission, summarized a written public comment from Flavio Poehlmann regarding agenda item 6.9 in the December 7, 2023 Alameda CTC meeting minutes.

*Commissioner Saltzman moved to approve the consent calendar. Commissioner Ezzy Ashcraft seconded the motion. The motion passed with the following roll call vote:*

*Yes: Bauters, Bowen, Brown, Bucci, Cavanaugh, Dutra-Vernaci, Ezzy Ashcraft, Freitas, Gonzalez, Haubert, Hernandez, Jordan, Marchand, Miley, Saltzman, Taplin, Young*  
*No: None*  
*Abstain: None*  
*Absent: Carson, Fife, Kaplan, Mei, Salinas*

### 7. Community Advisory Committees

#### 7.1 Bicycle and Pedestrian Advisory Committee

There was no one present from the Bicycle and Pedestrian Advisory Committee.

#### 7.2 Independent Watchdog Committee

Pat Piras, Chair of the Independent Watchdog Committee (IWC), provided an update on the IWC's January 11, 2024 meeting and some concerns from the committee related to PowerPoint presentations.

#### 7.3 Paratransit Advisory and Planning Committee

Sandra Brown, Vice Chair of the Paratransit Advisory and Planning Committee provided an update on PAPCO's January 22, 2024 meeting.

### 8. Regular Matters

#### 8.1. Approve Proposed Amendments and the Initiation of Comment Period for 2014 Measure BB Transportation Expenditure Plan Amendments

Carolyn Clevenger recommended that the Commission approve the proposed amendments and the initiation of the 45-day comment period for three amendments to the 2014 Measure B Transportation Expenditure Plan (TEP) to the Traffic Relief on Highways section of the TEP.

*Commissioner Bauters moved to approve this item. Commissioner Dutra-Vernaci seconded the motion. The motion passed with the following roll call vote:*

*Yes: Bauters, Bowen, Brown, Bucci, Cavanaugh, Dutra-Vernaci, Ezzy Ashcraft, Freitas, Gonzalez, Haubert, Hernandez, Jordan, Marchand, Miley, Saltzman, Taplin, Young*  
*No: None*  
*Abstain: None*  
*Absent: Carson, Fife, Kaplan, Mei, Salinas*

**8.2. Approve Resolution Authorizing Actions Related to Dissolution of the Sunol Smart Carpool Lane Joint Powers Authority**

John Lowery recommended that the Commission adopt a resolution authorizing the Executive Director to take actions related to the dissolution of the Sunol Smart Carpool Lane Joint Powers Authority, termination of the Sunol Smart Carpool Lane Joint Powers Agreement, and transition of the I-680 Express Lanes operations in Alameda County to the Alameda County Transportation Commission.

*Commissioner Bucci moved to approve this item. Commissioner Freitas seconded the motion. The motion passed with the following roll call vote:*

*Yes:           Bauters, Bowen, Brown, Bucci, Cavanaugh, Dutra-Vernaci, Ezzy-Ashcraft, Freitas, Gonzalez, Hernandez, Jordan, Marchand, Miley, Salinas, Saltzman, Taplin, Young*

*No:           None*

*Abstain:   None*

*Absent:     Carson, Fife, Haubert, Kaplan, Mei, Salinas*

**9. Adjournment**

The next meeting is Thursday, February 22, 2024, at 2:00 p.m. and will be 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](http://www.AlamedaCTC.org)

**DATE:** February 15, 2024

**TO:** Alameda County Transportation Commission

**FROM:** Patricia Reavey, Deputy Executive Director of Finance and Administration  
Vanessa Lee, Clerk of the Commission

**SUBJECT:** Approve Commissioner Travel for Legislative Related Activities, California Association of Councils of Governments Meetings, Self-Help Counties Coalition Focus on the Future Conference, Transportation Study Sessions, and Other Work-Related Agency Travel

## Recommendation

It is recommended that the Commission approve Commissioner travel for legislative activities to Sacramento and Washington DC, the California Association of Councils of Governments (CALCOG) meetings, Self-Help Counties Coalition (SHCC) Focus on the Future Conference, transportation study sessions and other work-related agency travel.

## Summary

Per the adopted Commissioner Travel and Expenditure Policy, all travel for Alameda CTC Commissioners must be preapproved by the Finance and Administration Committee or the Commission to be eligible for reimbursement under this Policy.

- The Chair and up to seven additional Commissioners, at the Chair's discretion, will join Alameda CTC staff on a legislative visit to Sacramento in March and again in the fall. Expenditures may include transportation, food (if not paid for by the agency during the trips), and other miscellaneous items. The Chair will appoint specific member attendance for this trip.
- The Chair and up to four additional Commissioners, at the Chair's discretion, will join Alameda CTC staff on a legislative visit to Washington D. C. in May. Expenditures may include transportation, hotel, food (if not paid by the agency or lobbyists during the trip), and other miscellaneous items. The Chair will appoint specific member attendance for this trip.
- The Chair will attend CALCOG Meetings representing Alameda CTC, and one Commissioner, at the Chair's discretion, will attend the CALCOG 2024 Regional

Leadership Forum. Expenditures may include conference registration, transportation, hotel, food (if not covered in the conference registration fee), and other miscellaneous items.

- The Chair and one additional Commissioner, at the Chair's discretion, will attend the 2024 Self-Help Counties Coalition (SHCC) Focus on the Future Conference. Expenditures may include conference registration, transportation, hotel, food (if not covered in the conference registration fee), and other miscellaneous items. The Chair will appoint specific member attendance for this trip.
- The Chair and up to two additional Commissioners, at the Chair's discretion, will travel with Alameda CTC staff twice during 2024, for transportation study sessions related to Alameda CTC planning, project development and delivery. Expenditures may include transportation, hotel, food, and other miscellaneous items. The Chair will appoint specific member attendance for this trip.
- The Chair may make up to three additional trips during 2024 representing Alameda CTC for agency-related work. Expenditures may include transportation, hotel, food, and other miscellaneous items.

Approval of these items will authorize Commissioners to be reimbursed for all reasonable and necessary expenditures while traveling on authorized agency business.

## **Background**

Alameda CTC staff and Commissioners generally travel to Sacramento and Washington D.C. every year and visit with federal and state legislators to inform the delegation about the benefits of Alameda CTC projects and programs with the objective of obtaining support and attracting federal and state transportation funding for Alameda County and to pursue other legislative opportunities for the region. The trips to Sacramento are being planned for March and again in the fall, and to Washington D.C. in May.

The California Association of Councils of Governments (CALCOG) is a 48-member nonprofit organization formed to serve regional governments. The Chair is appointed to serve as Alameda CTC's representative on CALCOG and will attend CALCOG meetings to represent Alameda CTC. In addition, CALCOG hosts an annual statewide conference, and one Commissioner, at the Chair's discretion, will attend.

The SHCC holds an annual Focus on the Future Conference each year bringing together county agencies across the state that administer voter approved sales tax measures, along with state and federal partners to address policy, project delivery and partnership needs in California. The Commission Chair and one member appointed by the Chair will attend the conference.

The Chair and up to two additional Commissioners appointed by the Chair will travel with Alameda CTC staff twice during 2024, to engage in joint study sessions focused on transportation planning, project development and delivery.

The Chair will make up to three additional trips during 2024 representing Alameda CTC for agency related work.

Requests for reimbursement of expenditures incurred during these travel events must be submitted on the authorized Alameda CTC Expense Reimbursement Form within 30 calendar days after the conclusion of the trips along with required documentation per the adopted policy.

**Fiscal Impact:** The fiscal impact of these trips includes all reasonable and necessary expenditures incurred by Commissioners during travel. Some trips were included in the approved budget for FY2023-24; however, to reflect all trips in this memo, it is expected that the FY2023-24 budget would be increased by \$13,350 as part of the mid-year budget update. Expenditures for trips indicated in this staff report that will be occurring in FY2024-25 will be included in the proposed budget for FY2024-25 in the amount of \$14,850.



# Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** February 15, 2024

**TO:** Alameda County Transportation Commission

**FROM:** Gary Huisingsh, Deputy Executive Director of Projects  
Flore Mountsambote, Associate Program Analyst

**SUBJECT:** Approve the Administrative Amendments to Various Agreements to  
Extend Agreement Expiration Dates

## Recommendation

It is recommended that the Commission approve administrative amendments to various Alameda CTC agreements (A22-0009, A19-0064, A22-0010, A22-0031, A20-0024, A13-0058, and A22-0054) in Attachment A in support of local agency-sponsored projects receiving Alameda CTC-administered discretionary funding.

## Summary

Alameda CTC enters into project funding agreements (PFAs) with local agencies for allocated Alameda CTC-discretionary fund sources, including Measure B, Measure BB, Vehicle Registration Fee, and Transportation Fund for Clean Air. All agreements are entered into based upon estimated known project needs for scope, cost and schedule.

The administrative amendment requests shown in Table A have been reviewed and it has been determined that the requests will not compromise project deliverables.

Staff recommends that the Commission approve and authorize the administrative amendment requests as listed in Table A.

## Background

Amendments are considered “administrative” if they include only time extensions. For PFAs, the 1<sup>st</sup> request for a one-year time extension may be approved by the Executive Director, but 2<sup>nd</sup> and subsequent time extensions are brought to the Commission for approval.



Agreements are entered into based upon estimated known project needs for scope, cost, and schedule. Throughout the life of a project, situations may arise that warrant the need for a time extension or a realignment of project phase/task budgets.

The most common justifications for a time extension include (1) project delays; and (2) extended phase/project closeout activities.

Requests are evaluated to ensure that project deliverables are not compromised. The administrative amendment requests identified in Table A have been evaluated and are recommended for approval.

**Levine Act Statement:** Not applicable.

**Fiscal Impact:** There is no fiscal impact.

**Attachment:**

A. Table A: Administrative Amendment Summary

Table A: Administrative Amendment Summary

<b>Index No.</b>	<b>Firm/Agency</b>	<b>Project/Services</b>	<b>Agreement No.</b>	<b>Contract Amendment History and Requests</b>	<b>Reason Code</b>	<b>Fiscal Impact</b>
1	City of Berkeley	Washington Elementary Bancroft Way Project	A22-0009	A1: 12-month time extension from 12/31/2023 to 12/31/2024 A2: 12-month time extension from 12/31/2024 to 12/31/2025 (current request)	1	None
2	City of Dublin	Iron Horse Trail Bicycle/Pedestrian Bridge Project	A19-0064	A1: Administrative update to agreement language A2: 12-month time extension from 12/31/23 to 12/31/24	1, 2	None
3	City of Dublin	Safe Routes to School Crosswalk Improvements	A22-0010	A1: 12-month agreement time from 12/31/2023 to 12/31/2024 (current request)	1, 2	None
4	City of Livermore	Robertson Park/Concannon and Epsom/Concannon Crossing Improvements	A22-0031	A1: 12-month agreement time from 12/31/2023 to 12/31/2024 (current request)	1, 2	None
5	City of Pleasanton	Stoneridge at I-680 Interchange Improvements Project	A20-0024	A1: 12-month agreement time from 12/31/2023 to 12/31/2024 (current request)	1, 2	None
6	City of Union City	Union City BART Station Improvements and Railroad Pedestrian Crossing Component	A13-0058	A1: Administrative update to schedule A2: 24-month time extension from 10/31/2018 to 10/31/2020 A3: 38-month time extension from 10/31/2020 to 12/31/2023 A4: 24-month time extension from 12/31/2023 to 12/31/2025 (current request)	1	None

7	Bay Air Quality Management District	Hydrogen Fuel Drayage Trucks and Fueling Pilot Program (Norcal Drayage)	A22-0054	<p>A1: Administrative update to milestone schedule</p> <p>A2. Modify project budget to reflect actual total project costs and funding. Alameda CTC funding remains unchanged. <i>(current request)</i></p>	3	None
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- (1) Project delays.
- (2) Extended phase/project closeout activities.
- (3) Other.



# Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** February 15, 2024

**TO:** Alameda County Transportation Commission

**FROM:** Vivek Bhat, Senior Director of Programming and Projects  
John Nguyen, Principal Transportation Planner

**SUBJECT:** Approve Measure BB Allocation for the San Joaquin Regional Rail Commission's Union City Intermodal Station Phase 3 Project

## Recommendation

It is recommended that the Commission approve the following actions related to a Measure BB allocation from the 2014 Transportation Expenditure Plan (2014 TEP)

- 1) Allocate \$3.0 million in Measure BB funds from the 2014 TEP's Union City Intermodal (TEP-22) project to facilitate the Preliminary Engineering/Environmental phase of the Union City Intermodal Station Phase 3 Project; and
- 2) Authorize the Executive Director or designee to enter into the necessary Project Funding Agreement(s) to encumber the allocated funds.

## Summary

The San Joaquin Regional Rail Commission (SJRRRC) has requested an allocation of Measure BB funds from the Union City Intermodal (TEP-22) project identified in 2014 TEP to facilitate the development of the Preliminary Engineering/Environmental phase of the Union City Intermodal Station Phase 3 Project. The project, implemented by SJRRRC, would support the extension of the Altamont Corridor Express (ACE) service to the Union City BART Station.

Upon review of the request for allocation, and subsequent proposed use of Measure BB funds, Alameda CTC staff has determined the proposed use of Measure BB funds is eligible under the 2014 TEP's Union City Intermodal Station (TEP-22) project and supports the goals of connecting greater passenger rail service to Alameda County and the Bay Area.

Alameda CTC staff recommends the allocation of \$3.0 million in Measure BB funds for the project.



## Background

The 2014 Measure BB Transportation Expenditure Plan (2014 TEP) includes \$75 million of Measure BB funding specifically for a variety of improvements at the Union City Intermodal Station. The 2014 TEP includes the following language for the Union City Intermodal Station:

*“This project funds the development of a new intermodal station in Union City to serve BART, Dumbarton Corridor services, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre transit-oriented development site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.”*

In December 2023, SJRCC submitted a request for allocation for \$3.0 million of Measure BB funds from the 2014 TEP’s Union City Intermodal Station (TEP-22) project to implement the Union City Intermodal Station Phase 3 Project – Preliminary Engineering/Environmental (PE/Env) phase.

The project proposes to construct new infrastructure to connect the Altamont Commuter Express (ACE) service to Union City/BART Station. This includes a rail station platform, new station track, upgrades to the Union Pacific Oakland Subdivision along the rail extension, a layover facility, and roadway access to and from the platform and layover facility. Upon project completion in 2031, rail service will operate along an intercity rail extension to the Union City Intermodal Station on the Union Pacific (UP) Oakland Subdivision between Niles Junction in Fremont and the station.

With an overall total project cost currently estimated at \$220 million, the requested \$3.0 million allocation of Measure BB funds will support the completion of the PE/Env phase, as SJRCC seeks additional funding through State and federal opportunities to complete the project’s funding plan through construction. More details about the project costs and funding can be found in Attachment A: SJRCC’s Request for Allocation Package.

Upon review of the request for allocation, and subsequent proposed use of Measure BB funds, Alameda CTC staff has determined the proposed use of Measure BB funds is eligible under the 2014 TEP’s Union City Intermodal Station (TEP-22) project.

