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

# Alameda County Transportation Commission (Commission) Meeting Agenda
## Thursday, May 25, 2023, 2:00 PM

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

Members of the public may submit public comments in person by attending the meeting in Alameda CTC's offices.

Additionally, comments may be submitted by email sent to the Clerk of the Commission at clerk@alamedactc.org. Public comments received by 5:00 p.m. the day before the scheduled meeting will be distributed to Commissioners or Committee members before the meeting and posted on the Alameda CTC website; comments submitted after that time will be distributed to Commissioners or Committee members and posted as soon as possible. Submitted comments will be read aloud or summarized, as specified by the Chair, to the Commission or Committee and those listening telephonically or electronically.

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

| | | | |
|---|---|---|---|
| Chair: | John J Bauters | Executive Director: | Tess Lengyel |
| Vice Chair: | David Haubert | 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=V0RnUUNTTlNTQW02c0g3aHVHeWRlZz09

Dial-in Information: 1 (669) 900 6833
Webinar ID: 818 2388 1400
Password: 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 - May 2023
**Information**

## 6. Consent Calendar

6.1 Approve the April 27, 2023 Alameda County Transportation Commission Meeting Minutes
**Approve**
6.1_COMM_Minutes_20230427.pdf

6.2 FY2022-23 Third Quarter Report of Claims Acted Upon Under the Government Claims Act Update
**Information**
6.2_COMM_Govt_Claims_Act_FY2022-23_3rd_Qtr_Report_20230525.pdf

6.3 2022 Alameda CTC Annual Report
**Information**
6.3_COMM_AlamedaCTC_Annual_Report_20230525.pdf

6.4 Approve the Alameda CTC FY2022-23 Third Quarter Consolidated Financial Report
**Approve**
6.4_COMM_FY22-23_3rd_Qtr_Financial_Staff_Report_20230525.pdf

6.5 Approve Measure BB Sales Tax Budget Update for FY2022-23
**Approve**
6.5_COMM_FY22-23_Sales_Tax_Budget_Update_20230525.pdf

6.6 Compliance with Brown Act Requirements Update
**Information**
6.6_COMM_Brown_Act_Compliance_Update_20230525.pdf

6.7 Approve the Administrative Amendments to Various Agreements to Extend Agreement Expiration Dates
**Approve**
6.7_COMM_Admin_Amendment_20230525.pdf

6.8 Approve Amendment No. 4 to Agreement 15R390000 with the California Highway Patrol for I-580 Express Lanes Enforcement Services

**Approve**
6.8_COMM_CHP_Amendment_580_20230525.pdf

6.9 Approve Amendment No. 1 to Cooperative Agreement with the Bay Area Infrastructure Financing Authority (BAIFA) for Express Lanes Operations Services
**Approve**
6.9_COMM_BAIFA-ELOps_Coop_20230525.pdf

6.10 Approve Resolution No. 23-005 to revise the Alameda County Transportation Commission's Express Lanes violation penalties schedule
**Approve**
6.10_COMM_I-580_Payment_Plan_Ordinance_Amendment_20230525.pdf

6.11 Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
**Information**
6.11_COMM_CMP_20230525.pdf

6.12 Federal, state, regional, and local legislative activities update
**Information/Approve**
6.12_COMM_May_Legislative_Update_20230525.pdf

6.13 2022 Performance Report: Key Findings Related to Transit & Goods Movement Update
**Information**
6.13_COMM_2022_Performance_Report_Pt2_20230525.pdf

6.14 Approve the Professional Services Agreement (A23-0013) with Nelson\Nygaard Consulting Associates for the Student Transit Pass Program
**Approve**
6.14_COMM_STPP_Contract_Award_20230525.pdf

6.15 Approve the Professional Services Agreement (A23-0009) with Toole Design Group and the Professional Services Agreement (A23-0010) with Alta Planning and Design for the Safe Routes to Schools Program
**Approve**
6.15_COMM_SR2S_Contract_Awards_20230525.pdf

6.16 Approve Amendment No. 1 to Professional Services Agreement A22-0061 with Nelson\Nygaard Consulting Associates for the Transportation Demand Management (TDM) Coordination Program
**Approve**
6.16_COMM_TDM_Contract_Amendment_No1_20230525.pdf

6.17 Community Committee Appointments
**Approve**
6.17_COMM_Community_Committee_Appointments_20230525.pdf

## 7. Committee Reports

7.1 Bicycle and Pedestrian Advisory Committee
**Information**
7.1_COMM_Bicycle_and_Pedestrian_Advisory_Committee_20230525.pdf

7.2 Independent Watchdog Committee
**Information**

7.3 Paratransit Advisory and Planning Committee
**Information**

## 8. Regular Matters

8.1 GoPort – 7th Street Grade Separation East (PN 1442001): Approve Actions to Facilitate Construction of the 7th Street Grade Separation East (7SGSE) Project
**Approve**
8.1_COMM_GoPort_7SGSE_Construction_Award_20230525.pdf

8.2 Approve the 2024 Comprehensive Investment Plan
**Approve**
8.2_COMM_2024_CIP_20230525.pdf

8.3 Approve the Alameda CTC FY2023-24 Proposed Budget
**Approve**
8.3_COMM_ACTC_FY2023-24_Proposed_Budget_20230525.pdf

8.4 Rail Safety Enhancement Program – Phase A – Adoption of Initial Study/Mitigated Negative Declarations for the railroad crossings at (1) Virginia Street and Hearst Avenue, and (2) Cedar Street, Addison Street and Bancroft Way
**Approve**
8.4_COMM_RSEP_Phase_A_20230525.pdf

## 9. Adjournment

**Next Meetings:**
June 22, 2023
July 27, 2023

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.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the website calendar.
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines.

Directions and parking information are available online.

1. **Call to Order**

2. **Roll Call**
A roll call was conducted. All members were present with the exception of Commissioners Carson, Ezzy Ashcraft, Jordan, Mei, Miley, Saltzman, Tam and Vella.

Commissioners Balch, Hernandez and Marchand participated in the meeting from the Alameda County Fairground's Heritage House.

Commissioner Miley participated in the meeting from the James City County Recreation Center in Williamsburg, VA.

Commissioner Balch attended as the alternate for Commissioner Brown.
Commissioner Salwan attended as the alternate for Commissioner Mei.
Commissioner Vella attended as the alternate for Commissioner Ezzy Ashcraft.

**Subsequent to the roll call:**
Commissioners Jordan, Salwan, and Vella arrived during item 4.
Commissioner Miley arrived during item 6.
Commissioner Saltzman arrived during item 5.
Commissioner Tam arrived during item 7.3.
Commissioner Freitas left during item 9.1.

3. **Public Comment**
There were no public comments.

4. **Chair and Vice Chair Report**
Chair Bauters highlighted the agency's work to implement the adopted 400 mile bikeways network, and announced Alameda CTC's first in-person groundbreaking ceremony for the I-680 Express Lanes. Chair Bauters thanked the Commissioners who participated in the March 29th Sacramento trip for ensuring its success, and welcomed Commissioner Márquez, who is now the Alameda County Supervisor for District 2.

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

5. **Executive Director Report**
Tess Lengyel thanked the Commissioners for their support at the I-680 groundbreaking event on April 26, 2023, and acknowledged the team who ensured its success. Ms. Lengyel noted that on March 24, 2023, the Governor released over $690 million in awards for

Transit and Intercity Rail Capital Program Grants, including a $25 million grant for Valley Link. Ms. Lengyel announced the first session of the Bikeways Academy was held on April 26, 2023, and noted that in October 2023, Alameda CTC will host a Commission Workshop to focus on strategies for implementing bikeways. Ms. Lengyel acknowledged the Deputy Executive Director of Finance and Administration, Patricia Reavey, and noted that the California Debt and Investment Advisory Commission requested Ms. Reavey share her technical expertise regarding bond issuance at their seminar in March.

**6. Recognition of Safe Routes to Schools Golden Sneaker and Platinum Award Recipient**

**6.1. Alameda County Safe Routes to Schools Program: Recognition of Golden Sneaker Contest Winners**

Chair Bauters presented the Golden Sneaker Award to Berkeley Arts Magnet School and congratulated Ms. Reiger's first-grade class, which was the County's winning class.

**7. Consent Calendar**

**7.1. Approve the March 23, 2023 Commission Minutes**

**7.2 I-580 Express Lanes Operations Update**

**7.3. Approve the Resolution of Local Support for Metropolitan Transportation Commission One Bay Area Grant Cycle 3 and Regional Active Transportation Program Cycle 6 Funding**

**7.4. Approve the State Transit Assistance (STA) County Block Grant Program Distribution Formula for Fiscal Years 2023-24 and 2024-25**

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

**7.6 Federal, state, regional, and local legislative activities update**

**7.7 Approve On-Call Planning Contract Award and Execution**

Commissioner Salwan pulled item 7.3, and Commissioner Bauters pulled item 7.6 for discussion.

*Commissioner Saltzman moved to approve items 7.1, 7.2, 7.4, 7.5, and 7.7 on the consent calendar. Commissioner Robinson seconded the motion. The motion passed with the following roll call vote:*

| | |
|---|---|
| *Yes:* | *Balch, Bauters, Cavenaugh, Dutra-Vernaci, Fife, Freitas, Gonzalez, Haubert, Hernandez, Jordan, Kaplan, Marchand,* Márquez*, Miley, Robinson, Salinas, Salwan, Saltzman, Vella, Young* |
| *No:* | *None* |
| *Abstain:* | *None* |
| *Absent:* | *Carson, Tam* |

Commissioner Salwan stated that item 7.3 raised concerns for the City of Fremont about geographic equity and fairness, and requested follow-up from Alameda CTC.