The recommended Measure BB allocation of \$3.0 million will be matched against \$500,000 match funds from SJRCC and San Joaquin Joint Powers Authority (SJJPA) commitments for the PE/Env phase. Completion of this phase of the project will allow the project to proceed into subsequent final design, right-of-way acquisition, and construction, with a target service start in 2031.

Upon approval of the Measure BB allocation, the remaining amount from the \$75 million from the 2014 TEP's Union City Intermodal Station (TEP-22) project is approximately \$71.95M as shown in the allocation record below.

<b>Measure BB TEP-22 Project Allocation History</b>		
<b>Project</b>	<b>Phase</b>	<b>Allocations</b>
Union City Intermodal Station Scoping Study	Scoping	\$51,000
SJRRC Union City Intermodal Station Phase 3	PE/Env	\$3,000,000 <i>(Current Request)</i>
<b>Total Allocations</b>		<b>\$3,051,000</b>
<b>Measure BB TEP-22 Project Total</b>		<b>\$75,000,000</b>
<i>Less prior and current requested allocations</i>		- \$3,051,000
<b>Remaining Measure BB TEP-22 Balance</b>		<b>\$71,949,000</b>

**Fiscal Impact:** Approval of the recommended actions will allocate \$3.0 million of Measure BB funds from the 2014 TEP's Union City Intermodal Station (TEP-22) project and authorize the allocated funds to be encumbered in a Project Funding Agreement. The corresponding encumbrance amount will be included in Alameda CTC's annual fiscal year budget updates.

**Attachment:**

- A. SJRCC's Request for Allocation Package



Chair, **Leo Zuber**, City of Ripon  
 Vice Chair, **Nancy Young**, City of Tracy  
 Commissioner, **Lisa Craig**, City of Lodi  
 Commissioner, **Jose Nuño**, City of Manteca

Executive Director, **Stacey Mortensen**

Commissioner, **Miguel Villapudua**, San Joaquin County  
 Commissioner, **Kimberly Warmesley**, City of Stockton  
 Commissioner, **Melissa Hernandez**, City of Dublin  
 Commissioner, **Lily Mei**, City of Fremont

December 22, 2023

Vivek Bhat, P.E.  
 Senior Director of Programming and Projects  
 Alameda County Transportation Commission  
 1111 Broadway, Suite 800  
 Oakland, CA 94607

Subject: Request for Allocation of \$3,000,000 in Measure BB Funds for the Union City Intermodal Station Phase 3 Project

Dear Mr. Bhat:

The San Joaquin Regional Rail Commission (SJRRRC) respectfully submits for your review and consideration this Request for Allocation (RFA) of \$3,000,000 in Measure BB funds for the Union City Intermodal Station Phase 3 Project, which would extend Altamont Corridor Express (ACE) service to Union City BART Station. Funding is being requested under TEP-22, the Measure BB Transportation Expenditure Plan for the Union City Intermodal Station.

SJRRRC kindly requests approval of this RFA as soon as possible to ensure that the next phase of this critical project, involving preliminary engineering and environmental clearance, can commence immediately.

#### RFA Package Checklist

This RFA package contains the following items:

1. Cover/Transmittal Letter
2. RFA Forms 1–5
3. Project Location Map
4. Detailed Cost Estimate

Please do not hesitate to contact me at [dan@acerail.com](mailto:dan@acerail.com) or (209) 944-6266 should you have any questions or concerns. We look forward to hearing from you soon.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dan Leavitt".

Dan Leavitt  
 Manager of Regional Initiatives



Request for Allocation Package

# Form 1 - Measure BB Request for Allocation

## A. PROJECT SPONSOR INFORMATION

Project Sponsor	San Joaquin Regional Rail Commission	Date	12/22/2023
Primary Contact	Dan Leavitt	Phone	(209) 944-6266
Project Title	Union City Intermodal Station Phase 3 Project	Email	<a href="mailto:dan@acerail.com">dan@acerail.com</a>

## B. NAMED MEASURE BB COMMITMENT HISTORY (section to be completed by Alameda CTC)

Request for Allocation From TEP ID EP-22: Union City Intermodal Station

Total Measure BB TEP Commitment Amount	<u>Amount</u>
	\$ 75,000,000.00

### Prior TEP Allocation Record

<u>Date Approved</u>	<u>Identify Phase</u>	<u>Amount</u>
7/28/2016	1. Planning/Scoping	\$ 100,000.00
6/17/2019	1. Planning/Scoping	\$ (49,000.00)
		\$ -
		\$ -
		\$ -
Subtotal Prior TEP Allocations		\$ 51,000.00

Remaining Unallocated TEP Balance	\$ 74,949,000.00
-----------------------------------	------------------

## C. SPONSOR'S CURRENT REQUEST FOR ALLOCATION

<u>Identify Phase</u>	
2. PE/Env	\$ 3,000,000.00
	\$ -
	\$ -
	\$ -
Subtotal Current Request for Allocation	\$ 3,000,000.00

Remaining TEP Balance = (Commitment - Prior - Current Request)	\$ 71,949,000.00
--	------------------

## **D. REQUEST FOR ALLOCATION JUSTIFICATION**

### **1. Current Project Status**

Describe Current Project Status, and indicate key project delivery milestones completed such as Environmental clearance, Final Design, Right-of-way Acquisition completion, acquired funding.

Initial planning and project development was completed in July 2023 as part of the Southern Alameda County Integrated Rail Analysis ("SoCo Rail Study") led by MTC. More information on this phase of the project is available online:

- MTC website: <https://mtc.ca.gov/planning/transportation/regional-transportation-studies/southern-alameda-county-integrated-rail-analysis-soco-rail-study>
- SJRRC website: <https://www.sjrrc.com/soco-rail-study/>

A Project Study Report Equivalent (PSR-E) for the project was also completed in August 2023 to make subsequent phases of the project eligible for State funding.

SJRRRC and SJJPA have each committed \$250,000 in State funds (\$500,000 total) for the next phase of the project (environmental clearance and preliminary engineering).

### **2. Justify Allocation Request needs and approval timing requirements.**

This RFA would to cover the remaining \$3,000,000 in funding needed to complete the next project phase (environmental clearance and preliminary engineering). These funds are needed as soon as possible to allow work on this phase to be undertaken.

### **3. Describe expected outcomes of the Current Request for Allocation**

This RFA will provide the majority of the funding needed to complete environmental clearance and preliminary engineering. Completion of this phase of the project will allow the project to proceed into subsequent final design, right-of-way acquisition, and construction, with a target service start by April 2031.



## Form 2 - Project Scope

### 1. PROJECT SCOPE

**Project Title:** Union City Intermodal Station Phase 3 Project

**Project Description:** The project constructs new infrastructure to connect ACE to Union City/BART Station, including a rail station platform, new station track, upgrades to the UP Oakland Subdivision along the rail extension, a layover facility, and roadway access to and from the platform and layover facility. Service will operate along an intercity rail extension to the Union City Intermodal Station on the Union Pacific (UP) Oakland Subdivision between Niles Junction in Fremont and the station. The project adds three new daily ACE intercity rail round trips in the mid-term (within the next ten years) between the San Joaquin Valley and Union City in Alameda County. One round trip is being planned between Union City and Natomas, with a future extension to Chico. Two round trips are being planned between Union City and Merced, with timed connections with high-speed rail.

**Project Location:** Union City, adjacent to and directly east/southeast of the Union City BART Station along the UP Oakland Subdivision.  
Additional improvements to support the project would be located along the UP Oakland Subdivision through Union City and Fremont (and potentially elsewhere along the routes of the proposed service).

**Planning Area:** 3-South

**Primary Mode:** Transit

*Attach a Map of Project Location and Scope*



**Form 3 - Project Schedule****2. PROJECT SCHEDULE**

	Begin (Mo/Yr)	End (Mo/Yr)
Scoping/Planning	Jan-19	Jul-23
PE/Environmental	Nov-23	Oct-25
CEQA Approval		Jun-25
NEPA Approval		Oct-25
Final Design (PS&E)	Oct-25	Feb-29
Right-of-Way Acquisition	Jan-26	Jun-27
Right-of-Way Certification		Jun-28
Utility Relocation/Protection	Jul-27	Jul-28
Construction	Mar-29	Mar-31
Operations	Apr-31	n/a
Rolling Stock Acquisition	tbd	tbd
Other Non-Capital Phases (list below)		
	tbd	tbd
Project Closeout		

**Current Project Status**

Scoping/Planning completed

**Notes, Issues, upcoming actions, and Special Considerations on Schedule.**

A total of \$500,000 in State funds have already been committed by SJRRC and SJPA for the PE/Environmental phase. This RFA would cover the remaining \$3,000,000 to allow this phase to commence.



## Form 4 - Project Cost Detail By Phase

### 3. PROJECT COST DETAIL BY PHASE

#### TOTAL PROJECT COST SUMMARY BY PHASE

1. Planning/Scoping	\$ -
2. PE/Environmental	\$ 3,500,000
3. Final Design (PS&E)	\$ 12,500,000
4. Right-of-Way Capital	\$ 5,000,000
5. Right of- Way Support	\$ -
6. Utility Relocation/Protection	\$ -
7. Construction Capital	\$ 199,000,000
8. Construction Support	\$ -
9. Rolling Stock Acquisition	\$ -
10. Operations	\$ -
11. Other (non-capital)	\$ -

<b>TOTAL PROJECT COST</b>	<b>\$ 220,000,000</b>
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## Form 5 - Project Cost Detail By Phase

### SECTION 3: Project Cost Estimate by Phase and Source

Fund Source-->	2014 MBB	Sponsor Funds	Other	TBD				TBD
Fund Subset-->	TEP-22	N/A	N/A	N/A				TBD
Fund Status-->	Requesting / Currently Applying	Programmed	Programmed	TBD				TBD

#### Phase

									TOTAL BY PHASE
1. Scoping/Planning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2. PE/Environmental	\$ 3,000,000	\$ 250,000	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,500,000
3. Final Design (PS&E)	\$ -	\$ -	\$ -	\$ 12,500,000	\$ -	\$ -	\$ -	\$ -	\$ 12,500,000
4. Right-of-Way Capital	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000
5. Right-of-Way Support	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
6. Utility Relocation/Protection	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7. Construction Capital	\$ -	\$ -	\$ -	\$ 199,000,000	\$ -	\$ -	\$ -	\$ -	\$ 199,000,000
8. Construction Support	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
9. Rolling Stock Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
10. Operations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
11. Other Non-Capital Phases	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

#### TOTAL BY SOURCE

\$ 3,000,000	\$ 250,000	\$ 250,000	\$ 216,500,000	\$ -	\$ -	\$ -	\$ -	\$ 220,000,000
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#### Notes and special considerations on status of identified Fund Sources, Funds Requested i.e. seeking grants, TBD, others.

SJRRRC and SJJPA have each already committed \$250,000 in State funds to support the PE/Environmental phase. Funding for the remaining phases after PE/Environmental is TBD but is likely to be through a long-term funding stream (local, State, and/or Federal sources), with debt issuance as needed to cover capital deficits during the construction phase.



# Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• [www.AlamedaCTC.org](http://www.AlamedaCTC.org)

**DATE:** February 15, 2024

**TO:** Alameda County Transportation Commission

**FROM:** Vivek Bhat, Senior Director of Programming and Projects  
Jacki Taylor, Principal Transportation Analyst

**SUBJECT:** Approve concurrence action of AC Transit's Regional Measure 3 Allocation Request

## Recommendation

It is recommended that the Commission approve a concurrence action in support of AC Transit's request to the Metropolitan Transportation Commission (MTC) for \$4.2 million of Regional Measure 3 (RM3) funds to be used towards transit-priority projects along Telegraph Avenue and MacArthur Boulevard/International Boulevard.

## Summary

Alameda CTC and AC Transit are the project sponsors of the AC Transit Rapid Bus Corridor Improvements, which is one of the categories within the RM3 program and includes \$100 million in toll funds. This funding category includes investments towards bus purchases and capital improvements to reduce travel times and increase service frequency along key corridors.

The AC Transit Board has approved and requested an RM3 allocation of \$4.2 million to be used towards transit-priority projects along Telegraph Avenue and MacArthur Boulevard/International Boulevard.

Per the RM3 guidelines, all listed sponsors are required to provide approval and concurrence of fund requests. Staff has worked closely with AC Transit and MTC on this allocation request and recommends the Commission provide its concurrence so AC Transit can access these funds through MTC.

## Background

RM3 was approved by voters in the nine county San Francisco Bay Area in June 2018. The measure provides \$4.45 billion in transportation funding, with an estimated \$1 billion eligible for Alameda County projects. The measure includes a plan to build projects that

support better goods movement and economic development, highway and express lane improvements, major transit investments in operations and capital projects, and active transportation, funded by an increase in bridge tolls on all Bay Area toll bridges except the Golden Gate Bridge.

Alameda CTC and AC Transit are the project sponsors of the AC Transit Rapid Bus Corridor Improvements, which is one of the categories within the RM3 program and includes \$100 million in toll funds. This funding category includes investments towards bus purchases and capital improvements to reduce travel times and increase service frequency along key corridors.

At its October 25, 2023 meeting, the AC Transit Board approved \$4.2 million of RM3 funds to be used towards transit-priority projects along Telegraph Avenue and MacArthur Boulevard/International Boulevard (Attachment A). This allocation request was subsequently forwarded to the MTC for their consideration and approval. MTC conditionally approved the fund allocation request at their November 2023 and December 2023 meetings.

Since Alameda CTC is listed as the co-sponsor for the AC Transit Rapid Bus Corridor Improvements category, per RM3 guidance, MTC requires both project sponsors to provide their concurrence and approval for the funding request.

Over the past few months, AC Transit staff has been coordinating with ACTC and MTC staff regarding the use of these RM3 funds on projects ready to be implemented. Staff recommends commission approval and concurrence of the AC Transit RM3 allocation request.

Staff continues to work with AC Transit and MTC staff to develop a strategic plan for the programming of the remaining \$95.8 million RM3 funds within this category, which will be brought to the Commission, AC Transit Board and MTC for approval at a future meeting.

**Fiscal Impact:** There are no fiscal impacts associated with the requested actions.

**Attachment:**

- A. AC Transit October 25, 2023 Staff Report

## ALAMEDA-CONTRA COSTA TRANSIT DISTRICT



## STAFF REPORT

MEETING DATE: 10/25/2023

Staff Report No. 23-384

TO: AC Transit Board of Directors  
 FROM: Michael A. Hursh, General Manager/Chief Executive Officer  
 SUBJECT: Regional Measure 3 Capital Allocation

## ACTION ITEM

AGENDA PLANNING REQUEST: ☐RECOMMENDED ACTION(S):

Consider adoption of Resolution 23-040 authorizing the General Manager, or his designee, to submit a funding allocation request and of project compliance to the Metropolitan Transportation Commission (MTC) for the Regional Measure 3 (RM-3) capital funds.

Staff Contact:  
 Chris Andrichak, Chief Financial Officer

STRATEGIC IMPORTANCE:

Goal - Convenient and Reliable Service  
 Initiative - Service Quality

The funds would be used to plan, design or build transit-priority projects along Telegraph Avenue and MacArthur Boulevard/International Boulevard. These projects are consistent with the District's Strategic Plan goals and initiatives around service quality.