*Commissioner Haubert made a motion to approve item 7.3 on the consent calendar. Commissioner Robinson seconded the motion. The motion passed with the following roll call vote:*

| | |
|---|---|
| *Yes:* | *Balch, Bauters, Cavenaugh, Dutra-Vernaci, Fife, Freitas, Gonzalez, Haubert, Hernandez, Jordan, Kaplan, Marchand,* Márquez*, Miley, Robinson, Salinas, Salwan, Saltzman, Tam, Vella, Young* |
| *No:* | *None* |
| *Abstain:* | *None* |
| *Absent:* | *Carson* |

Regarding item 7.6, Commissioner Bauters stated that at the Planning Policy and Legislation Committee (PPLC) staff recommended a support position for three bills AB 465, SB 537, and SB 411. Since the PPLC discussion, SB 411 and SB 537 have been amended to void the benefits the bills would have provided to Alameda CTC and recommended approval of a support position for AB 465 only.

*Commissioner Bauters made a motion to approve a support position for AB 465 in item 7.6 on the consent calendar. Commissioner Kaplan seconded the motion. The motion passed with the following vote:*

| | |
|---|---|
| *Yes:* | *Balch, Bauters, Cavenaugh, Dutra-Vernaci, Fife, Freitas, Gonzalez, Haubert, Hernandez, Jordan, Kaplan, Marchand,* Márquez*, Miley, Robinson, Salinas, Salwan, Saltzman, Tam, Vella, Young* |
| *No:* | *None* |
| *Abstain:* | *None* |
| *Absent:* | *Carson* |

## 8. Community Advisory Committees

### 8.1 Bicycle and Pedestrian Advisory Committee

Matt Turner provided an update on the Bicycle and Pedestrian Advisory Committee's April 20, 2023 meeting.

### 8.2 Independent Watchdog Committee

There was no one present from the Independent Watchdog Committee.

### 8.3 Paratransit Advisory and Planning Committee

There was no one present from the Paratransit Advisory and Planning Committee.

## 9. Regular Matters

### 9.1 Alameda CTC programs update and approve the Paratransit Program Implementation Guidelines and funding allocation and contract amendments for Safe Routes to Schools contracts

Krystle Pasco and Denise Turner provided the Commission with an update on Alameda CTC's transportation programs, and recommended that the Commission approve contract amendments and funding allocations for FY 2022-23, as well as the Paratransit Program Implementation Guidelines for FY 2023-24.

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

| | |
|---|---|
| *Yes:* | *Balch, Bauters, Cavenaugh, Dutra-Vernaci, Fife, Gonzalez, Haubert, Hernandez, Jordan, Kaplan, Marchand,* Márquez*, Miley, Robinson, Salinas, Salwan, Saltzman, Tam, Vella, Young* |
| *No:* | *None* |
| *Abstain:* | *None* |
| *Absent:* | *Carson, Freitas* |

## 10. Adjournment

The next meeting is Thursday, May 25, 2023, at 2:00 p.m. and will be in person at the Alameda CTC offices at 1111 Broadway, Suite 800, Oakland, CA 94607.

| | |
|---|---|
| **DATE:** | May 18, 2023 |
| **TO:** | Alameda County Transportation Commission |
| **FROM** | Patricia Reavey, Deputy Executive Director of Finance and Administration |
| **SUBJECT:** | FY2022-23 Third Quarter Report of Claims Acted Upon Under the Government Claims Act Update |

## Recommendation

This item is to provide the Commission with an update on the FY2022-23 Third Quarter Report of Claims Acted upon under the Government Claims Act. This item is for information only.

## Summary

There were no actions taken by staff under the Government Claims Act during the third quarter of FY2022-23.

## Background

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

California Government Code section 935.4 states:

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

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

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

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

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

| | |
|---|---|
| **DATE:** | May 18, 2023 |
| **TO:** | Alameda County Transportation Commission |
| **FROM:** | Carolyn Clevenger, Deputy Executive Director of Planning and Policy<br>Patricia Reavey, Deputy Executive Director of Finance and Administration |
| **SUBJECT:** | 2022 Alameda CTC Annual Report |

## Recommendation

This item is to inform the Commission that the 2022 Alameda CTC Annual Report has been prepared and completed for distribution. This item is for information only.

## Summary

Alameda CTC prepares an annual report each year, as required in the Public Utilities Code section 180111, on progress made to achieve the objective of improving transportation in Alameda County. The 2022 Annual Report highlights key transportation programs and projects that Alameda CTC plans, funds, and delivers and includes financial information for FY 2021-22.

Many of these transportation investments are funded largely through local, voter-approved Measure B and Measure BB sales tax dollars and local, voter-approved Vehicle Registration Fee (VRF) funds. The annual report includes financial information related to Measure B and Measure BB revenues and expenditures for the year ended June 30, 2022, as well as information related to the Vehicle Registration Fee (VRF) Program, including the total net VRF revenue from the start of the program, and revenues and expenditures through June 30, 2022.

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

## Attachment:

A. Draft 2022 Alameda CTC Annual Report *(Hyperlinked to website)*

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| | |
|---|---|
| **DATE:** | May 18, 2023 |
| **TO:** | Alameda County Transportation Commission |
| **FROM:** | Patricia Reavey, Deputy Executive Director of Finance and Administration<br>Yoana Navarro, Accounting Manager |
| **SUBJECT:** | Approve the Alameda CTC FY2022-23 Third Quarter Consolidated Financial Report |

## Recommendation

It is recommended that the Commission approve the Alameda CTC FY2022-23 Third Quarter Consolidated Financial Report.

## Summary

Alameda CTC's expenditures through March 31, 2023 are within year-to-date budget authority per the currently adopted budget. The agency remains in a strong financial position compared to budget through the third quarter of FY2022-23.

The attached FY2022-23 Third Quarter Financial Report has been prepared on a consolidated basis and is compared to the currently adopted budget on a year-to-date basis. This report provides a summary of FY2022-23 actual revenues and expenditures through March 31, 2023. Variances from the year-to-date budget are demonstrated as a percentage of the budget used by line item as well as stating either a favorable or unfavorable variance in dollars. Percentages over 100 percent indicate that actual revenue or expenditure items are more than 75 percent of the total annual budget through the third quarter of the fiscal year, and percentages under 100 percent indicate that actual revenue or expenditure items are less than 75 percent of the total annual budget through the third quarter of the fiscal year. As of March 31, 2023, Alameda CTC activity for the fiscal year results in a net increase in fund balance in the amount of $218.7 million. While various funds showed an increase to their fund balance, the most significant contributors were the Measure BB Capital Projects Fund, related to the proceeds from the 2014 Measure BB Sales Tax Revenue Bonds (Limited Tax Bonds), Series 2022 issuance which closed in July with bond proceeds of $140.6 million, and the Measure BB Special Revenue Fund which collected sales tax revenues that outpaced expenditures through the third quarter.

**Background**

The following are highlights of actual revenues and expenditures compared to budget as of March 31, 2023 by major category:

*Revenues*
Sales tax revenues are over budget by $27.3 million, or 10.1 percent, and grant revenues are under budget by $44.5 million mostly related to timing on capital projects. Grant revenues are recognized on a reimbursement basis and, therefore, correlate directly with related expenditures. Consequently, capital and other project expenditures are also under budget.

*Salaries and Benefits*
Salaries and benefits are under budget by $0.4 million, or 6.7 percent, as of March 31, 2023.

*Administration*
Costs for overall administration are over budget by $7.3 thousand, or 0.05 percent, mostly due to debt service costs which incurred 100 percent of the annual costs by March 31, 2023 compare to 75 percent of the total annual budget amount. No additional debt service costs will be incurred in the fourth quarter and actual expenditures in the debt service fund will equal 100% of the budget by the end of the fiscal year.

*Freeway Operations*
Freeway Operations expenditures are under budget by $1.5 million, or 30.0 percent, primarily related to a longer than expected lead time for the procurement of toll equipment for the Toll System Update project.

*Planning*
Planning expenditures are under budget by $0.4 million, or 17.4 percent, mostly related to timing on planning projects and lower than anticipated support services utilized through the third quarter.

*Programs*
Programs expenditures are under budget by $1.2 million or 0.7 percent, due to delayed expenditures for various discretionary programs and projects funded in the CIP by 2000 Measure B and Measure BB discretionary funds, which was offset by an increase in expenditures for Measure BB direct local distributions (DLD) which is directly related to sales tax revenues coming in higher than projected.

*Capital Projects*
Capital Projects expenditures are under budget by $226.4 million, or 74.5 percent. This variance is due, in part, to prolonged right-of-way acquisition negotiations resulting in project construction delays as well as slower construction activity during the winter months; however, activity and related expenditures are expected to pick up as construction ramps up in the coming months. Alameda CTC utilizes a rolling capital budget system in which any unused approved budget from prior years is available to pay for costs in subsequent fiscal years. Additional budget authority is requested by project only as needed in accordance with the budget process. The year-to-date budget amounts used for comparison is a straight-line amortization of the total approved project budget including unspent

budget authority rolled over from the prior year. Expenditures planned through March 31, 2023 in the budget process generally will differ from the straight-line budgeted amount used for this financial statement comparison. However, presenting the information with this comparison helps financial report users, project managers, and the project control team review year-to-date expenditures to give them an idea of how projects are progressing as compared to the approved budget. There are currently no budget issues on capital projects.

*Limitations Calculations*
Staff has completed the limitation calculations required in the 2014 Measure BB Transportation Expenditure Plan related to salaries and benefits and administration costs, and Alameda CTC is compliant with all limitation requirements.

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

**Attachment:**

A. Alameda CTC Consolidated Revenues/Expenditures as of March 31, 2023

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**ALAMEDA COUNTY TRANSPORTATION COMMISSION**
**Consolidated Revenues/Expenditures**
**March 31, 2023**

| | Total Consolidated YTD Actuals | Total Consolidated YTD Budget | % Used | Favorable/ (Unfavorable) Variance |
|---|---|---|---|---|
| REVENUES | | | | |
| Sales Tax Revenue | $ 297,313,459 | $ 270,000,001 | 110.12 | $ 27,313,458 |
| Investment Income | 13,892,805 | 11,681,250 | 118.93 | 2,211,555 |
| Member Agency Fees | 1,197,659 | 1,197,659 | 100.00 | - |
| VRF Funds | 9,445,666 | 9,000,000 | 104.95 | 445,666 |
| TFCA Funds | 1,219,091 | 1,451,250 | 84.00 | (232,159) |
| Toll Revenues | 7,095,980 | 7,050,000 | 100.65 | 45,980 |
| Toll Violation and Penalty Revenues | 3,034,964 | 2,100,000 | 144.52 | 934,964 |
| Other Revenues | 1,998 | - | - | 1,998 |
| Regional/State/Federal Grants | 5,349,952 | 42,642,512 | 12.55 | (37,292,560) |
| Local and Other Grants | 1,334,599 | 8,521,132 | 15.66 | (7,186,533) |
| Total Revenues | $ 339,886,173 | $ 353,643,804 | 96.11 | $ (13,757,631) |
| EXPENDITURES | | | | |
| Administration | | | | |
| Salaries and Benefits [1] | $ 2,163,141 | $ 2,323,189 | 93.11 | $ 160,048 |
| General Office Expenses | 1,710,131 | 1,915,365 | 89.28 | 205,234 |
| Travel Expense | 18,026 | 39,000 | 46.22 | 20,974 |
| Debt Service [2] | 8,695,390 | 6,521,543 | 133.33 | (2,173,847) |
| Debt Financing Issuance Costs | 601,907 | 472,734 | 127.32 | (129,173) |
| Professional Services | 1,141,552 | 2,614,967 | 43.65 | 1,473,415 |
| Commission and Community Support | 122,623 | 183,619 | 66.78 | 60,996 |
| Contingency | - | 375,000 | - | 375,000 |
| Subtotal | 14,452,770 | 14,445,417 | 100.05 | (7,353) |
| Freeway Operations | | | | |
| Salaries and Benefits [1] | 66,131 | 103,972 | 63.60 | 37,841 |
| Operating Expenditures | 3,224,946 | 3,864,750 | 83.45 | 639,804 |
| Special Project Expenditures | 312,619 | 1,177,500 | 26.55 | 864,881 |
| Subtotal | 3,603,696 | 5,146,222 | 70.03 | 1,542,526 |
| Planning | | | | |
| Salaries and Benefits [1] | 919,840 | 966,846 | 95.14 | 47,006 |
| Transportation Planning | 972,312 | 1,323,750 | 73.45 | 351,438 |
| Subtotal | 1,892,152 | 2,290,596 | 82.61 | 398,444 |
| Programs | | | | |
| Salaries and Benefits [1] | 2,306,571 | 2,331,643 | 98.92 | 25,072 |
| Programs Management and Support | 658,106 | 1,468,740 | 44.81 | 810,634 |
| Safe Routes to School Program | 1,440,760 | 2,415,948 | 59.64 | 975,188 |
| VRF Programming | 7,808,380 | 9,912,138 | 78.78 | 2,103,758 |
| Measure BB Direct Local Distribution | 150,665,232 | 137,413,584 | 109.64 | (13,251,648) |
| Grant Awards | 1,381,755 | 10,226,250 | 13.51 | 8,844,495 |
| TFCA Programming | 312,730 | 1,864,148 | 16.78 | 1,551,418 |
| Exchange Fund Programming | - | 92,270 | - | 92,270 |
| Subtotal | 164,573,534 | 165,724,721 | 99.31 | 1,151,187 |
| Capital Projects | | | | |
| Salaries and Benefits [1] | 829,759 | 1,009,464 | 82.20 | 179,705 |
| Capital Project Expenditures | 76,492,012 | 302,736,791 | 25.27 | 226,244,779 |
| Subtotal | 77,321,771 | 303,746,255 | 25.46 | 226,424,484 |
| Total Expenditures | $ 261,843,923 | $ 491,353,211 | 53.29 | $ 229,509,288 |
| Other Financing Sources | 140,630,312 | 105,472,734 | 133.33 | (35,157,578) |
| Net Change in Fund Balance | $ 218,672,562 | $ (32,236,673) | | |
| Beginning Fund Balance | 663,256,873 | 663,256,873 | | |
| Ending Fund Balance | $ 881,929,435 | $ 631,020,200 | | |

(1) Salaries and benefits are under budget by $449,681 or 6.7% as of March 31, 2023.
(2) Debt service cost are required to be recorded when incurred per government accounting standards and will equal budget by year end.

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| | |
|---|---|
| **DATE:** | May 18, 2023 |
| **TO:** | Alameda County Transportation Commission |
| **FROM:** | Patricia Reavey, Deputy Executive Director of Finance and Administration<br>Lily Balinton, Director of Finance |
| **SUBJECT:** | Approve Measure BB Sales Tax Budget Update for FY2022-23 |

## Recommendation

It is recommended that the Commission approve:

- An increase to the Alameda CTC Measure BB sales tax revenue budget for FY2022-23 from the currently adopted amount of $360.0 million to $400.0 million for an increase of $40.0 million and
- An increase to the corresponding direct local distribution expenditure authority based on the formulas established in the 2014 transportation expenditure plan regardless of actual collection amounts.

## Summary

The proposed Measure BB revenue increase to the budget is 11.1 percent higher than the currently adopted budget. Based on receipts to date, sales tax revenues are projected to out-perform the conservative projection in the budget proposed in May 2022. Overall receipts for the first half of the fiscal year were higher than budget by 15.6 percent and generally come in slightly higher in the first half of the fiscal year mostly due to holiday spending. This revised projection to $400.0 million for the fiscal year is higher than the agency's historical peak collection level experienced last year of $385.9 million which includes both Measure B and Measure BB. This revised sales tax projection will be included as a budget adjustment to the FY2022-23 budget, increasing projected revenues by $40.0 million and the corresponding direct local distribution (DLD) budgeted expenditures based on the formula established in the 2014 transportation expenditure plan.

## Background

An adjustment to sales tax revenues in the budget is not always necessary once it has been established, however, when actual revenues are coming in higher than budget, it is imperative

that the agency has adequate legal expenditure authority to allow for the transfer of all required DLD funds to the member agencies as sales tax revenues are collected. For this reason, staff recommends the Commission adopt this sales tax revenue budget update for FY2022-23.

**Fiscal Impact:** The fiscal impact of approving the proposed FY2022-23 sales tax revenue and expenditure budget update would be to provide additional resources of $40.0 million and authorize the corresponding DLD expenditures to member agencies based on the formula established in the 2014 transportation expenditure plan regardless of actual sales tax collection amounts.

| | |
|---|---|
| **DATE:** | May 18, 2023 |
| **TO:** | Alameda County Transportation Commission |
| **FROM** | Patricia Reavey, Deputy Executive Director of Finance and Administration |
| **SUBJECT:** | Compliance with Brown Act Requirements Update |

## Recommendation

This item is provided for informational purposes to assist Commissioners and staff in understanding the Brown Act requirements when there is a desire to utilize remote options during Commission and Standing Committee meetings. While Alameda CTC recommends that the default procedure for Commissioners is to send their Alternates in their place if they cannot attend a Commission or Standing Committee meeting, staff recognizes that this may not always be possible. The Brown Act requirements outlined in the attached memo from legal counsel (Attachment A) provides detailed requirements that will need to be followed by Commissioners and staff, depending on the Brown Act rule that is utilized to authorize remote access, in administering meetings that include a remote Commissioner.

## Summary

With the expiration of the state of emergency related to COVID-19 and the return to in person meetings, Alameda CTC needs to ensure that Commissioners and their alternates as well as members of Alameda CTC's Independent Watchdog Committee (IWC) and advisory committees, are clear on their responsibilities and applicable procedures under the Brown Act as it stands today. General counsel provided the memo in Attachment A in order to describe the current requirements to be followed for remote meetings and other challenges such as extensive record keeping and ensuring that we are able to obtain a quorum for meetings of Alameda CTC's Commission and Standing Committees, advisory committees, and the IWC with respect to ensuring compliance with the Brown Act while facilitating orderly meetings. Requests to attend meetings remotely should be made timely, as indicated in Attachment A, based on the remote rule under which the request is being made, to ensure the ability of the agency to adhere to Brown Act requirements.

On occasions when Alameda CTC includes a closed session as part of a Commission or Committee meeting, Alameda CTC's preference is for each Commissioner to attend the meeting in person, or to arrange for their Alternate to attend the meeting in their place. If

Commissioners must attend remotely, Alameda CTC will need to make special arrangements for the closed session portion of the meeting to ensure the integrity of the closed session. Staff will discuss the possible methods of remote access with the Chair and Vice Chair before holding any closed session that includes remote participants.