BUDGETARY/FISCAL IMPACT:

The two allocation requests are for a total of \$4.2 million in RM-3 funds that would be added to the existing capital projects. The projects submitted for the allocation would not require matching District funds.

BACKGROUND/RATIONALE:

Voter-approved Regional Measure 3 (RM-3) raised tolls on the region's seven state-owned toll bridges by \$1 beginning January 1, 2019. RM-3 will allocate \$4.45 billion worth of highway and transit improvements in toll-bridge corridors and along their approach routes.

Tolls were increased by another \$1 in January 2022 with another \$1 increase set for January 2025. The 2019 increase marked the first toll hike on the seven state-owned bridges since 2010. Since then, funds have been placed in escrow pending resolution of lawsuits challenging Senate Bill 595 and RM-3. These challenges were dismissed by the California Supreme Court in January 2023 and funds can now be released from escrow. The Metropolitan Transportation Commission (MTC) began making RM-3 allocations in June 2023.



Staff recommends the following qualifying list of projects to be submitted to MTC for the next round of funding allocations under RM-3's "AC Transit Bus Corridor Improvements" expenditure line item. These allocations must also be approved by the Alameda County Transportation Commission (ACTC) prior to submittal to MTC on October 27<sup>th</sup> for December 2023 Commission approval. There is \$100 million in total RM-3 funds targeted for this set of improvements. This allocation request would be for \$4.2 million and be directed toward the three projects shown below. If approved, it is expected that the District could draw down these funds beginning in early 2024.

Project	Description	Amount
Quick-Build: Durant, MacArthur & International	Matching funds for BRT lane delineation, bus lanes and bus stop improvements	\$1,500,000
Telegraph Rapid Corridors	Matching funds for Transit Signal Priority and bus stop improvements on Telegraph, plus TSP & CAD/AVL integration	\$2,700,000
	<b>Total</b>	<b>\$4,200,000</b>

The costs for the Quick Build projects and the Telegraph Rapid Corridors project were calculated based on engineers estimates and the result of competitive construction bids.

Staff would need to return to the Board to approve future allocations, which can include funds to permit the start of corridor development projects throughout the District. The remaining \$96 million in "AC Transit Bus Corridor Improvements" funds under RM-3 could generally be allocated to the following corridors:

- San Pablo Avenue
- Foothill Boulevard
- Grand Avenue
- East 14<sup>th</sup> Street/Mission Boulevard

ACTC has indicated that RM-3 could be a funding source for their two San Pablo Avenue projects.

Any remaining dollars could be used to fund other smaller projects, additional corridors, or to further advance any of the above projects into implementation.

RM-3 funds are classified as local funds and it is expected that they would be used as a match for funding sources that require the local match, such as state and federal sources.

#### **ADVANTAGES/DISADVANTAGES:**

An RM-3 funding allocation would allow for completion of two transit priority projects currently underway: Telegraph Avenue Rapid Corridors and the Quick Build projects on Durant, MacArthur and International.

The primary disadvantage is the need for staff resources to manage the projects.

#### **ALTERNATIVES ANALYSIS:**

The alternative to requesting a funding allocation would be to not submit a request, submit a request later, or modify the project list to be submitted. Staff elected to proceed with the request given the urgent need to complete the Telegraph and Quick Build projects.

**PRIOR RELEVANT BOARD ACTION/POLICIES:**

19-053 MTC Programs Update

**ATTACHMENTS:**

1. Resolution 23-040
2. Rapid Corridor Projects Initial Project Report (IPR)
3. Telegraph Corridor Allocation Request
4. Quick Builds Allocation Request

**Prepared by:**

Jim Cunradi, Transportation Planning Manager

**In Collaboration with:**

Wil Buller, Traffic Engineer

Chris Andrichak, Chief Financial Officer

**Approved/Reviewed by:**

Ramakrishna Pochiraju, Executive Director of Planning & Engineering

Robert del Rosario, Director of Service Development and Planning

Chris Andrichak, Chief Financial Officer

Jill A. Sprague, General Counsel/Chief Legal Officer



# Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

**DATE:** February 15, 2024

**TO:** Alameda County Transportation Commission

**FROM:** Vivek Bhat, Senior Director of Programming and Projects  
Jacki Taylor, Principal Program Analyst

**SUBJECT:** Approve Transportation Fund for Clean Air (TFCA) FY 2024-25  
Expenditure Plan Application and Call for Projects

## Recommendation

It is recommended that the Commission approve Resolution 24-003 regarding the TFCA FY 2024-25 Expenditure Plan Application and approve the release of a call for projects for the subject TFCA funds.

## Summary

As the designated administering agency for the Alameda County share of the TFCA County Program (TFCA 40% Fund), the Alameda CTC is required to annually submit a TFCA Expenditure Plan Application to the Bay Area Air Quality Management District (Air District) to receive the Alameda County share of annual TFCA revenue. The Alameda CTC is then required to program the funding identified in the Expenditure Plan, consistent with the Air District Board-adopted TFCA Policies and by the established annual deadline.

It is recommended the Commission approve Resolution 24-003 (Attachment A), regarding the fiscal year (FY) 2024-25 TFCA Expenditure Plan Application (Attachment B) and its submittal to the Air District by March 1, 2024. The FY 2024-25 TFCA Expenditure Plan Application identifies approximately \$3.087 million of FY 2024-25 funding available for programming this year. Staff will release a TFCA call for projects this spring and a Commission-approved FY 2024-25 program of projects will be due to the Air District by November 15, 2024. Because of this programming deadline the Alameda CTC will not be able to coordinate the programming of this TFCA funding with other Alameda CTC-administered funding sources available through the Comprehensive Investment Plan and will release a stand-alone TFCA call for projects. Applications received will be evaluated based on current Air District TFCA policies and guidance and must meet the program's eligibility and cost-effectiveness requirements.

## **Background**

Revenue for the TFCA Program is generated by a four-dollar vehicle registration fee that is administered by the Air District. Of the total annual TFCA revenue generated within Alameda County, the Air District directly programs 60 percent and the Alameda CTC is responsible for programming the remaining 40 percent. A total of 6.25 percent is reserved for Alameda CTC's program administration.

Per the approved distribution formula for Alameda County's share of TFCA funding, 70 percent of the available funding is to be allocated to the cities and County based on population, with a minimum of \$10,000 to each jurisdiction. The remaining 30 percent is available for transit-related projects on a discretionary basis. A jurisdiction's projected future share may be borrowed against in order for a project to receive more funds in the current year, which helps facilitate the required annual programming of the funds identified in the Expenditure Plan Application.

For reference, a draft FY 2024-25 TFCA fund estimate (Attachment C) identifies how the funding in the FY 2024-25 Expenditure Plan Application is distributed per the county-level funding formula and reflects any adjustments from returned funds from closed and cancelled projects.

Projects proposed for TFCA funding are to be consistent with the Air District's adopted TFCA 40% Fund Policies (Attachment D) and cost-effectiveness requirements. Projects eligible for TFCA funding are to result in the reduction of motor vehicle emissions and achieve surplus emission reductions beyond what is currently required through existing regulations, ordinances, contracts, or other legally binding obligations. Projects eligible for TFCA include shuttles, bike lanes, bike parking and bike share, transit signal priority, travel demand management (TDM) programs, infrastructure projects for trip reduction and alternative fuel vehicles and fueling/charging infrastructure.

## **FY 2024-25 Revenue**

The FY 2024-25 TFCA Expenditure Plan Application establishes the amount of TFCA revenue available for programming to projects and program administration and is based on the Air District's Department of Motor Vehicles (DMV) revenue estimates for the same period. Additionally, previously programmed TFCA funds remaining from closed (i.e., cancelled or completed) projects are returned to the Alameda CTC's fund estimate for reprogramming. These adjustments are detailed on the second page of the Expenditure Plan Application. Returned funds that were initially programmed from the 70 percent cities/county portion of the fund estimate are credited back to the project sponsor's share.

As summarized below, the Expenditure Plan Application's estimated total available for projects is the sum of the estimated new revenue (projected new revenue, reconciled with

the prior-year's estimate), funds available to reprogram and earned interest, less 6.25 percent of the estimated new revenue, reserved for the Alameda CTC's program administration.

FY 2024-25 Estimated New Revenue:	\$1,876,467.96
<u>Less 6.25% of new revenue for TFCA administration:</u>	<u>(- \$117,279.36)</u>
Subtotal FY 2024-25 Estimated New Revenue for projects:	\$1,759,188.61
Earned interest for calendar year 2023:	\$191,879.53
FY 2022-23 admin balance to reprogram to projects:	\$9,866.00
<u>Funds from closed projects to reprogram, as of 10/31/23:</u>	<u>\$1,126,498.81</u>
<b>Total FY 2024-25 funding available for projects:</b>	<b>\$3,087,432.93</b>

The *FY 2024-25 Estimated New Revenue* is the sum of \$1,953,500 of estimated FY 2024-25 revenue, less \$77,032.04 to reconcile the prior year's estimate with actuals.

### **FY 2024-25 TFCA Program Development**

The Air District's TFCA 40% Fund Policies require the distributed revenues to be fully programmed on an annual basis. Any unprogrammed balance remaining after the Air District's annual programming deadline (typically in November) may be redirected by the Air District to other projects in the region. When possible, the programming of TFCA funding is incorporated into the Alameda CTC's biennial Comprehensive Investment Plan (CIP) process, but due to the annual programming deadline for these funds, releasing stand-alone TFCA calls for projects is periodically required, which is the case for this TFCA cycle.

The Air District's TFCA Policies identify the maximum TFCA funds that can be awarded for each ton of vehicle emissions a project is estimated to reduce. This requires the Alameda CTC to evaluate projects for TFCA based on the Air District's cost-effectiveness requirements. The Air District's cost-effectiveness thresholds for TFCA can greatly limit the amount of TFCA funds that can be awarded to individual projects. Because of this, projects that apply for and are awarded FY 2024-25 TFCA funds, but still have a remaining funding need, may also apply for the next (2026) CIP call for projects, which is tentatively scheduled for fall 2024. Projects that are awarded FY 2024-25 TFCA funds and subsequently submitted for the 2026 CIP would need to be eligible for the fund sources included in the adopted 2026 CIP Fund Estimate and evaluated based on the Commission-adopted 2026 CIP criteria.

The TFCA 40% Policies continue to allow projects that are eligible per the authorizing TFCA legislation and achieve Air District Board-adopted TFCA cost-effectiveness, but do not fully meet other Board-adopted Policies, to receive a policy exception approved by the Air District Board. Policy exception requests are due to the Air District no later than August 15<sup>th</sup> and are considered on a case-by-case basis. Signal upgrades, timing, and

coordination would be an example of a project type that would need a policy exception in order to receive TFCA funds.

### **Next Steps**

The Alameda CTC FY 2024-25 TFCA Expenditure Plan Application is to be signed by the Executive Director and is due to the Air District by March 1, 2024.

A stand-alone TFCA call for projects is scheduled for spring 2024 and is currently anticipated to be released in March with applications due in May. Due to the Air District's annual TFCA programming deadline after evaluating the applications received, if not enough TFCA eligible and cost-effective projects can be identified. The call for projects may be reopened to allow for additional TFCA applications to be received. As needed, staff will coordinate and submit policy exception requests to the Air District by the August 15<sup>th</sup> deadline. A staff recommended program of projects will be brought to the Commission in fall 2024 ahead of the Air District's anticipated November 17, 2024 programming deadline.

**Fiscal Impact:** This recommended action has no significant fiscal impact. TFCA funding is made available by the Air District and will be included in the Alameda CTC's FY 2024-25 budget.

### **Attachments:**

- A. Alameda CTC Resolution 24-003
- B. Alameda CTC FY 2024-25 TFCA Expenditure Plan Application
- C. Alameda CTC Draft FY 2024-25 TFCA Fund Estimate
- D. Air District FY 2024-25 TFCA 40% Fund Policies





**Alameda County Transportation Commission  
Resolution No. 24-003**

**Approval of the Alameda County FY 2024-25 Transportation  
Fund for Clean Air County Program Manager Fund Expenditure  
Plan Application**

**Commission Chair**  
Councilmember John J. Bauters  
City of Emeryville

**Commission Vice Chair**  
Supervisor David Haubert,  
District 1

**Alameda County**  
Supervisor Richard Valle, District 2  
Supervisor Lena Tam, District 3  
Supervisor Nate Milley, District 4  
Supervisor Keith Carson, District 5

**AC Transit**  
President Joel B. Young

**BART**  
Director Rebecca Saltzman

**City of Alameda**  
Mayor Marilyn Ezzy Ashcraft

**City of Albany**  
Councilmember Preston Jordan

**City of Berkeley**  
Councilmember Terry Taplin

**City of Dublin**  
Mayor Melissa Hernandez

**City of Fremont**  
Mayor Lily Mei

**City of Hayward**  
Mayor Mark Salinas

**City of Livermore**  
Mayor John Marchand

**City of Newark**  
Councilmember Luis Freitas

**City of Oakland**  
Councilmember At-Large  
Rebecca Kaplan  
Councilmember Carroll Fife

**City of Piedmont**  
Mayor Jen Cavanaugh

**City of Pleasanton**  
Mayor Karla Brown

**City of San Leandro**  
Mayor Juan Gonzalez

**City of Union City**  
Mayor Carol Dutra-Vernaci

**Executive Director**  
Tess Lengyel

**WHEREAS**, as of July 2010, the Alameda County Transportation Commission (“Alameda CTC”) was designated as the overall Program Manager for the Transportation Fund for Clean Air (“TFCA”) County Program Manager Fund for Alameda County;

**WHEREAS**, the TFCA Program requires the Program Manager to submit an Expenditure Plan Application for FY 2024-25 TFCA funding to the Bay Area Air Quality Management District (“Air District”) by March 1, 2024.

**NOW, THEREFORE BE IT RESOLVED**, the Alameda CTC Commission will program the estimated \$3,087,433 available to projects, consistent with the attached FY 2024-25 TFCA County Program Manager Fund Expenditure Plan Application;

**BE IT FURTHER RESOLVED**, the Alameda CTC Commission will approve a program of projects within six months of the Air District’s approval of the FY 2024-25 Expenditure Plan Application; and

**BE IT FURTHER RESOLVED**, the Alameda CTC Commission authorizes the Executive Director to execute any necessary fund transfer agreements related to this funding with the Air District and project sponsors.

**DULY PASSED AND ADOPTED** by the Alameda CTC at the regular Commission meeting held on Thursday, February 22, 2024 in Oakland, California, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

\_\_\_\_\_  
John J. Bauters,  
Chair, Alameda CTC

\_\_\_\_\_  
Vanessa Lee,  
Clerk of the Commission

## BAAQMD TFCA FYE25 Expenditure Plan Application

## Summary Information

Directions: Please fill out the yellow highlights.