The agency has implemented new software which will allow the public access to Alameda CTC meetings both in person and remotely via a livestream or Zoom. If a member of the public would like to make a public comment, this can be done via Zoom, in person, or by sending an email to clerk@alamedactc.org. Due to the complexity of the system, Commissioners will need to sit in pre-assigned seats at the dais in the Conference Room. and Commissioners will need to use the "Request to Speak" button, located in front of each seat at the dais to indicate a desire to speak during any Commission meeting. This button is not used during Committee meetings. The Chair of the Commission or Committee will recognize Commissioners or Alternates who have indicated a desire to speak.

Commissioners attending meetings in person may use personal devices during the meeting, but do not need to log into Zoom. All audio on Commissioners' devices must be muted to avoid interference with the microphone system in the conference room, and any phone calls should be taken either in the lobby or in the designated conference room.

**Background**

Prior to the COVID-19 pandemic, Alameda CTC held all Commission and Standing Committee meetings in person. With the expiration of the state of emergency related to COVID-19 and the return to in person meetings, the agency has implemented new software to allow more access to the public, taking a hybrid approach, which allows the public access to meetings in person or electronically via livestream or Zoom. This agency improvement and changes to the Brown Act requires clarification of general procedures, requirements for Commissioner attendance, meeting operations, and closed sessions as addressed in detail in Attachment A.

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

**Attachment:**

A. Legal Memo Dated April 24, 2023: Compliance with Brown Act Requirements

FENNEMORE. WENDEL

# MEMORANDUM

**TO:** Alameda CTC Commissioners and Alternates

**FROM:** Neal A. Parish

**DATE:** April 24, 2023

**RE:** Compliance with Brown Act Requirements Following the End of the COVID-19 State of Emergency and the Adoption of Assembly Bill 2449

We have been asked to prepare this memo describing the current requirements for meetings of Alameda CTC's Commission and Standing Committees with respect to ensuring compliance with the Brown Act while facilitating orderly meetings of these bodies. This memo also addresses the requirements applicable to meetings of Alameda CTC's Advisory Committees and the Independent Watchdog Committee ("IWC"). This memo is a follow-up to the meeting protocols recommended by the Finance and Administration Committee ("FAC") at its March 2023 meeting and thereafter (but not approved) at the March 2023 Commission meeting, but is intended to be purely an informational item. Pursuant to Alameda CTC's standard meeting procedures and agenda templates, however, the Commission is entitled to take any action related to the topics discussed in this memo as the Commission may deem appropriate.

## TRADITIONAL BROWN ACT RULES AND PANDEMIC-INDUCED CHANGES

Prior to the COVID-19 pandemic, members of a legislative body subject to the Brown Act [1] (Government Code §65950 *et seq.*) could only participate in a meeting of that body through teleconferencing [2] if certain procedures were followed. Most importantly, the agenda for the meeting was required to specifically identify each remote location where any member would be joining the meeting, the agenda was required to be posted at each location and each teleconference location had to allow for members of the public to access the meeting and offer public comment from that location. These requirements were collectively considered to be the traditional means of remote participation under the Brown Act, and had only rarely been used by Alameda CTC and its predecessors – in part because Alameda CTC and each of its predecessor agencies incorporated the concept of Alternates into each agency's respective administrative code and/or joint powers agreement. It has always been assumed that members of these agencies' respective governing bodies would arrange for their Alternates to

[1] The Commission, the Standing Committees, the IWC, and each of the Advisory Committees are considered to be separate legislative bodies subject to the Brown Act.

[2] Government Code §54953 defines "teleconference" as a meeting where members are in different locations connected by electronic means, either audio (e.g., a conference call), video, or both (e.g., via Zoom).

attend legislative body meetings rather than relying on the Brown Act's teleconference rules under normal circumstances.

The acknowledged potential for the spread of COVID-19 at public meetings held during the pandemic led to an executive order by Governor Newsom, and thereafter the adoption of Assembly Bill (AB) 361, each of which provided an alternative means of conducting hybrid or fully remote meetings that could only be used during emergencies as declared by the State of California. Alameda CTC took full advantage of these rules because Alameda CTC and its Commissioners were concerned with the potential spread of COVID-19 if meetings were held in person. Now that the COVID-19 state of emergency was declared to be over as of February 28, 2023, Alameda CTC may no longer conduct remote or hybrid meetings under AB 361's Brown Act rules.

Effective as of January 1, 2023, amendments to the Brown Act resulting from AB 2449 provide an optional source of limited additional flexibility in terms of allowing remote participation by members of legislative bodies under certain circumstances. Unfortunately, AB 2449 requires a fair amount of recordkeeping and tracking by any local agency that implements the new law, with respect to participation by each member of that agency's various legislative bodies. Given that Alameda CTC has 22 Commissioners and an equal number of Alternates, in addition to numerous community members of the IWC and the Advisory Committees, the meeting protocols presented to the Commission at its March meeting assumed that Alameda CTC would be one of the many agencies throughout the State that opted not to implement AB 2449. Commissioners, however, have made it clear that they expect Alameda CTC to implement the flexibility allowed by AB 2449 with respect to meetings of the Commission and the Standing Committees.

AB 2449 provides a somewhat more flexible method for remote participation in the event of either "just cause" or "emergency circumstances" under Government Code §54953(f).[3] As noted above, AB 2449 has a number of limitations and requires tracking by both the agency and each member of any legislative body. As applied to Alameda CTC, a Commissioner or Alternate may not participate remotely in more than two meetings each of the Commission or any Standing Committee in a given calendar year based on either just cause or emergency circumstances.[4]

It is also important to recognize that any member of a legislative body may legally wait until the beginning of a meeting to announce that they plan to participate remotely for just cause. Members may also wait until the beginning of a meeting to request to participate remotely in an emergency situation, and the legislative body must vote and approve a member's request to participate remotely in the event of an emergency. This means that an

[3] The terms "just cause" and "emergency circumstances" are defined in Government Code §54953(j), and discussed further below.

[4] The law generally allows remote participation in more than two meetings for most legislative bodies if some or all of this participation is based on emergency circumstances, but the higher limits do not apply to Alameda CTC since the Commission and the Standing Committees have ten or fewer regular meetings in a given calendar year. For Alameda CTC, members are limited to participating remotely under AB 2449 for two meetings per calendar year for each legislative body, regardless of whether this is based on just cause or emergency circumstances.

agency allowing participation under AB 2449 must be prepared to quickly review each remote participation request and confirm that the request does not violate either of the restrictions described above, prior to authorizing such remote participation, and preferably should have procedures in place which encourage or require more advance notice than required under AB 2449.

It is also important to note that at least a quorum of the members of any legislative body must participate in person from a "singular physical location" clearly identified on the agenda if any member participates remotely under AB 2449. This is especially relevant for Alameda CTC for two reasons. One is the fact that any member participating under AB 2449 will not be counted as part of a meeting quorum, although that member will be able to participate and vote in the meeting. The second issue arises out of the fact that Commissioners representing the Tri-Valley area have begun participating in Standing Committee meetings from the Heritage House at the Alameda County Fairgrounds pursuant to the traditional Brown Act teleconference rules. Under these traditional teleconference rules, these Commissioners count towards a given committee's quorum requirement, since Heritage House is located within Alameda CTC's jurisdiction. If any Commissioner participates in a committee meeting using AB 2449's rules, however, the Commissioners present at the Heritage House would not count towards the quorum since they are not participating from the main meeting location in downtown Oakland, although they would still be able to vote in the meeting. The same issue would arise if any Commissioner or Alternate participates remotely in a Commission or Committee meeting under the traditional rules, and another member joins using AB 2449. Alameda CTC could be confronted with a situation where a Committee or the Commission is unable to take any actions because that body loses its quorum as a result of members participating in that meeting remotely under AB 2449.

Additionally, Alameda CTC's various community committees have had issues with respect to obtaining quorums at their meetings, both before and during the pandemic. Allowing members of these committees to participate remotely under AB 2449 would make it even more difficult to obtain a quorum at each committee meeting since remote participants would not count towards the quorum. It would also make it more difficult for staff to predict whether or not a quorum will be present at any upcoming committee meeting, since remote participation under AB 2449 can be announced or requested as late as the start of a given meeting.

## FACILITATION OF IN PERSON ATTENDANCE AT COMMISSION AND COMMITTEE MEETINGS

With the expiration of the state of emergency and the return to Alameda CTC's offices and in person meetings, the agency has implemented new software and hardware that will allow more access to the public, taking a hybrid approach which allows the public access to meetings in person or electronically via livestream or Zoom. Note that all meeting agendas now state that Alameda CTC cannot guarantee that the public's Zoom will be uninterrupted, and further states that the meeting will continue even in the event of technical difficulties for

participants using the Zoom option since the public is always able to make comments in person.[5]

Alameda CTC now needs to ensure that Commissioners and Alternates, and members of the IWC and Advisory Committees, are clear on their responsibilities and applicable procedures under the Brown Act as it stands today. Note that Alameda CTC may modify these procedures if one of the Brown Act modernization bills currently pending in the Legislature is eventually adopted and signed by the Governor.

We acknowledge that Commissioners have appreciated the flexibility that was previously offered by AB 361, and further acknowledge that there will be situations where one or more Commissioners will be unable to participate in upcoming Commission or Standing Committee meetings either in person or under the traditional Brown Act teleconference rules. Both this office and the executive team at Alameda CTC, however, believe that the default procedure in such situations should be for a Commissioner to make arrangements for their designated Alternate to attend the meeting in the Commissioner's stead. As noted above, Alternates were instituted by Alameda CTC's predecessors, and the practice continued by Alameda CTC, specifically to address these types of situations.

Most Commissioners (and/or Alternates) will likely attend Commission and Committee meetings in person in the Mary V. King Conference Room at Alameda CTC's offices. In order to facilitate discussions and group decision-making, Alameda CTC utilizes meeting room technology consisting of staff-operated cameras, speakers, microphone arrays, and displays to create a complete audiovisual environment. Large displays in the conference room will display video images of any Commissioners joining the meeting remotely and will broadcast their comments throughout the conference room, and the same means will be used for public comment. Due to the complexity of the system, Commissioners will need to sit in pre-assigned seats at the dais for all meetings in the Mary V. King Conference Room and, for Commission meetings only, Commissioners will need to use the "Request to Speak" button located in front of each seat at the dais to indicate a desire to speak in a public meeting. The Chair of the Commission will recognize members of the Commission or Committee who have indicated a desire to speak. The Chair and Clerk of the Commission are the only parties with the ability to mute and unmute microphones. All public access to the livestream and Zoom broadcast of a meeting will be halted, and all microphones will be turned off, for the duration of any closed session.

Commissioners attending meetings in person may use their personal laptops or other devices during the meeting, but will not need to log into Zoom. All audio on Commissioners' devices must be muted to avoid interference with the microphone system in the conference room, and any phone calls should be taken either in the lobby or in the designated conference space.

[5] As further discussed below, this disclaimer does not apply if any member is participating under AB 2449.

**REMOTE MEETING PARTICIPATION UNDER THE BROWN ACT'S TRADITIONAL RULES – PROCEDURES AND REQUIREMENTS**

As noted above, Commissioners and Alternates, and members of the various advisory and independent committees, are able to participate via teleconference, whether by phone or by Zoom, following the traditional Brown Act rules. To ensure compliance with Brown Act provisions regarding agenda posting and public access, and in order to ensure that the Alameda CTC Clerk is able to confirm that a quorum of each legislative body is present within Alameda County, any member or group of members that plan on meeting remotely must conform to the following rules:

- Requests to attend remotely must be provided to the Clerk at least two weeks prior to the date of the meeting.
- Each remote meeting location must be open and accessible to any member of the public who wishes to attend the meeting and/or to offer public comment from that location.
- The meeting notice and agenda must be posted in a public location not less than 72 hours before the meeting.
- If the meeting location is within Alameda County (and if no members are participating under AB 2449), all members at that location will be counted towards the meeting quorum.
- Pursuant to the Alameda CTC Administrative Code, members should appear by both video and audio to ensure that the Clerk and members of the public watching the meeting can fully identify the participants in each meeting. This is especially important while speaking, making or seconding a motion, or casting a vote. If a member is participating through Zoom but is unable to use the camera for technical or practical reasons, the Clerk shall verify the participant's identity and ensure that the participant's name is displayed. If a member is participating only by phone, the Clerk shall verify the participant's identity when admitting the member into the meeting.
- To the extent possible, the remote meeting location should also:
    - Have a dedicated liaison to facilitate meeting coordination and all meeting logistics, including IT/audiovisual issues
    - Have both a computer or tablet for joining by Zoom, and a speakerphone to allow participation by phone if the Zoom link stops working
    - Be ADA-accessible
    - Follow Alameda County guidance regarding COVID-19 protocols

**REMOTE MEETING PARTICIPATION UNDER AB 2449 – PROCEDURES AND REQUIREMENTS**

Commissioners and Alternates also have the ability to participate remotely by following the new procedures enacted by AB 2449, since Alameda CTC has implemented the use of an audiovisual system that complies with this bill. Due in large part to quorum issues, as noted above, Alameda CTC is unable to allow members of the advisory and independent committees to participate remotely under AB 2449. AB 2449's procedures have a significant advantage over the traditional rules, in that they do not require the listing of the remote locations on the agendas, or require that the public be allowed to participate from the remote locations. They also introduce a number of complications, as discussed above. There are two slightly different sets of rules, depending on whether a member intends to participate for "just cause" or due to "emergency circumstances."

Just cause means any of the following:

- A childcare or caregiving need of a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner that requires them to participate remotely
- A contagious illness that prevents a member from attending in person
- A need related to a physical or mental disability not otherwise accommodated
- Travel while on official business of the legislative body or another state or local agency.

If a member is participating remotely for just cause, the member must notify the legislative body at the earliest opportunity of their need to participate remotely, and must provide a general description (typically not exceeding 20 words) of the circumstances relating to their need to appear remotely at the meeting. Legally, this notification can be given at the start of a regular meeting (preferably immediately after the meeting is called to order), but Alameda CTC strongly requests that members provide the Clerk with at least one week's advance notice so that the Clerk can confirm that a quorum will be present at the Mary V. King Conference Room in Alameda CTC's Oakland offices. Additionally, if it becomes apparent a member's participation under AB 2449 would mean that the Commission or Committee will be unable to meet quorum requirements in the Oakland location because any members participating remotely under the traditional Brown Act teleconference rules would not count towards the quorum, that member may be asked to forgo participating in the meeting or to ensure that their Alternate attends the meeting in person. Note that, if their Alternate attends the meeting in person, the member would still be able to view the meeting over Zoom as a member of the public, but would not be able to participate in discussions or provide any public comment during the meeting.

"Emergency circumstances" means a physical or family medical emergency that prevents a member from attending in person. Again, the request to participate remotely must be made as soon as possible, including as late as the start of a meeting where that member intends to participate remotely, and the member must provide a general description (typically not exceeding 20 words) of the circumstances relating to their need to appear remotely at the

meeting.[6] Note that the legislative body must take action to approve the member's request before the member may participate under the emergency circumstances procedures. This means that the meeting must be called to order and roll taken of all other members before the Commission or Committee can vote on whether to allow the member to participate remotely. Presumably, that legislative body would simply vote not to allow such participation if it would result in the loss of an existing quorum. Again, the member would still be able to view the meeting over Zoom as a member of the public if the request to participate remotely is denied, but the member would not be able to participate in discussions or provide any public comment during the meeting.

When participating remotely under AB 2449 rather than having their Alternate attend that meeting, that member must conform to the following rules:

- The member must disclose whether any individuals 18 years or older are present in the remote location, and must disclose the general nature of the member's relationship with such individuals. The announcement is recommended to happen after the member discloses the need to participate remotely and is required before any action is taken.
- The member must "participate through both audio and visual technology," so the member must participate through Zoom rather than phone call, and the member's camera must be on at all times.
- No member may participate in a given legislative body for more than two meetings per calendar year under both the just cause and emergency circumstances rationale. Note that this meeting limitation applies separately to the Commission and each Standing Committee that includes that member.
- In the event of a disruption which prevents Alameda CTC from broadcasting the meeting via Zoom, or a disruption in Alameda CTC's control which prevents members of the public from making comments over Zoom, the Commission or Committee may not take any further action on items on the agenda until and unless the Zoom link is restored.

Although Alameda CTC will endeavor to keep track of Commissioners' and Alternates' participation under AB 2449, it is also incumbent upon each Commissioner to keep track of their own participation, so they do not inadvertently submit a request to participate remotely in a situation where such participation is not allowed.

## CLOSED SESSIONS

On those relatively rare occasions when Alameda CTC includes a closed session as part of a Commission or Committee meeting, Alameda CTC's strong preference is for each Commissioner to attend such meeting in person, or to arrange for their Alternate to attend the meeting if the Commissioner is unable to attend in person. If, however, one or more

[6] The general description of the circumstances does not require the member to disclose any medical diagnosis or disability, or any personal medical information that is already exempt under existing law, such as the Confidentiality of Medical Information Act.

Commissioners must attend remotely, whether under the traditional Brown Act rules or pursuant to AB 2449, Alameda CTC will need to make special arrangements for the closed session portion of the meeting. Staff is currently evaluating the alternatives and will discuss the possible choices with the Chair and Vice Chair before holding any closed session that includes remote participants.

We realize that this memo presents a great deal of information. Both this office and Alameda CTC staff would be happy to answer any questions you may have.

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| **DATE:** | May 18, 2023 |
| **TO:** | Alameda County Transportation Commission |
| **FROM:** | Gary Huisingh, Deputy Executive Director of Projects<br>Jhay Delos Reyes, Acting Director of Project Delivery |
| **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 (A15-0035, A18-0040 and A18-0048) in support of both Alameda CTC-implemented Capital Projects and program delivery commitments and local agency-sponsored projects receiving Alameda CTC-administered discretionary funding.

## Summary

Alameda CTC enters into agreements/contracts with consultants and local, regional, state, and federal entities, as required, to provide the services, or to reimburse project expenditures incurred by project sponsors, necessary to meet the Capital Projects and program delivery commitments. Alameda CTC also 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 1st request for a one-year time extension may be approved by the Executive Director, but 2nd 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:** WMH Corporation (A15-0035), Oberkamper & Associates Civil Engineers, Inc. (A18-0040), Kimley-Horn and Associates, Inc. (A18-0048), and its subconsultants did not report any conflicts in accordance with the Levine Act.