Agency Name: Alameda County Transportation Commission

Address: 1111 Broadway, Suite 800, Oakland, CA 94607

		Project	Admin (max 6.25%) [1]	Total (Project + Admin)	
1	Estimated FYE 2025 DMV revenues (based on projected CY2023 revenues)	Line 1	\$ 1,831,406	\$ 122,094	\$ 1,953,500
2	Reconciliation and Reprogrammed Funds	Line 2	\$ 1,246,161	\$ 5,052	\$ 1,251,212
	Reconciliation: Difference between prior-year estimate and actual revenue		\$ (72,218)	\$ (4,815)	\$ (77,032)
	a. Actual FYE 2023 DMV revenues (based on CY2022)	2a	\$ 1,802,782	\$ 120,185	\$ 1,922,968
	b. Estimated FYE 2023 DMV revenues	2b	\$ 1,875,000	\$ 125,000	\$ 2,000,000
	Reprogrammed: Total available for programming/reprogramming to other projects		\$ 1,318,378	\$ 9,866	\$ 1,328,244
	c. Amount available from previously funded projects	2c	\$ 1,126,499		
	d. Admin expended in FYE 2023	2d		\$ 110,319	
	e. Interest income earned on TFCA funds in CY 2023	2e	\$ 191,880		
3	Move funds available from Admin to Projects (Optional)	Line 3	\$ 9,866	\$ (9,866)	
4	Estimated Total Available TFCA Funds (Sum of Lines 1, 2 and 3)	Line 4	\$ 3,087,433	\$ 117,279	\$ 3,204,712

## Percentage of Estimated Revenue allocated to Administrative Costs (maximum of 6.25%)

Previous % from FYE 2023 Expenditure Plan:

6.25%

Current % for FYE 2025:

6.25%

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*I certify that, to the best of my knowledge, the information contained in this application is complete and accurate.*

---

Executive Director Signature

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Date

[1] The "Estimated TFCA funds budgeted for administration" amount is listed for informational purposes only. Per California Health and Safety Code Section 44233, Administering Agency must limit their administrative costs to no more than 6.25% of the actual total revenue received from the Air District.

Summary Information - Addendum

Complete if there are TFCA Funds available for reprogramming

	Project #	Project Sponsor/Grantee	Project Name	\$ TFCA Funds Allocated	\$ TFCA Funds Expended	\$ TFCA Funds Available	Code*
1.	20ALA04	Dublin	Tassajara Road Arterial Management	\$146,000	\$79,771.19	\$66,228.81	UB
2.	18ALA09	Union City	Union City Blvd Class 2 Bike Lanes Gap Closure	\$136,000	\$0	\$136,000	CP
3.	21ALA02	ACTC -TDM	Alameda County TDM Program	\$678,000	\$369,332	\$308,668	UB
4.	21ALA03	Berkeley	Berkeley City Parking Program	\$117,000	\$0	\$117,000	CP
5.	21ALA08	LAVTA	LAVTA Rte 30 BRT Operations, FYs 2021-22 & 2022-23	\$490,000	\$316,750	\$173,250	UB
6.	24ALA09	NA	Safe Routes to BART Match Reserve	\$325,352	\$0	\$325,352	CP
7.							
8.							
9.							
10.							

TOTAL TFCA FUNDS AVAILABLE FOR REPROGRAMMING\$1,126,498.81

(Enter this amount in Line 2.c. of Summary Information form)  
(do not include any 40% administrative budget. E.g., 24ALA00)  
\* Enter UB (for projects that were completed under budget) or CP (for cancelled project).

## Alameda CTC TFCA County Program Manager Fund: FY 2024-25 Fund Estimate - DRAFT

	A	B	C	D	E (B-C+D)	F (A+E)			
Agency	Population (Estimate <sup>1</sup> )	% Population	Total % of Funding	TFCA Funds Available (new this FY)	Balance from Previous FY	Programmed Last Cycle	Funds Available from Closed Projects	Rollover (Debits/ Credits)	TFCA Balance (New + Rollover)
Alameda	77,287	4.72%	4.72%	\$ 64,794	\$ (701,581)	\$ 40,193	\$ 10,199	\$ (731,575)	\$ (666,782)
Alameda County	147,006	8.98%	8.98%	\$ 123,242	\$ 385,731	\$ 77,253	\$ 19,399	\$ 327,877	\$ 451,119
Albany	21,401	1.31%	1.31%	\$ 17,942	\$ (66,188)	\$ 11,186	\$ 2,824	\$ (74,550)	\$ (56,608)
Berkeley	123,562	7.55%	7.55%	\$ 103,588	\$ 484,842	\$ 64,365	\$ 133,306	\$ 553,783	\$ 657,371
Dublin	71,750	4.39%	4.38%	\$ 60,152	\$ (638,470)	\$ 165,686	\$ 75,697	\$ (728,458)	\$ (668,307)
Emeryville	12,610	0.77%	0.77%	\$ 10,572	\$ 15,388	\$ 178,457	\$ 1,664	\$ (161,406)	\$ (150,834)
Fremont	229,467	14.02%	14.01%	\$ 192,374	\$ 683,269	\$ 118,575	\$ 30,281	\$ 594,975	\$ 787,348
Hayward	159,800	9.77%	9.76%	\$ 133,968	\$ 494,364	\$ 597,981	\$ 21,088	\$ (82,529)	\$ 51,439
Livermore	84,793	5.18%	5.18%	\$ 71,086	\$ 778,841	\$ 44,515	\$ 11,190	\$ 745,516	\$ 816,602
Newark	47,459	2.90%	2.90%	\$ 39,787	\$ 376,522	\$ 24,404	\$ 6,263	\$ 358,381	\$ 398,168
Oakland	419,556	25.64%	25.62%	\$ 351,735	\$ 679,029	\$ 219,330	\$ 55,366	\$ 515,064	\$ 866,799
Piedmont	10,793	0.66%	0.73%	\$ 10,000	\$ 16,594	\$ 6,057	\$ 1,574	\$ 12,111	\$ 22,111
Pleasanton	76,459	4.67%	4.67%	\$ 64,099	\$ 51,081	\$ 40,102	\$ 10,090	\$ 21,068	\$ 85,168
San Leandro	87,497	5.35%	5.34%	\$ 73,353	\$ 119,601	\$ 112,680	\$ 11,546	\$ 18,467	\$ 91,820
Union City	66,754	4.08%	4.08%	\$ 55,963	\$ (1,188,928)	\$ 220,215	\$ 144,809	\$ (1,264,333)	\$ (1,208,370)
TOTAL 70% Cities/County:	1,636,194	100%	100%	\$ 1,372,654	\$ 1,490,094	\$ 1,921,000	\$ 535,296	\$ 104,390	\$ 1,477,044

FY 2024-25 TFCA New Revenue	\$ 1,876,468
<i>Less 6.25% for Program Administration</i>	<i>\$ (117,279)</i>
Subtotal New Programming Capacity	\$ 1,759,189
FY Program Admin Balance/Other Adjustment	\$ 9,866
<i>Calendar Year 2025 Interest Earned</i>	<i>\$ 191,880</i>
Total New Programming Capacity	\$ 1,960,934

	Totals	Cities/County (Shares) 70%	Transit (Discretionary) 30%
Total New Programming Capacity	\$ 1,960,934	\$ 1,372,654	\$ 588,280
<i>Funds Available from Closed Projects Adjustment</i>	<i>\$ 1,126,499</i>	<i>\$ 535,296</i>	<i>\$ 591,202</i>
<i>FY 2022-23 Rollover (debit/credit) Adjustment</i>	<i>\$ (0)</i>	<i>\$ (430,906)</i>	<i>\$ 430,906</i>
Total Adjustments <sup>2</sup>	\$ 1,126,499	\$ 104,391	\$ 1,022,108
<b>Adjusted Total Available to Program</b>	<b>\$ 3,087,433</b>	<b>\$ 1,477,045</b>	<b>\$ 1,610,388</b>

## Notes:

1. Dept. of Finance (www.dof.ca.gov) "E1" population estimates as of 1/1/2023 (released May 2023).
2. Includes TFCA programming actions and returned funds from closed projects as of 1/26/2024.

## *Appendix D: Board-Adopted Policies for FYE 2025*

The following Policies apply to the Bay Area Air Quality Management District's (Air District) Transportation Fund for Clean Air (TFCA) 40% Fund, also referred to as the County Program Manager Fund, for fiscal year ending (FYE) 2025.

### **BASIC ELIGIBILITY**

- 1) **Reduction of Emissions:** Only projects that result in the reduction of motor vehicle emissions within the Air District's jurisdiction are eligible.

Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and these Air District Board of Directors adopted TFCA 40% Fund Policies.

Projects must achieve surplus emission reductions, i.e., reductions that are beyond what is required through regulations, ordinances, contracts, and other legally binding obligations at the time of the execution of a grant agreement between the administering agency and the grantee. Projects must also achieve surplus emission reductions at the time of an amendment to a grant agreement if the amendment modifies the project scope or extends the project completion deadline.

- 2) **TFCA Cost-Effectiveness:** Projects must not exceed the maximum cost-effectiveness (C-E) limit specified in Table 1. Cost-effectiveness (\$/weighted ton) is the ratio of TFCA funds awarded to the sum of surplus emissions reduced, during a project's operational period, of reactive organic gases (ROG), nitrogen oxides (NOx), and weighted PM10 (particulate matter 10 microns in diameter and smaller). All TFCA-generated funds (e.g., reprogrammed TFCA funds) that are awarded or applied to a project must be included in the evaluation. For projects that involve more than one independent component (e.g., more than one vehicle purchased, more than one shuttle route), each component must achieve this cost-effectiveness requirement.

Administering agencies' administrative costs are excluded from the calculation of a project's TFCA cost-effectiveness.

**Table 1: Maximum Cost-Effectiveness for TFCA 40% Fund Projects**

<b>Policy No.</b>	<b>Project Category</b>	<b>Maximum C-E (\$/weighted ton)</b>
3	Case-by-Case Approval	250,000
22	Alternative Fuel Light- and Medium-Duty Vehicles	500,000
23	Reserved	Reserved
24	Alternative Fuel Heavy-Duty Trucks and Buses	500,000
25	Reserved	Reserved
26	Alternative Fuel Infrastructure	500,000
27	Ridesharing Projects – Existing	150,000
28	First- and Last-Mile Connections – Existing	250,000

29.a.	First- and Last-Mile Connections – Pilot projects <b>not</b> in Priority Areas <sup>1</sup> or Priority Development Areas <sup>2</sup> (PDAs). <i>These projects will be evaluated every year.</i>	Year 1 - 500,000 Year 2 and beyond - see Policy #28 service is considered existing
	First- and Last-Mile Connections – <i>Pilot shuttle projects located in Highly Impacted Communities as defined in the Air District Priority Areas and/or a Planned or Potential PDA may receive TFCA Funds under the Pilot designation. These projects will be evaluated every year.</i>	Years 1 & 2 - 500,000 Year 3 and beyond - see Policy #28 service is considered existing
29.b.	Pilot Trip Reduction	500,000
30.a.	Bicycle Parking	250,000
30.b.	Bikeways	500,000
31	Bike Share	500,000
32	Reserved	Reserved
33	Infrastructure Improvements for Trip Reduction	500,000
34	Telecommuting	150,000

<sup>1</sup> Priority Areas include Highly Impacted Communities or Episodic Areas as defined in the Air District's Community Air Risk Evaluation (CARE) Program; communities identified through the Assembly Bill (AB) 617 (2017) process; and Priority Populations as defined by SB 535 disadvantaged communities and AB 1550 low-income communities.

<sup>2</sup> Priority Development Areas are designated areas within existing communities and near public transit that are planned for new homes, jobs, and community amenities. These areas have been identified and approved by local cities or counties for future growth and have been identified in the region's long-range plan, developed by the Association of Bay Area Governments and the Metropolitan Transportation Commission.

- 3) **Eligible Projects and Case-by-Case Approval:** Eligible projects are those that conform to the provisions of the HSC section 44241, Air District Board-adopted policies, and Air District guidance. On a case-by-case basis, agencies that administer the 40% funds may receive approval by the Air District for projects that are authorized by the HSC section 44241 and achieve Board-adopted TFCA cost-effectiveness but do not fully meet other Board-adopted Policies.
- 4) **Consistent with Existing Plans and Programs:** All projects must comply with the Transportation Control and Mobile Source Control Measures included in the Air District's most recently approved strategies for achieving and maintaining State and national ozone standards ([2017 Clean Air Plan](#)), those plans and programs established pursuant to HSC sections 40233, 40717, and 40919; and, when specified, other adopted federal, State, regional, and local plans and programs.
- 5) **Eligible Recipients:** Grant recipients must be responsible for the implementation of the project, have the authority and capability to complete the project, and be an applicant in good standing with the Air District (Policies #8-10).

- 1) **Public agencies** are eligible to apply for all project categories.



- 2) **Non-public entities** are eligible to apply for only new alternative-fuel (light, medium, and heavy-duty) vehicle and infrastructure projects, and advanced technology demonstrations that are permitted pursuant to HSC section 44241(b)(7).
- 6) **Readiness:** Projects must commence by the end of calendar year 2025 or within 24 months from the date of execution of the funding agreement with the subgrantee. If the project is sponsored directly by the agency that administers the 40% funds, the project must commence within 24 months from the date of the agency's project allocation. For purposes of this policy, "commence" means a tangible preparatory action taken in connection with the project's operation or implementation, for which the grantee can provide documentation of the commencement date and action performed. "Commence" includes, but is not limited to, the issuance of a purchase order to secure project vehicles and equipment, commencement of first- and last-mile connections and ridesharing service, or the delivery of the award letter for a construction contract.  
  
Prior to contract execution with the subgrantee, projects must have completed all applicable environmental reviews and must have been either deemed exempt by the lead agency or issued the applicable negative declaration, environmental impact report, or statement.
- 7) **Maximum Two Years Operating Costs for Service-Based Projects:** Unless otherwise specified in policies #22 through #33, TFCA 40% Funds may be used to support up to two years of operating costs for service-based projects (e.g., ridesharing, first- and last-mile connections service). Grant applicants that seek TFCA funds for additional years must reapply for funding in the subsequent funding cycles.

#### APPLICANT IN GOOD STANDING

- 8) **Independent Air District Audit Findings and Determinations:** Grantees who have failed either the financial statement audit or the compliance audit for a prior TFCA-funded project awarded are excluded from receiving an award of any TFCA funds for three (3) years from the date of the Air District's final audit determination in accordance with HSC section 44242 or for a duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed financial statement audit means a final audit report that includes an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed compliance audit means an uncorrected audit finding that confirms a program or project was not implemented in accordance with the applicable Funding Agreement or grant agreement.  
  
A failed financial statement or compliance audit of the administering agency or its grantee may subject the administering agency to a reduction of future revenue in an amount equal to the amount which was inappropriately expended pursuant to the provisions of HSC section 44242(c)(3).
- 9) **Authorization for Administering Agency to Proceed:** Only a fully executed Funding Agreement (i.e., signed by both the Air District and the administering agency) constitutes the Air District's award of TFCA 40% Funds. Agencies may incur costs (i.e., contractually obligate itself to allocate the 40% Funds) only after the Funding Agreement with the Air District has been executed.
- 10) **Maintain Appropriate Insurance:** Both the administering agency and each grantee must obtain and maintain general liability insurance, workers compensation insurance, and additional insurance as appropriate for specific projects, with required coverage amounts provided in Air District guidance and final amounts specified in the respective grant agreements.