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

**Attachment:**

A. Table A: Administrative Amendment Summary

Table A: Administrative Amendment Summary

| Index No. | Firm/Agency | Project/Services | Agreement No. | Contract Amendment History and Requests | Reason Code | Fiscal Impact |
|---|---|---|---|---|---|---|
| 1 | WMH Corporation | I-680 Northbound HOV/Express Lane/ Design and design services during construction | A15-0035 | A1: Budget increase and 24-month time extension rom 6/30/2019 to 6/30/2021 for design services during construction<br>A2: Modify indemnification and insurance provisions in Contract<br>A3: 12-month time extension from 6/30/2021 to 6/30/2022<br>A4: 12-month time extension from 6/30/2022 to 6/30/2023<br>A5: 12-month time extension from 6/30/2023 to 6/30/2024 *(current request)* | 1 | None |
| 2 | Oberkamper & Associates Civil Engineers, Inc. | I-880/Mission Boulevard (Route 262) Interchange / Right-of-way services | A18-0040 | A1: 12-month time extension from 4/30/2020 to 4/30/2021<br>A2: Budget increase and modify indemnification and insurance provisions in Contract<br>A3: 14-month time extension from 4/30/2021 to 6/30/2022<br>A4: Budget increase and 12-month time extension from 6/30/2022 to 6/30/2023<br>A5: 12-month time extension from 6/30/2023 to 6/30/2024 *(current request)* | 1 | None |

| | | | | | | |
|---|---|---|---|---|---|---|
| 3 | Kimley-Horn and Associates, Inc. | I-880 Interchange Improvements (Winton Avenue/A Street) / Project Initiation Document and Project Approval and Environmental Document services | A18-0048 | A1: Modify indemnification and insurance provisions in Contract<br>A2: 12-month time extension from 6/30/2022 to 6/30/2023<br>A3: 12-month time extension from 6/30/2023 to 6/30/2024 *(current request)* | 1 | None |

(1) Project delays.
(2) Extended phase/project closeout activities.
(3) Other.

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|---|---|
| **DATE:** | May 18, 2023 |
| **TO:** | Alameda County Transportation Commission |
| **FROM:** | John Lowery, Director of Express Lane Operations |
| **SUBJECT:** | Approve Amendment No. 4 to Agreement 15R390000 with the California Highway Patrol for I-580 Express Lanes Enforcement Services |

## Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 4 to Agreement 15R390000 with the California Highway Patrol to extend the term of the agreement for three additional years with an additional budget of $1,040,000 for a total not-to exceed amount of $5,206,000 for I-580 Express Lanes enforcement services.

## Summary

Alameda CTC operates and maintains the I-580 Express Lanes to provide travel reliability for the public. Alameda CTC maintains an agreement with the California Highway Patrol (CHP) to provide the necessary patrol and enforcement services that are an essential element of maintaining optimal operations on the express lanes. The current agreement expires on June 30, 2023. An extension of this service agreement to June 2026, along with the corresponding increase in budget will ensure continued coverage by CHP necessary for successful I-580 Express Lanes operations.

## Background

There are currently two methods of enforcement of express lanes, including automated toll enforcement and manual enforcement by CHP. Automated toll enforcement utilizes license plate recognition cameras to identify vehicles with a FasTrak® toll tag. CHP is relied upon for manual enforcement to visually inspect vehicle occupancy and confirm that vehicles with toll tags that are switched to high-occupancy settings meet the occupancy requirements. CHP also enforces illegal crossing of double-white lines, vehicles that have no license plates and other violations as appropriate for traffic safety. Like all express lanes in California, CHP officers

volunteer for overtime duty to perform express lane enforcement and are paid hourly overtime rates.

Pursuant to California Streets and Highway Code Section 149.5, an agreement with CHP was first executed in 2015 to authorize reimbursement for CHP express lanes enforcement activities. Amendments were issued in 2016, 2018, and 2020, each with sufficient budget additions to ensure continued enforcement monitoring of the express lanes. The current agreement expires on June 30, 2023 and an extension of this service agreement will ensure continued coverage by CHP necessary for successful I-580 Express Lanes operations.

At this time, staff and CHP are recommending that the amendment be issued for a three-year time extension to reduce administrative costs associated with each amendment. Staff has estimated that the budget needs for the next three years will be $2,720,000. Based on the estimated budget remaining from the current contract amount, the additional budget request for this three-year time extension is $1,040,000.

**Fiscal Impact:** The fiscal impact for approving this item is $1,040,000 of I-580 Express Lanes toll revenue funds, which will be included in the appropriate I-580 Express Lanes Operating Budgets.

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| **DATE:** | May 18, 2023 |
| **TO:** | Alameda County Transportation Commission |
| **FROM:** | John Lowery, Director of Express Lane Operations |
| **SUBJECT:** | Approve Amendment No. 1 to Cooperative Agreement with the Bay Area Infrastructure Financing Authority (BAIFA) for Express Lanes Operations Services |

## Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 1 to the Cooperative Agreement with the Bay Area Infrastructure Financing Authority (BAIFA) for express lanes operations and monitoring services.

## Summary

Alameda CTC operates the I-580 Express Lanes, located in the Tri-Valley through the cities of Dublin, Pleasanton, and Livermore. In addition, Alameda CTC operates the I-680 Sunol Express Lanes that span from State Route (SR) 84 near Pleasanton to SR 237 in the City of Milpitas, on behalf of the Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA). In April of 2021, Alameda CTC entered into a Cooperative Agreement with BAIFA to provide real-time monitoring of the I-580 and I-680 express lanes. BAIFA operates the I-680 Contra Costa Express Lanes, the I-880 Express Lanes and the San Mateo US 101 Express Lanes and contracts with a consultant to monitor operations from an express lanes operations center in San Francisco. Prior to the cooperative agreement with BAIFA, Alameda CTC maintained a separate express lanes operation center to monitor I-580 and I-680 express lanes. Merging Alameda CTC's express lanes operations with BAIFA's has proven to be efficient and cost effective. The cooperative agreement expires June 30, 2023 and an extension is needed to allow for continued operations and monitoring support for the I-580 and I-680 express lanes.

## Background

Alameda CTC operates two express lanes: the I-580 Express Lanes, located in the Tri-Valley through the cities of Dublin, Pleasanton, and Livermore; and the I-680 Sunol Express Lanes that span from State Route (SR) 84 near Pleasanton to SR 237 in the City of Milpitas. Both express lanes operate 5 am – 8 pm, Monday through Friday. During those hours, it is necessary to actively monitor the roadways and electronic toll system in real time via closed-circuit television cameras (CCTVs) and electronic toll system monitoring tools to ensure the

toll system is operational and managing traffic. In addition, monitoring is needed to ensure effective and timely coordination with Caltrans and the California Highway Patrol in the event of an incident in the roadway, such as a collision, stalled vehicle, or debris inhibiting travel.

Prior to 2021, Alameda CTC maintained an express lanes operations center within our Oakland office to monitor the I-580 and I-680 express lanes. The operations center was equipped with large-screen monitors to view CCTV camera feeds, toll system dashboards, and other electronic tools. Via consultant agreement, operators worked in shifts to provide real-time monitoring services during express lane operating hours. Alameda CTC staff were responsible for training and oversight of the operators and were required to fill in when there were gaps in operator coverage.

BAIFA operates the I-680 Contra Costa Express lanes, the I-880 Express Lanes, and the San Mateo US 101 Express Lanes. As part of those duties, BAIFA maintains an express lanes operations center at the Bay Area Metro Center in San Francisco and contracts with a consultant to provide express lanes operators. Because this consultant also provides operators for the 511 services, as well as a full-time express lanes operations manager, there is a larger pool of operators such that agency staff are rarely needed to fill in with this effort. BAIFA's consultant thoroughly interviews, trains, schedules, and oversees all express lane operators. Standard Operating Procedures are in place to define all tasks that operators perform during their shifts. In addition, monthly reports are provided that summarize the incidents, overrides, and other services provided.

In April 2021, Alameda CTC entered into a Cooperative Agreement with BAIFA to provide real-time monitoring of the I-580 Express Lanes and I-680 Sunol Express Lanes. Merging Alameda CTC's express lanes operations with BAIFA's has proven to be beneficial to Alameda CTC in a couple of ways. First, it has relieved Alameda CTC's small express lanes team of training and oversight of the operators, as well as the on-call duties that were required. BAIFA staff oversee the consultant contract and monitor operations of our express lanes just as they do their own. Second, the merging of the operations center eliminated the need for Alameda CTC to allocate office space and incur costs associated with maintaining our own operations center. These costs are now shared through the cooperative agreement, allowing all parties to benefit from economies of scale.

The Cooperative Agreement is aligned with the shared goals of improving regional freeway operations and providing a seamless express lane system for travelers. The combined express lanes operation center facilitates incident response in coordination with the Caltrans District 4 Traffic Management Center by providing a single point of contact for the I-680, I-580, I-880 and US 101 corridors. Response to incidents impacting multiple corridors can be handled in a consistent manner more efficiently, which is a growing concern as the express lane network grows and facilities become more proximate to one another. In addition, Alameda CTC and BAIFA have coordinated closely to ensure our express lanes provide a consistent set of tolling rules for the public.

Not all express lanes operations responsibilities are contracted to BAIFA. Alameda CTC staff retains direct management of the pricing of the express lanes, evaluates express lane performance, monitors the express lane toll system performance to ensure it is meeting key metrics required under the toll system integrator's (TSI's) operations and maintenance agreement, and processes express lane toll disputes escalated by the FasTrak® regional customer service center. Quarterly operations updates will continue to be provided to the Commission.