#### INELIGIBLE PROJECTS

- 11) **Duplication:** Projects that have previously received any TFCA funds, e.g., TFCA Regional Funds or TFCA 40% Funds, and that do not propose to achieve additional emission reductions are not eligible.

- 12) **Planning Activities:** The costs of preparing or conducting feasibility studies are not eligible. Planning activities are not eligible unless they are directly related to the implementation of a specific project or program.
- 13) **Reserved.**
- 14) **Cost of Developing Proposals and Grant Applications:** The costs to prepare proposals and/or grant applications are not eligible.

#### USE OF TFCA FUNDS

- 15) **Combined Funds:** TFCA 40% Funds may not be combined with TFCA Regional Funds to fund a project. Projects that are funded by the TFCA 40% Fund are not eligible for additional funding from other funding sources that claim emissions reduction credits. However, TFCA 40% fund projects may be combined with funds that do not require emissions reductions for funding eligibility.
- 16) **Administrative Costs:** The administering agency may not expend more than 6.25 percent of its TFCA 40% Funds for its administrative costs. The agency's costs to prepare and execute its Funding Agreement with the Air District are eligible administrative costs. Interest earned on TFCA 40% Funds shall not be included in the calculation of the administrative costs. To be eligible for reimbursement, administrative costs must be clearly identified in the expenditure plan application and in the Funding Agreement, and must be reported to the Air District.
- 17) **Expend Funds within Two Years:** TFCA 40% Funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the administering agency in the applicable fiscal year, unless it has made the determination based on an application for funding that the eligible project will take longer than two years to implement. Additionally, an administering agency may, if it finds that significant progress has been made on a project, approve no more than two one-year schedule extensions for a project. Any subsequent schedule extensions for projects can only be given on a case-by-case basis, if the Air District finds that significant progress has been made on a project.
- 18) **Unallocated Funds:** Pursuant to HSC 44241(f), any TFCA 40% Funds that are not allocated to a project within six months of the Air District Board of Directors approval of the administering agency's Expenditure Plan may be allocated to eligible projects by the Air District. The Air District shall make reasonable effort to award these funds to eligible projects in the Air District within the same county from which the funds originated.

19) Reserved.

20) Reserved.

21) Reserved.

#### ELIGIBLE PROJECT CATEGORIES

##### Clean Air Vehicle Projects

#### 22) **Alternative Fuel Light- and Medium-Duty Vehicles:**

These projects are intended to accelerate the deployment of zero- and partial-zero emissions motorcycles, cars, and light-duty vehicles. All of the following conditions must be met for a project to be eligible for TFCA funds:

- 1) Vehicles must have a gross vehicle weight rating (GVWR) of 8,500 lbs. or lower;
- 2) Vehicles may be purchased or leased;

- 3) Eligible vehicle types include plug-in hybrid-electric, plug-in electric, fuel cell vehicles, and neighborhood electric vehicles (NEV) as defined in the California Vehicle Code. Vehicles must also be approved by the CARB;
- 4) Vehicles that are solely powered by gasoline, diesel, or natural gas, and retrofit projects are not eligible;
- 5) The total amount of TFCA funds awarded may not exceed 90% of the project's eligible cost; the sum of TFCA funds awarded with all other grants and applicable manufacturer and local/state/federal rebates and discounts may not exceed total project costs;
- 6) Grantees may request authorization of up to 100% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle; and
- 7) Projects that seek to scrap and replace a vehicle in the same weight-class as the proposed new vehicle may qualify for additional TFCA funding. Costs related to the scrapping and/or dismantling of the existing vehicle are not eligible for reimbursement with TFCA funds.

23) **Reserved.**

24) **Alternative Fuel Heavy-Duty Trucks and Buses:**

These projects are intended to accelerate the deployment of qualifying alternative fuel vehicles that operate within the Air District's jurisdiction by encouraging the replacement of older, compliant trucks and buses with the cleanest available technology. If replacing heavy-duty vehicles and buses with light-duty vehicles, light-duty vehicles must meet Policy #22. All of the following conditions must be met for a project to be eligible for TFCA Funds:

- 1) Each vehicle must be new and have a GVWR greater than 8,500 lbs.;
- 2) Vehicles may be purchased or leased;
- 3) Eligible vehicle types include plug-in hybrid, plug-in electric, and fuel cell vehicles. Vehicles must also be approved by the CARB;
- 4) Vehicles that are solely powered by gasoline, diesel, or natural gas and retrofit projects are not eligible;
- 5) The total amount of TFCA funds awarded may not exceed 100% of the project's eligible cost for School Buses and 90% of the project's eligible cost for all other vehicle types; the sum of TFCA funds awarded combined with all other grants and applicable manufacturer and local/state/federal rebates and discounts may not exceed total project costs;
- 6) Grantees may request authorization of up to 100% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle; and
- 7) Projects that seek to scrap and replace a vehicle in the same weight-class as the proposed new vehicle may qualify for additional TFCA funding. Costs related to the scrapping and/or dismantling of the existing vehicle are not eligible for reimbursement with TFCA funds.

25) **Reserved.**

26) **Alternative Fuel Infrastructure:** These projects are intended to accelerate the adoption of zero-emissions vehicles through the deployment of alternative fuel infrastructure, i.e., electric vehicle charging sites, hydrogen fueling stations.

Eligible refueling infrastructure projects include new dispensing and charging facilities, or additional equipment or upgrades and improvements that expand access to existing alternative fuel

fueling/charging sites. This includes upgrading or modifying private fueling/charging sites or stations to allow public and/or shared fleet access. TFCA funds may be used to cover the cost of equipment and installation. TFCA funds may also be used to upgrade infrastructure projects previously funded with TFCA funds as long as the equipment was maintained and has exceeded the duration of its useful life after being placed into service.

Equipment and infrastructure must be designed, installed, and maintained as required by the existing recognized codes and standards and as approved by the local/state authority.

TFCA funds may not be used to pay for fuel, electricity, operation, and maintenance costs.

#### Trip Reduction Projects

27) **Existing Ridesharing Services:** The project provides carpool, vanpool, or other rideshare services. Projects that provide a direct or indirect financial transit or rideshare subsidy are also eligible under this category. Projects that provide a direct or indirect financial transit or rideshare subsidy *exclusively* to employees of the grantee are not eligible.

#### 28) **Existing First- and Last-Mile Connections:**

The project reduces single-occupancy vehicle trips by providing short-distance connections between mass transit and commercial hubs or employment centers. All the following conditions must be met for a project to be eligible for TFCA funds:

- 1) The service must provide direct connections between stations (e.g., rail stations, ferry stations, Bus Rapid Transit (BRT) stations, or airports) and a distinct commercial or employment location.
- 2) The service's schedule, which is not limited to commute hours, must be coordinated to have a timely connection with corresponding mass transit service.
- 3) The service must be available for use by all members of the public.
- 4) TFCA funds may be used to fund only shuttle services to locations that are under-served and lack other comparable service. For the purposes of this policy, "comparable service" means that there exists, either currently or within the last three years, a direct, timed, and publicly accessible service that brings passengers to within one-third (1/3) mile of the proposed commercial or employment location from a mass transit hub. A proposed service will not be deemed "comparable" to an existing service if the passengers' proposed travel time will be at least 15 minutes shorter and at least 33% shorter than the existing service's travel time to the proposed destination.
- 5) Reserved.
- 6) Grantees must be either: (1) a public transit agency or transit district that directly operates the service; or (2) a city, county, or any other public agency.
- 7) If an applicant is not the only transit agency serving the area, the applicant(s) must submit a letter of concurrence from all transit districts or transit agencies that provide service in the area of the proposed route, certifying that the service does not conflict with existing service.
- 8) Each route must meet the cost-effectiveness requirement in Policy #2.

#### 29) **Pilot Projects:**

##### 1) **Pilot First- and Last-Mile Connections:**

The project provides new first- and last-mile connections service that is at least 70% unique and operates where no other service was provided within the past three years. In addition to

meeting the conditions listed in Policy #28 for First- and Last-Mile Connections, project applicants must also comply with the following application criteria and agree to comply with the project implementation requirements:

- 1) Demonstrate the project will reduce single-occupancy vehicle trips and result in a reduction in emissions of criteria pollutants.
- 2) Provide data and/or other evidence demonstrating the public's need for the service, such as a demand assessment survey and letters of support from potential users.
- 3) Provide a written plan showing how the service will be financed in the future and require minimal, if any, TFCA funds to maintain its operation after the pilot period.
- 4) If the local transit provider is not a partner, the applicant must demonstrate that they have attempted to have the service provided by the local transit agency. The transit provider must have been given the first right of refusal and determined that the proposed project does not conflict with existing service;
- 5) Projects located in the Air District *Priority Areas* and/or a Planned or Potential PDA may receive a maximum of two years of TFCA 40% Funds under the Pilot designation. For these projects, the project applicants understand and must agree that such projects will be evaluated every year, and continued funding will be contingent upon the projects meeting the following requirements:
  1. During the first year and by the end of the second year of operation, projects must not exceed a cost-effectiveness of \$500,000/ton
  2. Projects entering a third year of operation and beyond are subject to all of the requirements, including cost-effectiveness limit, of Policy #28 (existing First- and Last-Mile Connections).
- 6) Projects located outside of *Priority Areas* and PDAs may receive a maximum of two years of TFCA 40% Funds under this designation. For these projects, the project applicant understands and must agree that such projects will be evaluated every year, and continued funding will be contingent upon the projects meeting the following requirements:
  1. By the end of the first year of operation, projects shall meet a cost-effectiveness of \$500,000/ton, and
  2. By the end of the second year of operation, projects shall meet all of the requirements, including cost-effectiveness limit, of Policy #28 (existing First- and Last-Mile Connections).

**2) Pilot Trip Reduction:**

The project reduces single-occupancy commute vehicle trips by encouraging mode-shift to other forms of shared transportation. Pilot projects are defined as projects that serve an area where no similar service was available within the past three years, or that will result in significantly expanded service to an existing area. Funding is designed to provide the necessary initial capital to a public agency for the start-up of a pilot project so that by the end of the third year of the trip reduction project's operation, the project will be financially self-sustaining or require minimal public funds, such as grants, to maintain its operation.

- i. Applicants must demonstrate the project will reduce single-occupancy commute vehicle trips and result in a reduction in emissions of criteria pollutants;
- ii. The proposed service must be available for use by all members of the public;

- iii. Applicants must provide a written plan showing how the service will be financed in the future and require minimal, if any, TFCA funds to maintain its operation by the end of the third year;
- iv. If the local transit provider is not a partner, the applicant must demonstrate that they have attempted to have the service provided by the local transit agency. The transit provider must have been given the first right of refusal and determined that the proposed project does not conflict with existing service;
- v. Applicants must provide data and any other evidence demonstrating the public's need for the service, such as a demand assessment survey and letters of support from potential users;
- vi. Pilot trip reduction projects that propose to provide ridesharing service projects must comply with all applicable requirements in policy #27.

### 30) **Bicycle Projects:**

These projects expand public access to bicycle facilities. New bicycle facility projects or upgrades to an existing bicycle facility that are included in an adopted countywide bicycle plan, Congestion Management Program (CMP), countywide transportation plan (CTP), city plan, or the Metropolitan Transportation Commission's (MTC) Regional Bicycle Plan and/or Regional Active Transportation Plan are eligible to receive TFCA funds. Projects that are included in an adopted city general plan or area-specific plan must specify that the purpose of the bicycle facility is to reduce motor vehicle emissions or traffic congestion.

#### 1) **Bicycle Parking:**

The project expands the public's access to new bicycle parking facilities (e.g., electronic bicycle lockers, bicycle racks), which must be publicly accessible and available for use by all members of the public. Eligible projects are limited to the purchase and installation of the following types of bike parking facilities that result in motor vehicle emission reductions:

- i. Bicycle racks, including bicycle racks on transit buses, trains, shuttle vehicles, and ferry vessels;
- ii. Electronic bicycle lockers; and
- iii. Capital costs for attended bicycle storage facilities.

#### b. **Bikeways:**

The project constructs and/or installs bikeways for the purpose of reducing motor vehicle emissions or traffic congestion. Bikeways for exclusively recreational use are ineligible.

Projects are limited to the following types of bikeways:

- i. Class I Bikeway (e.g., bike path, multi-use path), new or upgrade improvement from Class II or Class III bikeway;
- ii. New Class II Bikeway (e.g., bike lane, buffered bike lane) or upgrade improvement from either a Class III or a Class II (non-buffered) to a Class II buffered bike lane;
- iii. New Class III Bikeway (e.g., bike route, bicycle boulevards); and
- iv. Class IV Bikeway (e.g., separated bikeway, protected bikeway), new or upgrade improvement from Class II or Class III bikeway.

All bikeway projects must follow applicable local and state standards.

### 31) **Bike Share:**

Projects that make bicycles available to individuals for shared use for completing first- and last-mile trips in conjunction with regional transit and stand-alone short distance trips are eligible for TFCA funds, subject to all the following conditions:

- 1) Projects must either increase the fleet size of existing service areas or expand existing service areas to include new Bay Area communities.
- 2) Projects must have a completed a suitability study demonstrating the viability of bicycle sharing.
- 3) Projects must have shared membership and/or be interoperable with the Bay Area Bike Share (BABS) project when they are placed into service, in order to streamline transit for end users by reducing the number of separate operators that would comprise bike trips. Projects that meet one or more of the following conditions are exempt from this requirement:
  - 1) Projects that do not require membership or any fees for use;
  - 2) Projects that were provided funding under MTC's Bike Share Capital Program to start a new or expand an existing bike share program; or
  - 3) Projects that attempted to coordinate with, but were refused by, the current BABS operator to have shared membership or be interoperable with BABS. Applicants must provide documentation showing proof of refusal.

TFCA funds may be awarded to pay for up to five years of operations, including the purchase of bicycles or tricycles (self-propelled or electric), plus mounted equipment required for the intended service and helmets.

32) ***Reserved***

33) **Infrastructure Improvements for Trip Reduction:**

Projects that achieve motor vehicle emission reductions that expand the public's access to alternative transportation modes through the design and construction of physical improvements.

- 1) The project must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, pedestrian plan, traffic-calming plan, or other similar plan.
- 2) The project must implement one or more transportation control measures (TCMs) in the most recently adopted Air District plan for State and national ambient air quality standards.
- 3) The project must have a completed and approved environmental plan. If a project is exempt from preparing an environmental plan as determined by the public agency or lead agency, then that project has met this requirement. Examples of projects that are eligible under this policy include but are not limited to installation of new ferry terminal stations or berths, and construction for improving pedestrian access (e.g., sidewalks, overpasses).

34) **Telecommuting:** Implementation of demonstration projects in telecommuting. No funds expended under this policy shall be used for the purchase of personal computing equipment for an individual's home use.



# Memorandum

6.7

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** February 15, 2024

**TO:** Alameda County Transportation Commission

**FROM:** Colin Dentel-Post, Principal Transportation Planner  
Aleida Andrino-Chavez, Associate Transportation Planner

**SUBJECT:** Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

## Recommendation

This item is to provide the Commission with a summary of Alameda CTC's review and comments on Environmental Documents and General Plan Amendments. This item is for information only.

## Summary

This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program. As part of the LUAP, Alameda CTC reviews Notices of Preparations (NOPs), General Plan Amendments (GPAs), and Environmental Impact Reports (EIRs) prepared by local jurisdictions and comments on the potential impact of proposed land development on the regional transportation system.

Between December 16, 2023 and January 15, 2024, the Alameda CTC submitted comments on two Draft Environmental Impact Reports (DEIRs), included in the Attachments.

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

## Attachments:

- A. Comments on the DEIR for the 2023-2031 Piedmont Housing Element Update
- B. Comments on the DEIR for the East of Greenville Project in Livermore



December 18, 2023

Kevin Jackson  
120 Vista Avenue  
Piedmont, CA 94611

**SUBJECT:** Comments on the Draft Environmental Report (Draft EIR) for the City of Piedmont 2023-2031 Housing Element Update

Dear Mr. Jackson,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the City of Piedmont 2023-2031 Housing Element Update.

The project entails an amendment to the City of Piedmont's 2009 General Plan, including the Land Use Element and other related elements, and an amendment to the City Municipal Code to implement the 6<sup>th</sup> Cycle of the City's Housing Element with the goal of meeting Piedmont's Regional Housing Needs Assessment (RHNA) allocation. RHNA's allocation for Piedmont is 587 new housing units, including 257 new units for low and very low-income residents.

The proposed project also includes amending other elements of the General Plan for internal consistency, implementing the Housing Element and adopting regulatory changes to the 2009 General Plan. The EIR would study the buildout of the implementation of the 2023-2031 Housing Element, which is projected to be 1,048 housing units.

The City of Piedmont is a primarily residential Charter City with an area of 1.7 sq. mi. and approximately 11,000 residents. The City is located in northern Alameda County and is bordered by the City of Oakland in all directions. Approximately 68 percent of the City is single family residential use, with the remainder area used for schools, civic buildings, religious institutions, parks, open space, and commercial uses.

The proposed project would appear to generate over 100 pm-peak trips; it is therefore subject to review under the Land Use Analysis Program (LUAP) of the Congestion Management Program (CMP). The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

Congestion Management Program (CMP) Review

- Alameda CTC appreciates this DEIR evaluating the potential impacts of proposed project on all modes of transportation as referenced on page 4.14-14 of the DEIR and Appendix G, which is outside the CEQA process.
- Appendix G provides an analysis of the impacts of the proposed project on the CMP network of roadways for the "No Project" and "Plus Project" conditions and shows that the proposed project would not result in a significant impact on the CMP roadway segments.

#### Use of Countywide Travel Demand Model

Alameda CTC appreciates the use of the Alameda CTC Travel Demand Model for the detailed estimation of Vehicle Miles Traveled (VMT) per Capita generated by the City of Piedmont as stated on page 4.14-11 of the DEIR.

#### Transportation Demand Management Program

- Alameda CTC appreciates that the project amends the City's General Plan Transportation Element to encourage use of the Alameda CTC VMT Reduction Calculator Tool and to require residential projects that are subject to VMT impact analysis to include ongoing transportation demand management (TDM) measures to reduce VMT, as stated on page 4.14-24 of the DEIR.
- Alameda CTC also appreciates the reference to VMT mitigation banks or exchanges as a potential resource for future residential developments in Piedmont to mitigate VMT impacts in the future. As stated in the DEIR, no such programs exist in the region at the time of this writing, but there are some neighboring Countywide Transportation Agencies (CTAs) that are planning such mitigation systems in their counties.

#### Bike and Pedestrian Plans

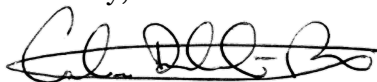
The City of Piedmont is home to one corridor that is on the [Countywide Bikeways Network](#): Grand Avenue. The Alameda CTC Commission has adopted a policy requiring bike infrastructure that is on the Countywide Bikeways Network and funded by Alameda CTC discretionary sources to meet an All Ages and Abilities (AAA) standard. On an arterial street such as Grand Avenue, the AAA standard typically requires a Class I or Class IV bikeway. With an increase in the number of residents in the City, enhanced facilities for alternative modes of transportation, such as AAA bikeways, could improve safety and reduce the VMT impact of the City's planned growth.

#### Cumulative Transportation Impacts

According to the detailed VMT analysis, while the proposed project would result in a decrease in the average home-based VMT per resident in the years 2031 and 2040 compared to the Baseline (2020) conditions, it would exceed the significance threshold of 15 percent below the Bay Area Regional Baseline Average for home-based VMT per resident. Even with mitigation, this cumulative impact would remain significant and unavoidable. However, The City of Piedmont has adopted updates to its Transportation Element policies that could help reverse the effects of such impacts. Implementation and monitoring of TDM measures in multifamily projects, implementation and updates to the Pedestrian and Bicycle Master Plans, parking management programs, and other pricing strategies are some of the tools available to jurisdictions to curb VMT generated by projects.

Thank you for the opportunity to comment on this DEIR. Please contact me at (510) 208-7400 or Aleida Andrino-Chavez at (510) 208-7480 if you have any questions.

Sincerely,



Colin Dentel-Post  
Principal Planner

cc: Aleida Andrino-Chavez, Associate Transportation Planner



December 18, 2023

Ashley Vera  
Community Development Department  
City of Livermore  
1052 S. Livermore Ave.  
Livermore, CA 94550

SUBJECT: Response to the Notice of Preparation (NOP) of a **Draft Environmental Impact Report for the East of Greenville Project**

Dear Ms. Vera,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the **Draft Environmental Impact Report for East of Greenville Project**

The City of Livermore proposes to adjust the North Livermore Urban Growth Boundary (passed by voters in December 2022), which is one of two Urban Growth Boundaries (UGBs) in the city. The other UGB is the South Livermore Urban Growth Boundary Initiative (passed by voters in 2000); both UGBs comprise around 16,593 acres of land. The proposed project is for a potential City Council-authorized North Livermore Urban Growth Boundary Ballot Measure and would add 1,140 acres, therefore increasing the overall City UGB acreage to approximately 17,733 acres.

With the potential land use changes anticipated with the update of the City of Livermore General Plan, a need was identified to maintain land designated for commercial and industrial uses. The project would help achieve the City's economic goal by expanding the City's land use authority capacity and providing opportunities for existing and new companies to locate and grow.

The project area is located in unincorporated Alameda County, east of Livermore, comprising 1,140 acres adjacent to city limits. Greenville Road generally bounds the project to the west, except it also includes several parcels west of Greenville Road between Marathon Drive and National Drive. The northern boundary of the project area is I-580; the eastern and southern boundaries of the project area roughly follow the South Bay Aqueduct. I-580 provides regional access to the project area, with local access provided by Greenville Road.

The project would modify the existing land use designations of the project area which may allow for industrial technology campuses, district serving commercial, community parks, public facilities, a research and educational campus, and agriculture uses. Most of the land north of Patterson Pass Road would be designated for industrial uses with a small portion of the land designated for general commercial. The Patterson Reservoir and associated water treatment infrastructure would be designated as public uses. Areas south of Patterson Pass Road would include a mix of public, general commercial, research campus and educational facility, parks and recreation, and agricultural land uses.

The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments on the NOP and the content of the EIR:

### Basis for Congestion Management Program (CMP) Review

- It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a transportation impact analysis of the project. This analysis is outside CEQA and could be included in the Appendix or as a separate memorandum. For information on the CMP, please visit:  
[https://www.alamedactc.org/wp-content/uploads/2023/11/2023\\_Alameda\\_County\\_CMP\\_FINAL.pdf](https://www.alamedactc.org/wp-content/uploads/2023/11/2023_Alameda_County_CMP_FINAL.pdf)

### Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP requires local jurisdictions to conduct travel model runs themselves or through a consultant. The City of Livermore and the Alameda CTC signed a Countywide Model Agreement on April 1, 2008. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request. The most current version of the Alameda CTC Countywide Travel Demand Model was updated in May 2019 to be consistent with the assumptions of Plan Bay Area 2040.

### Use of the Alameda County Transportation Commission Vehicle Miles Traveled (VMT) Reduction Calculator Tool

- Alameda CTC has developed a [VMT Reduction Calculator Tool](#) to assist its member agencies in complying with the new requirements of SB 743 for the analysis of traffic impacts of certain land use projects under CEQA. The Tool estimates reductions in VMT derived from the implementation of Transportation Demand Management (TDM) Strategies with the Project. It appears that the proposed Project is within an area that exceeds the threshold of significance (Planning Area or County Average VMT/employee minus 15%) and could be a great candidate for the implementation of TDM strategies that lower the VMT generated by future development in the project area to mitigate development impacts.

### Impacts

- Although SB 743 requires the use of VMT analyses rather than Level of Service (LOS) analyses to determine projects' transportation impacts under CEQA, since automobile delay cannot be deemed a significant environmental impact, Government Code Section 65089(b) and the Congestion Management Program (CMP) Land Use Analysis Program continue to require jurisdictions to analyze each project's potential impacts on the CMP roadway network. The required LOS analysis on the CMP roadway network may be included in an appendix to the project EIR or as a separate document.
  - CMP roadway facilities in the project area include:
    - I-580
    - Patterson Pass Road
  - For the purposes of CMP Land Use Analysis, the Highway Capacity Manual freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts.

- The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see Chapter 5 of the 2023 CMP for more information).
- The EIR should address potential impacts of the project on Metropolitan Transportation System (MTS) transit operators.
  - MTS transit operators potentially affected by the project include: Livermore Amador Transit (Wheels), Altamont Commuter Express (ACE), and Bay Area Rapid Transit (BART).
  - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. [See Appendix F of the 2023 CMP](#) document for more details.
- The EIR should address potential impacts of the project to people biking and walking in and near the Project area, especially nearby roads included in the [Countywide High-Injury Network](#) or the [Countywide Bikeways Network](#), and crossing major barriers identified in the [Countywide Active Transportation Plan](#).
  - Impacts to consider on conditions for cyclists include effects of vehicle traffic on cyclist safety and performance, site development and roadway improvements, and consistency with adopted plans. See [Appendix F of the 2023 CMP](#) document for more details.

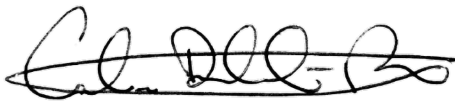
### Mitigation Measures

- Alameda CTC's policy regarding mitigation measures is that to be considered adequate they must be:
  - Adequate to sustain CMP transit service standards, and/or reduce VMT below the applicable level of significance;
  - Fully funded; and
  - Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the Federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.
- The EIR should discuss the adequacy of proposed mitigation measures according to the criteria above. In particular, the EIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The EIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.
- Jurisdictions are encouraged to discuss multimodal tradeoffs associated with mitigation measures or project elements that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify impacts to automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.

- The EIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that discourage driving by limiting and pricing parking supplies and encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered.

Thank you for the opportunity to comment on this NOP. Please contact me at (510) 208-7474, or Aleida Andrino-Chavez, Associate Transportation Planner, at (510) 208-7480, if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Colin Dentel-Post', with a horizontal line drawn through the middle of the signature.

Colin Dentel-Post  
Principal Transportation Planner

cc: Aleida Andrino-Chavez, Associate Transportation Planner



# Memorandum

6.8

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** February 15, 2024

**TO:** Alameda County Transportation Commission

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

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

## Recommendation

This item will provide the Commission with an update on federal, state, regional, and local legislative activities.

## Background

The Commission approved the 2024 Legislative Program in December 2023. The purpose of the legislative program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy.

Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative and policy updates. Attachment A is the Alameda CTC 2024 adopted Legislative Program.

## State Budget

On January 10, 2024, Governor Newsom released his January budget proposal. The Governor's budget proposal anticipates a \$37.86 billion budget shortfall. The budget deficit figures are challenging to predict this year due to delays in income tax payments that the state granted due to natural disasters. Overall, transportation programs fared well in the proposed budget. The Governor's budget proposes deferring some transportation funding, including in the Transit and Intercity Rail Capital Program (TIRCP), and cuts to future cycles of the Active Transportation Program. Due to anticipated project schedules, the TIRCP deferrals do not appear to have a negative impact on projects in the region. The budget proposal included significant cuts to climate action programs, including delaying spending on electric vehicles.



All of the governor's proposals will be discussed in legislative budget hearings between late January and May 14, when the governor will release a revised budget based on updated tax revenue numbers.

## **Legislation Update**

The 2024 legislative session is underway, with deadlines throughout January and February related to the legislative schedule. January 31 is the last day to pass bills introduced in that chamber last year, and February 16 is the lay day for new bills to be introduced. Staff is analyzing the flurry of bills and will provide updates as more details are available and as the direction of bills becomes clearer. Below are two anticipated bills of specific note for the Commission.

- [AB 817](#) (Pacheco): This bill was introduced last year and the Commission has a support position on the bill. The bill relates to the Brown Act and would allow subsidiary bodies that serve exclusively in advisory roles to hold remote public meetings if specified conditions are met. This legislation would provide the opportunity for our community advisory committees to meet remotely, thus making it easier for community volunteers to participate. Staff will continue to track this bill and update the Commission as the legislative session advances.
- [SB 925](#) (Wiener): This bill is currently a spot bill, but will be the vehicle for a regional transportation revenue measure sponsored by the Metropolitan Transportation Commission (MTC). This is expected to be a major focus of stakeholder engagement and legislative advocacy this session. The MTC Commission approved a vision statement and summary of key provisions at its meeting in January. The regional transportation revenue measure is anticipated to have a major focus on transit operating needs and transit transformation to address the transit agency fiscal cliff, and also include funding for safe streets, connectivity and climate resilience. Alameda CTC is actively engaged in the stakeholder discussions MTC is leading and will continue to actively engage as the legislation advances and provide updates to the Commission throughout the process.

**Fiscal Impact:** There is no fiscal impact.

## **Attachment:**

- A. Alameda CTC 2024 Legislative Program



## 2024 Legislative Program

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

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

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

<b>Core Legislative Priorities</b>
<b>Transportation Funding:</b> Advocate for increased transportation funding and protection of existing funding to support projects, programs, and operations and seek to leverage local funds to the maximum extent possible to implement transportation improvements and services through grants and partnerships with regional, state and federal agencies. Advocate for sustainable funding to support transit agencies in their continued recovery.
<b>Equity:</b> Advocate for resources, legislation, and initiatives that provide accessible, affordable and equitable transportation opportunities and elevate the needs of equity priority communities. Prioritize and advance racial and socio-economic equity and environmental justice throughout the legislative program.
<b>Safety:</b> Advocate for resources and legislation that enable Alameda CTC to deliver safe, multimodal infrastructure that prioritizes the safety of all users and advances Vision Zero policies and strategies. Support opportunities for local jurisdictions to advance initiatives to increase safety in their communities.
<b>Sustainability:</b> Support legislation, strategies and investments that reduce greenhouse gas emissions to create sustainable and healthy communities and increase the resiliency of our transportation system and communities, especially for equity communities; support investments and funding for alternative fuels, vehicles and supportive infrastructure to reduce emissions.
<b>Effective Project Delivery and Operations:</b> Support policies that facilitate efficient and expedited project development and delivery processes, effective operations of the transportation system including Express Lane and HOV operations and governance, and support innovative project delivery.