The Cooperative Agreement with BAIFA expires June 30, 2023 and an amendment is needed to allow for continued operations and monitoring support for the I-580 and I-680 express lanes. At this time, it is recommended to extend the term by two years to June 30, 2025. The fixed fee for BAIFA to provide operations services for Alameda CTC's express lanes is as shown in the table below. The fee is based on BAIFA's consultant contract for operations services, pro-rated based on the number of lane-miles in operation by Alameda CTC as a percentage of the total lane-miles operated under BAIFA's contract, which is currently about 25%.

| | Fiscal Year 2023-24 | Fiscal Year 2024-25 |
|---|---|---|
| Monthly Fixed Fee | $20,525 | $21, 025 |

The Cooperative Agreement would expire June 30, 2025, unless amended by both Alameda CTC and BAIFA. Prior to expiration, potential fee adjustments would be negotiated.

**Fiscal Impact:** Approval of Amendment No. 1 to the Agreement will encumber I-580 and I-680 toll revenue funds for subsequent expenditure through June 30, 2025 subject to the approval of the FY 2023-24 and FY 2024-25 operating budgets.

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| | |
|---|---|
| **DATE:** | May 18, 2023 |
| **TO:** | Alameda County Transportation Commission |
| **FROM:** | John Lowery, Director of Express Lane Operations |
| **SUBJECT:** | Approve Resolution No. 23-005 to revise the Alameda County Transportation Commission's express lanes violation penalties schedule |

## Recommendation

Staff recommends the Commission approve Resolution No. 23-005 to revise the Alameda County Transportation Commission's (Alameda CTC) express lanes violation penalties schedule to add an exception to the penalties to create a one-time waiver of all toll violation penalties for low-income individuals effective July 1, 2023 and adopt policies for a low-income payment plan as described in Attachment A, Column B.

## Summary

Legislation signed in September of 2022 requires the adoption of a payment plan program for the benefit of low-income individuals on toll facilities in California. The legislation requires that toll bridge operators have an operative payment plan program by July 1, 2023 and toll highway, toll road, and express lanes operators have an operative program by July 1, 2024. Bay Area express lanes operators collectively decided to make a payment plan option available as of July 1, 2023, one year earlier than required, to be consistent with the payment plan timeline for Bay Area bridges.

This legislation also includes a one-time waiver for low-income individuals for outstanding toll evasion penalties incurred on toll bridges imposed between March 20, 2020 to January 1, 2023. Although the legislation only imposes the one-time waiver requirement on toll bridge operators, Bay Area express lanes operators collectively decided to seek authorization from their respective governing boards to voluntarily adopt a one-time waiver program consistent with the statutory requirement imposed on toll bridges.

Resolution No. 23-005 proposes to amend the list of exceptions included in the toll violation penalties schedule for the Alameda CTC toll ordinance to add a low-income waiver exception effective as of July 1, 2023.

**Background**

Assembly Bill 2594 (AB 2594) was signed into law in September of 2022. The legislation includes new requirements and incorporates many practices already in place for California and Bay Area toll facilities. One of the new requirements of AB 2594 provides that California toll operators must adopt a payment plan option for low-income individuals. According to the legislation, toll agencies must create a payment plan that would go into effect as of July 1, 2023 for toll bridges and as of July 1, 2024 for express lanes. The legislation also creates a new one-time waiver program for low-income individuals to obtain a complete waiver of bridge toll violation penalties, excluding DMV fees, that were incurred from March 20, 2020 through January 1, 2023.

Bay Area express lanes operators reached consensus to implement the payment plan on the same timeframe as the toll bridges. To implement the Bay Area payment plan program, the Bay Area toll operators developed consistent payment plan policies, which are attached as Attachment A. The payment plan policies also include a policy for the one-time waiver program. While each toll operator has the authority to implement its own payment plan and policies, Bay Area operators acknowledge the importance of regional consistency across customer-facing operating policies. Implementing a single set of rules that govern the low-income payment plan and the low-income one-time waiver program also simplifies implementation of the payment plan by the FasTrak® Regional Customer Service Center, which all Bay Area operators contract with for back office and customer service operations. In February 2023, all members of the Bay Area Express Lanes Network Executive Steering Committee (ESC), which is comprised of executive staff from the Bay Area express lanes operators and other state and local agencies, supported the recommendation to offer a single payment plan with a single set of rules for violations incurred across all Bay Area toll bridges and express lanes.

Resolution No. 23-005 would revise the penalties schedule for Alameda CTC's toll ordinance to add an exception for a one-time waiver that will be offered to low-income individuals. The waiver of outstanding penalties, excluding DMV fees, will be offered on a one-time basis for individuals having an income less than or equal to two hundred percent of the federal poverty guidelines.

As the payment plan program does not alter the amount or nature of penalties, but instead, just outlines how tolls and penalties would be paid, implementation of the payment plan program does not require amendments to the toll ordinance.

**Fiscal Impact:**
The addition of a low-income payment plan may have a positive fiscal impact in that it could encourage payment of tolls by those who may otherwise be unable to pay. However, the one-time waiver could potentially reduce revenue collected from toll violation penalties.

**Attachments:**

A. Payment Plan Policies
B. Resolution No. 23-005

**Attachment A**

**Low-Income Payment Plan Policies**

| | Column A | Column B |
|---|---|---|
| | **AB 2594 (Ting) Section 40269.5 Requirements** | **BATA and EL Recommendations** |
| **Open to?** | Low income (up to 200% federal poverty guidelines) | Low income (up to 200% federal poverty guidelines) |
| **Where and when effective?** | Bridges 7/1/23; Express lanes 7/1/24 | All agencies by 7/1/23 |
| **Minimum owed to be eligible for plan** | $100 in penalties (includes DMV fees) | $100 in tolls, penalties, and DMV fees |
| **Maximum owed before ineligible for plan** | $2,500 in penalties | No maximum |
| **Both tolls and penalties included in payment plan?** | Penalties and DMV fees only | Tolls, penalties, and DMV fees. |
| **Minimum first payment amount to enter plan and release DMV holds** | Full amount of tolls owed | 50% of tolls owed or $100, whichever is lower |
| **Minimum monthly payment for totals owed up to $600** | $25/month | $25/month |
| **Max # plans** | No concurrent plans; 2 in 6 years | No concurrent plans; 2 in 4 years |
| **Waiver of penalties** | For toll bridges, on a one-time basis, waiver of all violation penalties (Section 40269.6) | On a one-time basis, waiver of all violation penalties (except DMV fees), without requiring an account |

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City of Emeryville

**Commission Vice Chair**
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**Alameda County**
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Supervisor Lena Tam, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

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**Executive Director**
Tess Lengyel

**Alameda County Transportation Commission**
**Resolution No. 23-005**

**Resolution of the Alameda County Transportation Commission Determining Approval of Revised Penalties Schedule for the Alameda CTC Express Lanes**

**WHEREAS,** the Alameda County Transportation Commission ("Alameda CTC") is authorized pursuant to California Streets and Highways Code section 149.5 to conduct, administer, and operate a value pricing high-occupancy vehicle program on a transportation corridor in Alameda County, which includes Express Lanes implemented on Interstate 580 ("I-580") in Alameda County; and

**WHEREAS**, the Vehicle Code authorizes penalties for certain types of violations; and

**WHEREAS**, Alameda CTC adopted an ORDINANCE FOR ADMINISTRATION OF TOLLS AND ENFORCEMENT OF TOLL VIOLATIONS in September 2020 ("Ordinance") that sets forth penalties for certain violations and allows updates of penalties by resolution; and

**WHEREAS,** Section 3(z) of the Ordinance specifically provides that the Penalties Schedule is attached in Appendix C of the Ordinance and such Appendix may be updated from time to time by resolution of Alameda CTC and upon adoption of such resolution, the new schedule will be effective and deemed included in the Ordinance

**NOW, THEREFORE BE IT RESOLVED**, Alameda CTC hereby adopts the revised Penalties Schedule to add a low-income waiver exception, as shown in double-underline, effective for transactions on or after July 1, 2023, as set forth in Attachment A to this Resolution, and incorporated herein as though set forth at length; and

**BE IT FURTHER RESOLVED,** effective for transactions on or after July 1, 2023, the Penalties Schedule in Attachment A, incorporated herein as though set forth at length, repeals and replaces the previous Penalties Schedule (adopted in October 2022) in Appendix C of the Ordinance.

**DULY PASSED AND ADOPTED** by the Alameda CTC at the regular Commission meeting held on Monday, May 8, 2023 in Oakland, California and at other remote locations, by the following vote:

**AYES:** **NOES:** **ABSTAIN:** **ABSENT:**

SIGNED:

_____

John J. Bauters,
Chair, Alameda CTC

Attest:

_____

Vanessa Lee,
Clerk of the Commission

**Attachment A**

**Appendix C**
**Penalties Schedule**
(as adopted by the Commission on_____.)

Toll Evasion Penalty: Original Toll plus up to a maximum $10 toll evasion penalty

Delinquent Penalty: Original Toll plus up to a maximum $30 penalty – i.e., $10 Toll Evasion Penalty plus $20 late fee

Exceptions:

1. If the violation is determined to be the fault of the Alameda CTC.
2. For first time offense, a non-customer can open a FasTrak® account prior to DMV registration hold or collections and the toll evasion penalty will be waived.
3. For FasTrak® account holders in good standing, toll-only will be posted to the account balance.
4. Low-Income Waiver: Effective July 1, 2023, on a one-time basis, customers who qualify for a payment plan by having an income less than or equal to two hundred percent of the federal poverty guidelines will receive a waiver of all their outstanding toll evasion penalties that exist at the time of qualification, excluding DMV fees.