**Transportation Funding:** Advocate for increased transportation funding and protection of existing funding to support projects, programs, and operations and seek to leverage local funds to the maximum extent possible to implement transportation improvements and services through grants and partnerships with regional, state and federal agencies. Advocate for sustainable funding to support transit agencies in their continued recovery.

- Seek, acquire, accept and implement grants to advance project and program delivery.
- Support efforts to increase transportation funding and advance priority projects and programs in Alameda County, including as part of any regional transportation measure.
- Support transit agencies as they seek to recover from impacts of the pandemic on fiscal solvency and ridership, including regional efforts to secure sustainable multi-year funding and improve service for the public.
- Support efforts that protect against transportation funding diversions.
- Ensure fair share of sales tax allocations from new laws and regulations.
- Protect and enhance voter-approved funding. Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures including funding for delivery of programs and operations.
- Support rewarding Self-Help Counties and states that provide significant transportation funding.
- Support efforts to increase funding and advance policies that support transit, paratransit, and multimodal transportation.
- Support efforts to increase funding to advance safety and active transportation.
- Support policies and funding that enhance Bay Area goods movement and passenger rail funding, delivery and advocacy that enhance the economy, local communities, and the environment.
- Support policies and programs that improve transportation services and infrastructure and do not create unfunded mandates.

**Equity:** Advocate for resources, legislation, and initiatives that provide accessible, affordable and equitable transportation opportunities and elevate the needs of equity priority communities. Prioritize and advance racial and socio-economic equity and environmental justice throughout the legislative program.

- Support accessible, affordable and equitable transportation resources throughout each policy area of this legislative program.
- Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education.
- Support means-based fare programs while being fiscally responsible.
- Support policies and funding to develop and implement equitable mobility improvements.

- Support projects and programs that reduce emissions with a particular emphasis on communities historically disproportionately burdened by pollution from the transportation sector.
- Support expanding economic opportunities for small and local businesses by leveraging our procurement, contracting and hiring processes and supporting those historically disenfranchised such as women and minority owned businesses.

**Safety:** Advocate for resources and legislation that enable Alameda CTC to deliver safe, multimodal infrastructure that prioritizes the safety of all users and advances Vision Zero policies and strategies. Support opportunities for local jurisdictions to advance initiatives to increase safety in their communities.

- Expand multimodal options, shared mobility and innovative technology.
- Support investments in active transportation, including for improved safety and advance Vision Zero strategies to reduce speeds and protect communities.
- Support allowing cities the discretion to use more effective methods of speed enforcement within their jurisdictions.
- Support policies that advance safety for all users of the transportation system.
- Support advocacy of cooperation and partnership with railroads to advance projects, with a particular interest in rail safety projects.

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

- Support funding for infrastructure, operations, and programs to relieve congestion, improve air quality, reduce emissions, expand resiliency and support economic development, including to support transitioning to a zero-emission transportation system.
- Support emerging technologies such as alternative fuels and technology to reduce GHG emissions and prioritize continued access to the electric grid for charging to support reliable operations.
- Support legislation to modernize the Congestion Management Program, supporting the linkage between transportation, housing, and multi-modal performance monitoring.
- Support efforts to increase transit priority throughout the transportation system, such as on freeway corridors and bridges.
- Support efforts to address sea level rise adaptation including planning, funding and implementation support.
- Support legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County to enhance last mile connectivity to

transit, including data sharing that will enable long-term planning and analysis of benefits and impacts.

- Support legislation that increases flexibility and reduces barriers for infrastructure improvements that support the linkage between transportation, housing and jobs and leverage opportunities for TOD and PDA implementation, including transportation corridor investments that link PDAs.

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

- Advance innovative and cost-effective project delivery.
- Advance efficient and effective operations and governance of the Express Lane and HOV systems.
- Support environmental streamlining, efforts that reduce project and program implementation costs, and expedited project delivery, including contracting flexibility and innovative project delivery methods.
- Support funding and policies to implement transportation projects that create jobs and economic growth, including for apprenticeships and workforce training programs.
- Support HOV/managed lane policies and efforts that promote effective and efficient lane implementation and operations, protect toll operators' management of lane operations and performance, toll rate setting and toll revenue reinvestments, deployment of new technologies and improved enforcement.
- Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.

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**From:** Linda Nemeroff <LNemeroff@actransit.org>  
**Sent:** Wednesday, January 24, 2024 8:17 PM  
**To:** Angie Ayers  
**Cc:** Alameda CTC Clerk; Jelena Harada; Linda Nemeroff  
**Subject:** RE: ACTC Bike-Ped Committee

Hi Angie,

I just wanted to let you know that my board approved the reappointment of Ben Gould to the Bike/Ped Committee tonight.

I will send a formal letter on Friday.

Thanks, Linda

	<p>Board Administrative Officer/ District Secretary <b>LINDA A. NEMEROFF, CMC</b> Phone: (510) 891-7284 Email: <a href="mailto:lnemeroff@actransit.org">lnemeroff@actransit.org</a> <a href="#">Public Meetings</a> • <a href="#">Teams Chat</a></p>	<p>1600 Franklin Street 10<sup>th</sup> Floor Oakland, CA 94612</p> 
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**2023 Outstanding Public Transportation System**  
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# Application for the Alameda CTC Bicycle and Pedestrian Advisory Committee (BPAC)



Alameda CTC invites Alameda County residents to serve on its **Bicycle and Pedestrian Advisory Committee**, which meets quarterly on the second Thursday of the month from 5:30 to 7:30 p.m. Each member is appointed for a two-year term.

Name: Ben Gould

Home Address: [REDACTED]

Mailing Address (if different): \_\_\_\_\_

Phone: (home) [REDACTED] (work) \_\_\_\_\_ (fax) \_\_\_\_\_

Email: [REDACTED]

Please respond to the following sections on a separate attachment:

- 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 ☐ BPAC ☐ and why you are qualified for this appointment.
- III. **Relevant Work or Volunteer Experience:** Please list your current employer or relevant volunteer experience including organization, address, position and dates.
- IV. ☐ **Specific Bicycle and/or Pedestrian Experience:** List any specific interest, involvement or expertise you have ☐ related to bicycle and/or pedestrian issues.

## To avoid a conflict of interest:

Members may not be public agency employees responsible for bicycle and pedestrian projects and/or programs, and work for an agency that is eligible and likely to submit an application for the Countywide Discretionary Fund.

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

Signature Ben Gould Date October 26, 2021

Return the application to your appointing party for signature (see [www.alamedactc.org/app\\_pages/view/8](http://www.alamedactc.org/app_pages/view/8)), or fax (510.893.6489) or mail it to Alameda CTC.

### Appointing Party:

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

**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.**

I have served on the City of Berkeley's Community Environmental Advisory Commission (CEAC) since 2014, including three terms as Chair and currently as Vice Chair. In addition, I have served as a temporary appointment on the City of Berkeley's Housing Advisory Commission, Zoning Adjustments Board, and Police Review Board.

On CEAC, I have been an effective advocate for bold and forward-thinking climate action policies, including being the first to propose that Berkeley ban the use of natural gas in new buildings (proposed in 2016, enacted in 2019; now followed by 50+ cities across California).

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

I have been navigating Berkeley and Alameda County by bike, foot, and bus/BART for over 20 years. Growing up in Berkeley, I walked to elementary school, took the bus to middle school, and by high school I was biking to friend's houses on weekends. I earned two master's degrees (in public policy and environmental engineering, both from UC Berkeley) before I got a driver's license, and to this day I have still never owned a car.

I have spent the past decade working and volunteering on sustainability and addressing the climate crisis, which has led me to a special focus on transportation and land use. Between my personal experience and professional expertise, I strongly believe that from a climate, health, and equity standpoint, it is critical that we make biking and walking safe, easy, accessible, and fun for everyone. I know this is possible to do through smart infrastructure design choices. We're fortunate that here in Alameda County we already have some great examples locally to build off of, but there's still plenty of room for improvement.

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

I currently work as President of EcoDataLab, a Berkeley-based climate policy consulting firm co-founded by myself and Dr. Chris Jones of the CoolClimate Network at UC Berkeley (Energy & Resources Group). We work with local governments and advocacy groups across the country to develop greenhouse gas inventories, policy analyses, and climate action recommendations. I have been working at EcoDataLab since July of 2020.

I previously worked as the Sustainability Analyst at San Francisco International Airport (2018-2020), as a legislative aide to Berkeley Councilmember Lori Droste (2017), a research intern at The International Council for Clean Transportation (summer 2015), and as a research associate at Lawrence Berkeley National Laboratory working on air quality (2013-14).

In my spare time, I volunteer on CEAC (since 2014) and a number of other community groups. Since 2019, I have served on the steering committee of Berkeley Neighbors for Housing and Climate Action, a Berkeley-based community climate & housing advocacy group

that regularly collaborates with Walk Bike Berkeley. In 2021, I also launched the California Climate Action Coalition, a statewide lobbying organization pushing legislation that will help cities meet their greenhouse gas emission targets. Previously, I served as the Legislative Director for Fossil Free California (2020-2021). In the past, I have also been a member and supporter of Bike East Bay.

**IV. Specific Bicycle and/or Pedestrian Experience: List any specific interest, involvement or expertise you have related to bicycle and/or pedestrian issues.**

As a lifelong pedestrian, transit user, and cyclist, walking and biking is my bread and butter. Like many others, I purchased an e-bike during the pandemic, which has become my primary mode of transportation for virtually every trip between 0.5 and 5 miles, as well as my last-mile solution to get from BART to other destinations (I already live two blocks from a BART station).

As a policy analyst and community volunteer, I already have experience with bicycle and pedestrian planning issues. I followed the development of Berkeley's bicycle and pedestrian plans, understanding their approach and proposals, and provided input to staff during development.

I would be excited to bring my skills and background to the ACTC BPAC as the Transit representative. Please don't hesitate to contact me if you have any questions, at [REDACTED] or [REDACTED].





# Bicycle and Pedestrian Advisory Committee Meeting Minutes Thursday, November 2, 2023, 5:30 p.m.

7.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

## 1. Call to Order

## 2. Roll Call

A roll call was conducted and all members were present with the exception of Ben Gould, Glenn Kirby, Howard Matis, Ben Schweng, and Matt Turner. A quorum was absent, and the Vice Chair agreed to present the information items on the agenda first.

### Subsequent to the roll call:

Ben Gould arrived during item 5.1.

## 3. Public Comment

There was no public comment.

## 4. Consent Calendar

(This item was presented after item 5.2)

### 4.1. Approve the September 14, 2023 BPAC Meeting Minutes

*Nick Pilch made a motion to approve the consent calendar. Kristi Marleau seconded the motion. The motion passed with the following vote:*

*Yes: Gould, Hill, Johansen, Marleau, Nelson, Pilch*

*No: None*

*Abstain: None*

*Absent: Kirby, Matis, Schweng, Turner*

## 5. Regular Matters

### 5.1. Review the Complete Streets Checklist for City of Dublin's Village Parkway Complete Streets Project

(This item was presented before item 4.1)

Sai Midididdi provided an update on the City of Dublin's Village Parkway Complete Streets Project, which was recommended by the Alameda CTC Commission for 2024 State Transportation Improvement Program funds. The BPAC provided comments on protected intersections, pedestrian signal timing, and considerations for students of Dublin High School. They also advised looking at the feasibility of implementing two-way cycle tracks on both sides of the street given that the typical users would be students.

*This was an information and input item.*

**5.2. I-580 Transit & Multimodal Strategy – Engagement Update**

Shannon McCarthy provided an update on the key findings from the I-580 Transit and Multimodal Strategy public engagement efforts, and requested additional feedback from BPAC members related to active transportation needs along the corridor. The project team plans to share an update on project progress at a future BPAC meeting to seek feedback on bicycle and pedestrian elements.

*This was an information and input item.*

**5.3. Committee Training on the Brown Act and Roberts Rules of Order**

Lou Hexter with MIG provided the BPAC members with training on the Brown Act and Roberts Rules of Order.

*This was an information only item.*

**6. Committee Member Reports**

**6.1. BPAC Roster**

The BPAC roster was provided in the agenda packet for information purposes. Aleida Andrino-Chavez gave an update on the search to fill the vacant seat.

**6.2. BPAC Calendar**

The BPAC calendar was provided in the agenda packet for information purposes.

**6.3. BPAC Member Reports**

Nick Pilch shared that as a pilot, the City of Albany converted two one-way streets parallel to San Pablo Avenue to allow two-way bicycle travel, but it has been problematic due to state law regarding vehicle parallel parking.

**7. Staff Reports**

Aleida Andrino-Chavez reported that Alameda CTC hosted a Bikeways Academy Workshop on October 19, 2023, which was well attended. The recording is now available on the website at [www.alamedactc.org/bikeways](http://www.alamedactc.org/bikeways).

**8. Adjournment**

The next meeting is Thursday, February 8, 2024 at 5:30 p.m. and will be in person at the Alameda CTC offices at 1111 Broadway, Suite 800, Oakland, CA 94607.

**Alameda County Transportation Commission**  
**Bicycle and Pedestrian Advisory Committee**  
**Member Roster Fiscal Year 2023-2024**

	<b>Suffix</b>	<b>Last Name</b>	<b>First Name</b>	<b>City</b>	<b>Appointed By</b>	<b>Term Began</b>	<b>Re-apptmt.</b>	<b>Term Expires</b>
1	Mr.	Turner, Chair	Matt	Castro Valley	Alameda County Board of Supervisors, District 4	Apr-14	Sep-23	Sep-25
2	Ms.	Marleau, Vice Chair	Kristi	Dublin	Alameda County Mayors' Conference, D-1	Dec-14	May-23	May-25
3	Mr.	Gould	Ben	Berkeley	Reappointment Pending Board Approval Transit Agency (Alameda CTC)	Dec-21	Feb-24	Feb-26
4	Ms.	Hill	Feliz G.	San Leandro	Alameda County Board of Supervisors, District 3	Mar-17	Jun-21	Jun-23
5	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Feb-22	Feb-24
6	Mr.	Kirby	Glenn	Hayward	Alameda County, Board of Supervisors, District 2	Oct-22		Oct-24
7	Mr.	Matis	Howard	Berkeley	Alameda County Board of Supervisors, District 5	Sep-19	Apr-22	Apr-24
8	Mr.	Nelson	Todd	Pleasanton	Alameda County Mayors' Conference, D-4	Feb-23		Feb-25
9	Mr.	Pilch	Nick	Albany	Alameda County Mayors' Conference, D-5	Jan-21	Jan-23	Jan-25
10	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Dec-21	Dec-23
11		Vacancy			Alameda County Board of Supervisors, District 1			



## 1. Call to Order

Sandra J. Johnson, PAPCO Vice Chair, called the meeting to order.

## 2. Roll Call

A roll call was conducted and all members were present with the exception of Herb Hastings, Carolyn Orr, Carmen Rivera-Hendrickson, and Sylvia Stadmire.

## 3. Public Comment

There were no public comments.

## 4. Consent Calendar

### 4.1 Approve the June 26, 2023 PAPCO Meeting Minutes

### 4.2 Review the FY 2023-24 PAPCO Meeting Calendar

### 4.3 PAPCO Roster Update

(This item was presented after item 5.1)

*Shawn Costello moved to approve the consent calendar. Michelle Rousey seconded the motion. The motion passed with the following vote:*

*Yes: Costello, Johnson, Lewis, Rousey, Suter, Waltz*

*No: None*

*Abstain: None*

*Absent: Hastings, Orr, Rivera-Hendrickson, Stadmire*

## 5. Regular Matters

### 5.1 Committee Training on the Brown Act and Roberts Rules of Order

*(This item was presented before item 4)*

Lou Hexter, MIG, provided the PAPCO members with a training on the Brown Act and Roberts Rules of Order.

*This was an information only item.*

**5.2 Approve the Implementation Guidelines and Performance Measures – Special Transportation for Seniors and People with Disabilities (Paratransit) Program for FY 2024-25**

*(This item was presented after item 4)*

Naomi Armenta recommended that PAPCO members provide input and approve the Implementation Guidelines and Performance Measures – Paratransit Program for fiscal year 2024-25.

*Michelle Rousey moved to approve the item. Shawn Costello seconded the motion. The motion passed with the following vote:*

*Yes: Costello, Johnson, Lewis, Rousey, Suter, Waltz*

*No: None*

*Abstain: None*

*Absent: Hastings, Orr, Rivera-Hendrickson, Stadmire*

**5.3 Approve the 2024 Paratransit Discretionary Grant Program Guidelines**

Krystle Pasco recommended that PAPCO members provide input and approve the 2024 Paratransit Discretionary Grant Program guidelines.

*Shawn Costello moved to approve the item. Tony Lewis seconded the motion. The motion passed with the following vote:*

*Yes: Costello, Johnson, Lewis, Rousey, Suter, Waltz*

*No: None*

*Abstain: None*

*Absent: Hastings, Orr, Rivera-Hendrickson, Stadmire*

**6. Committee Member Reports**

**6.1 Alameda CTC Independent Watchdog Committee (IWC) Update**

There was no update.

**6.2 East Bay Paratransit’s Rider Service Review Advisory Committee (SRAC) Meeting Agenda Update**

Tony Lewis provided an update from the last SRAC meeting.

### **6.3 Other ADA and Transit Advisory Committee Updates**

Michelle Rousey noted that the DACLAC Transportation Subcommittee meets on the second Tuesday of the month, and that any PAPCO members or staff are welcome to attend.

Shawn Costello stated that he attended the July Wheels Tri-Valley Accessible Advisory Committee meeting and was voted Vice Chair of the committee.

## **7. Staff Reports**

Liz Lake informed the PAPCO and ParaTAC members that she will be sending calendar invites for the remaining meetings in the 2023-2024 fiscal year.

Krystle Pasco announced that outreach events are returning, and Alameda CTC has a consultant team leading this effort. The calendar of events will be included in the March meeting packet.

Naomi Armenta reported that Alameda CTC hosted a local meeting for the National Aging and Disability Transportation Center's National Symposium on Transportation Diversity, Equity, and Inclusion on August 29, 2023.

Naomi Armenta announced that the Metropolitan Transportation Commission Blue Ribbon Transit Transformation Action Plan is looking to create a program for the public similar to Contra Costa County's One Seat Ride Program.

## **8. Adjournment**

The next PAPCO meeting is scheduled for January 22, 2024 at 1:30 p.m. and will be in person at the Alameda CTC offices at 1111 Broadway, Suite 800, Oakland, CA 94607.

**Alameda County Transportation Commission  
Paratransit Advisory and Planning Committee  
Member Roster - Fiscal Year 2023-2024**

	<b>Title</b>	<b>Last</b>	<b>First</b>	<b>City</b>	<b>Appointed By</b>	<b>Term Began</b>	<b>Re apptmt.</b>	<b>Term Expires</b>
<b>1</b>	<b>Ms.</b>	<b>Stadmire, Chair</b>	<b>Sylvia J.</b>	<b>Oakland</b>	<b>Alameda County Board of Supervisors, District 3</b>	<b>Sep-07</b>	<b>Jul-19</b>	<b>Jul-21</b>
<b>2</b>	<b>Ms.</b>	<b>Johnson, Vice Chair</b>	<b>Sandra J.</b>	<b>San Leandro</b>	<b>Alameda County Board of Supervisors, District 4</b>	<b>Sep-10</b>	<b>Sep-23</b>	<b>Sep-25</b>
3	Mr.	Costello	Shawn	Dublin	City of Dublin	Sep-08	Jun-16	<b>Jun-18</b>
4	Mr.	Hastings	Herb	Dublin	Alameda County Board of Supervisors, District 1	Mar-07	Oct-18	<b>Oct-20</b>
5	Mr.	Lewis	Anthony	Alameda	City of Alameda	Jul-18		<b>Jul-20</b>
6	Mr.	Mital	Arun	Fremont	AC Transit	Jan-24		<b>Jan-26</b>
6	Rev.	Orr	Carolyn M.	Oakland	City of Oakland	Oct-05	Jan-14	<b>Jan-16</b>
7	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton	Sep-09	Apr-19	<b>Apr-21</b>
8	Ms.	Rousey	Michelle	Oakland	BART	May-10	Jan-16	<b>Jan-18</b>
9	Mr.	Suter	John	Emeryville	City of Emeryville	May-21	Sep-23	<b>Sep-25</b>
10	Ms.	Waltz	Esther Ann	Livermore	LAVTA	Feb-11	Sep-23	<b>Sep-25</b>
12		<b>Vacancy</b>			<b>Alameda County Board of Supervisors, District 2</b>			

	<b>Title</b>	<b>Last</b>	<b>First</b>	<b>City</b>	<b>Appointed By</b>	<b>Term Began</b>	<b>Re apptmt.</b>	<b>Term Expires</b>
13		<b>Vacancy</b>			<b>Alameda County Board of Supervisors, District 5</b>			
14		<b>Vacancy</b>			<b>City of Albany</b>			
15		<b>Vacancy</b>			<b>City of Berkeley</b>			
16		<b>Vacancy</b>			<b>City of Fremont</b>			
17		<b>Vacancy</b>			<b>City of Hayward</b>			
18		<b>Vacancy</b>			<b>City of Livermore</b>			
19		<b>Vacancy</b>			<b>City of Newark</b>			
20		<b>Vacancy</b>			<b>City of Piedmont</b>			
21		<b>Vacancy</b>			<b>City of San Leandro</b>			
22		<b>Vacancy</b>			<b>City of Union City</b>			
23		<b>Vacancy</b>			<b>Union City Transit</b>			





# Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** February 15, 2024

**TO:** Alameda County Transportation Commission

**FROM:** Chris G. Marks, Senior Transportation Planner  
Grasielita Diaz, Associate Transportation Planner

**SUBJECT:** Countywide Transportation Plan: Making Alameda County Safer

## Recommendation

This item will provide the Commission with an overview of the development approach for the safety element of the Policy Blueprint for the 2026 Countywide Transportation Plan (CTP). This is an information item.

## Background

Approximately every four years, the Alameda County Transportation Commission (Alameda CTC) prepares a CTP that establishes a vision and goals for the transportation system in Alameda County and recommends transportation project priorities and strategies that will achieve the vision and goals. The CTP is a long-range planning document that directly feeds into regional transportation plans produced by the Metropolitan Transportation Commission (MTC)/Association of Bay Area Governments. Over the years, recommendations from past CTPs have also informed the agency's funding and legislative advocacy, programming actions, capital project development, programs implementation and priorities for planning initiatives. The current CTP was a major update and was adopted in 2020 after nearly two years of extensive engagement and technical analysis.

As presented last November, staff is preparing an update to the CTP that will be completed by 2026 to align with the Regional Transportation Plan schedule and will be done in two phases. Throughout this year, staff will initiate policy discussions and the Commission will provide input on a policy and prioritization framework for the next CTP. This Policy Blueprint phase will be organized around the three Commission priorities of safety, equity, and climate.

This item kicks off the first policy discussion of the CTP Policy Blueprint on safety. Since the last CTP adoption in 2020, Alameda CTC has made significant progress elevating safety in planning, policy, funding, and project development throughout the county. This next CTP is an opportunity to strengthen commitments to safety, continue to elevate safety in Alameda

CTC's workplan, and investigate policies that support further implementation and institutionalization of the prioritization of safety. At the February meeting, staff will present background information on safety data trends, provide an overview of the agency's current safety-focused policy and implementation progress, and present policy ideas and a technical workplan for Commissioner feedback. Fundamentally, the CTP Policy Blueprint will explore and recommend ways that Alameda CTC can expand leadership, commitment and accountability to safety as a priority in Alameda County.

### **Current Safety-focused Policy and Implementation Framework**

In the 2020 CTP, the Commission adopted both a list of transportation projects and a set of strategies and actions that support implementation of the plan's vision and goals. One of the six strategies in the current CTP is a Safe System Approach, which specifically supports zero deaths and injuries, that included the following four recommendations:

1. Improve safety on the High-Injury Network, with an eye to community disparities
2. Support context-appropriate speed limit setting and automated speed enforcement policies
3. Modernize interchanges for safer multimodal travel, including addressing pedestrian experience at underpasses
4. Enhance safety at at-grade rail crossings

The [Safe System Approach](#) is a national road safety leadership initiative adopted and promoted by the U.S. Department of Transportation. The goal of the Safe System Approach is to eliminate crashes that result in death and serious injuries. It acknowledges that this vision requires all levels of government to prioritize safety and develop proactive tools. The objectives of the Safe System Approach address five elements of a safe transportation system: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care. According to the World Health Organization, the goal of a Safe System is to ensure that if crashes do occur, they do not result in serious human injury.

Since adoption of this approach in the 2020 CTP, Alameda CTC has made significant progress elevating safety as a priority in the agency workplan, on the four safety recommendations of the 2020 CTP, and toward safer speeds, safer roads, and safer road user objectives of the safe system approach. In particular, Alameda CTC has made the following progress on safety across these planning, programming, and projects efforts:

- Alameda CTC developed and approved the [Countywide Bikeways Network](#) and [All Ages and Abilities \(AAA\) policy](#) that sets the highest expectation for safety and comfort on corridors of countywide significance. to ensure people of all ages and physical abilities are safe and feel safe walking, biking, rolling, and riding transit. Many of the roads the AAA policy are on the bicycle and pedestrian HIN.
- In 2023, Alameda CTC launched a [Design Guide](#), organized around the design expectations approved with the AAA policy and Countywide Bikeways Network. Staff also launched the two-year [Bikeways Academy](#) to address implementation barriers for safer bikeways throughout Alameda County.

- Alameda CTC adopted the agency's first Race and Equity Action Plan (REAP) that explicitly acknowledges that a disproportionate share for the county's bicycle and pedestrian HIN is in equity priority communities.
- Since the 2020 CTP was adopted, automated speed enforcement has been a large component of the Alameda CTC legislative platform, culminating in adoption of Assembly Bill (AB) 645, Friedman in late 2023 that will establish a speed camera pilot program in six California cities, including Oakland. Alameda CTC will be closely tracking implementation of the pilot with an eye towards expanding the pilot to all interested local jurisdictions as soon as possible.
- In the 2024 Comprehensive Investment Plan (CIP), eighty percent of discretionary awards directly benefit either the Bicycle or Pedestrian HIN.
- Information related to investments on the county HIN in each jurisdiction is now included as information required from Direct Local Distribution (DLD) recipients and summarized in the DLD program compliance reports.
- Alameda CTC advanced multiple major multimodal projects on HIN corridors with the most fatal and severe collisions. These projects will implement high-quality bicycle and pedestrian infrastructure to improve safety.
- Multiple Alameda CTC-led interchange projects have prioritized safety countermeasures and bicycle and pedestrian overcrossings.
- Since 2020, Alameda CTC has been advancing a rail safety program countywide to improve safety at grade crossings and between crossings, with construction of the first set of improvements anticipated to begin in 2026.
- Additionally, Alameda CTC has supported safety through legislative advocacy, annual performance reporting, and safety education programs (including Safe Routes to School and Bike Safety Education).

### **CTP Policy Blueprint: Making Alameda County Safer**

The CTP Policy Blueprint provides an opportunity to build upon Alameda CTC's existing safety policy and expand the agency's commitment to the Safe System Approach, update the countywide HIN, elevate safety in our agency priorities, and further our understanding of pedestrian and equity safety needs. Staff will investigate using a public health framework to identify the most efficient and effective strategies that maximize safety benefits to improve safety on the HIN and prioritize positive outcomes for historically marginalized communities. Staff proposes to investigate the following areas for the safety element of the CTP policy blueprint:

- Supporting development and implementation of policies like context-appropriate speed limit setting, automated speed enforcement, and safer vehicle fleets;

- Continuing to advance design guidance and countermeasures which reduce speeds and prioritize safety over capacity, particularly for pedestrians and on the HIN;
- Evaluating safety needs at major interchanges throughout the county and identify opportunities for safety and access;
- Encouraging affordable housing near transit and development which reduces total vehicle travel and thus the frequency and severity of collisions;
- Encouraging latent safety measures such as signal timing that encourages slower traffic, pedestrian-leading intervals, etc.; and
- Continue to evaluate and deliver safety improvements at rail crossings.

### Update the High Injury Network

To continue the agency's data-driven approach for safety, staff will consider a technical update to the countywide HIN. Alameda CTC's previous HIN was completed as part of the 2019 Countywide Active Transportation Plan, using 2012-2016 collision data, and covers bicycle and pedestrian collisions. The 2019 bicycle and pedestrian HIN found that just four percent of roads accounted for 59 percent of bicycle collisions and 65 percent of pedestrian collisions.

Collision data for five more years (2017-2021) is now complete and available and will be used as a basis to update the HIN. This next CTP also provides an opportunity to expand the HIN to analyze auto collisions and refresh our HIN methodology based on emerging best practices. Additionally, staff will investigate how the updated HIN intersects with MTC's Equity Priority Communities, Priority Development Areas, and other overlays to inform the Policy Blueprint.

### **Equity and Outreach**

Inclusive community engagement will permeate all phases of CTP development, including the Policy Blueprint, informed by the recommendations from the agency's REAP and ongoing focus on inclusive engagement. All policy considerations and strategies will be shaped in collaboration with our member jurisdictions and agencies, as well as through listening sessions, focus groups, and interviews with Community-based Organizations (CBOs) from equity communities across the county, as well as the transportation advocacy community. Staff will share technical findings from the HIN update and engage all stakeholders in policy discussions through several rounds of outreach in 2024 as the Policy Blueprint is developed.

### **Next Steps**

This item kicks off the first major policy area of the Policy Blueprint. Staff will return later in the spring on additional blueprint topics, including a report out of initial outreach with CBOs, while also advancing technical and policy work specific to safety. Staff will return to the Commission in the fall with specific recommendations as part of finalizing the Policy Blueprint phase of the CTP.

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