If the account balance is less than the amount of the toll, the account balance must be brought to the replenishment threshold amount prior to posting the violation toll amount.

Department of Motor Vehicles (DMV) Processing Fee:
A processing fee will be applied to violations sent to the DMV for a registration hold in the amount of the DMV recording fee authorized pursuant to Vehicle Code 4773, as said amount may be amended from time to time.

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ALAMEDA County Transportation Commission

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# Memorandum 6.11

| | |
|---|---|
| **DATE:** | May 18, 2023 |
| **TO:** | Alameda County Transportation Commission |
| **FROM:** | Colin Dentel-Post, Principal Transportation Planner<br>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.

Alameda CTC submitted comments on one NOP since the last update to this Committee on April 10, 2023, included as Attachment A.

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

## Attachment:

A. Response to the Notice of Preparation of an Environmental Impact Report for the City of Livermore General Plan 2045

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ALAMEDA County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

March 23, 2023

Andy Ross
Economic Development Manager
City of Livermore
1052 South Livermore Avenue
Livermore, CA 94550

SUBJECT: Response to the Notice of Preparation of the Environmental Impact Report for the City of Livermore General Plan 2045

Dear Andy,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the Environmental Impact Report (EIR) for the City of Livermore General Plan 2045. The proposed project encompasses the entire City of Livermore, which is located in the Livermore Valley in eastern portion of Alameda County. Interstate 580 bisects the city and along with State Route 84, provides regional access to the city. The City of Livermore spans approximately 27 square miles within the Livermore Valley and includes 91,000 residents. The proposed General Plan 2045 will update the City of Livermore General Plan land use map to plan for future services, jobs, parks, and housing, and will add over 5,000 housing units to the City of Livermore to accommodate anticipated growth.

The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

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. For information on the CMP, please visit: https://www.alamedactc.org/planning/congestion-management-program/.

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.

Impacts

- The EIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway network.
  - MTS roadway facilities in the project area include:
    - I-580 in Livermore, Pleasanton and Dublin
    - SR-84 in Livermore and Pleasanton
    - Stanley Blvd. in Livermore and Pleasanton
    - North Canyons Pkwy, Patterson Pass Rd., Vasco Rd., and Tesla Rd. in Livermore and Unincorporated Alameda County
    - Stoneridge Dr. in Pleasanton and Unincorporated Alameda County
    - East Ave. in Livermore
  - For the purposes of CMP Land Use Analysis, the Highway Capacity Manual (HCM) 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.

- 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: Bay Area Rapid Transit (BART), Livermore Amador Valley Transit (LAVTA), Altamont Commuter Express (ACE), and Amtrak.
  - 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.

- The EIR should address potential impacts of the plan to people biking and walking in and near the plan area, especially nearby roads included in the Countywide High-injury Network and Countywide Bikeways Network as well as 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.

Mitigation Measures

- Alameda CTC's policy regarding mitigation measures is that to be considered adequate they must:
  - Adequately sustain CMP roadway and transit service standards;
  - Be fully funded; and
  - Be 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.

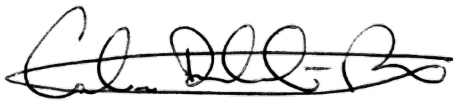
- The EIR should discuss the adequacy of proposed mitigation measures according to the criteria above. In particular, the EIR should detail when proposed transportation improvements are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions 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 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 Multimodal Level of Service (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 Transportation Demand Measures (TDM), in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that 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) 208-7400 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
Chris G. Marks, Senior Transportation Planner

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# Memorandum 6.12

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| | |
|---|---|
| **DATE**: | May 18, 2023 |
| **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. Staff recommends the Commission approve a position on two bills, as detailed in Table 1.

## Background

The Commission approved the 2023 Legislative Program in December 2022. 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 2023 adopted Legislative Program.

## State Update

Activities in Sacramento continue to be dominated by the state budget deficit, the fiscal cliff challenges facing public transit, and initial hearings for proposed legislation. Significant activity and bill amendments are anticipated in April and May as bills must advance out of their house of origin by late April and early May deadlines. Staff continue to evaluate proposed bills as updated language is provided through the amendment process.

Staff recommends the Commission take a position on two bills this month, as detailed in Table 1. As updated legislative language is introduced and full analysis of submitted bills is completed, staff will bring additional recommendations to the Commission. In April, the Commission did not act on PPLC recommendations for support positions on SB 411 (Portantino) and SB 537 (Becker) due to amendments made to the bills which negated the benefits the initial proposed bills would have

provided to Alameda CTC regarding Brown Act requirements and remote meetings. SB 411 was amended to only apply to neighborhood councils in the City of Los Angeles. SB 537 was amended to only apply if the remote location from which the member participates is more than 40 miles from the location of the in-person meeting. Staff recommends taking no position on SB 411 or SB 537 at this time and instead focusing our advocacy on AB 817 (Pacheco), which seeks to find a compromise for some flexibility for remote meetings for advisory bodies, while requiring that in-person meetings are held for entities taking final actions. Staff will explore if there is any openness to revise the 40-mile distance clause in SB 537; should there be an opportunity to amend that bill to allow it to apply to Alameda CTC, staff will bring an updated recommended position to the Commission.

**Table 1. Recommended Bill Position**

| Bill Number | Bill Information | Analysis | Recommended Position |
|---|---|---|---|
| **AB 413 (Lee)**<br><br>**Vehicles: stopping, standing and parking.** | This bill would prohibit the stopping, standing, or parking of a vehicle within 20 feet of any unmarked or marked crosswalk or within 15 feet of any crosswalk where a burb extension is present. A local authority may, however, permit parking for bicycles or scooters within 20 feet of a crosswalk. | AB 413 would implement "daylighting" by prohibiting parking within 20 feet of intersections and crosswalks to increase visibility for pedestrians, bicyclists and motor vehicles. According to the Federal Highway Administration, nearly half of all traffic injuries occur at intersections. Daylighting has been shown to reduce collisions at intersections. The bill is consistent with the 2023 Legislative Program in that | **Support** |

| | | | |
|---|---|---|---|
| | | it advances Vision Zero policies and strategies. The City of Fremont has taken a support position on AB 413. | |
| **AB 817 (Pacheco)**<br><br>**Open meetings: teleconferences: subsidiary body.** | This bill would authorize a subsidiary body to use alternative teleconferencing provisions similar to the emergency provisions indefinitely and without regard to a state of emergency. The bill defines a subsidiary body to include: certain types of commissions, committees, or other bodies; a body that serves exclusively as an advisory body; and a body that is not authorized to take final action on any contract, legislation, regulation or permit. This bill would declare that it is to take effect immediately as an urgency statute. | AB 817 would provide flexibility for remote meetings for advisory bodies. The bill is co-sponsored by the League of cities, and California Association of Counties, as well as other entities. It is considered a compromise bill to allow some meetings to occur remotely while requiring decision-making bodies to meet in person. AB 817 would enable Standing Committees, Advisory Committees and the Independent Watchdog Committee to meet remotely; the full Commission meetings would be required to meet in person. | **Support** |

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

**Attachment:**

A. Alameda CTC 2023 Legislative Program

## 2023 Legislative Program

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

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

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

| **Core Legislative Priorities** |
|---|
| **Transportation Funding:** Advocate for increased transportation funding 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. |
| **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. |
| **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. |
| **Sustainability:** 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. |
| **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. |

**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.
- 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.
- 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, including data sharing that will enable long-term planning.
- Support legislation that increases flexibility and reduces barriers for infrastructure improvements that support the linkage between transportation, housing and jobs and leverage opportunities for TOD and PDA implementation, including transportation corridor investments that link PDAs.

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

| | |
|---|---|
| **DATE**: | May 18, 2023 |
| **TO**: | Alameda County Transportation Commission |
| **FROM:** | Kristen Villanueva, Director of Planning<br>Shannon McCarthy, Associate Transportation Planner |
| **SUBJECT**: | 2022 Performance Report: Key Findings Related to Transit & Goods Movement Update |

## Recommendation

This item is to provide the Commission with an update on key findings related to transit and goods movement for the 2022 Performance Report. This is an information item.

## Summary

At February's PPLC meeting, staff presented key findings from the 2022 Performance Report related to countywide demographics, auto travel demand and congestion, and active transportation safety in Alameda County. This month, staff are returning with key findings from the remaining topics of the Performance Report, focused on transit and goods movement. These are reported in Attachment A and summarized below.

Key transit findings include:

a. Slow Ridership Recovery: In 2022, ridership continued to increase year-over-year for all operators in Alameda County, ranging from a 21% increase in AC Transit's ridership to a 62% increase in WETA's ridership compared to October 2021.[1] Despite this steady growth, total ridership remained significantly below pre-pandemic levels, consistent with regional trends. Total Bay Area transit ridership recovered to just 53% of pre-COVID levels as of December 2022. In Alameda County, AC Transit and WETA had recovered the highest share of their pre-pandemic ridership as of November 2022, at 64% and 63%, respectively. In comparison, BART and ACE ridership recovery was much lower at 40% and 33%, respectively.[2]

b. Variations in Transit Recovery: In addition to variations by operator, ridership recovery varied significantly by route and day. AC Transit's Bus Rapid Transit

[1] Total October Ridership, Board Reports, Local Transit Agencies, 2022
[2] MTC analysis of data from the National Transit Database, MTC Policy Advisory Council, April 2023

line, TEMPO, which opened in 2020, surpassed its predecessor line's pre-pandemic ridership by 6% in 2022.[3] Multiple operators, including BART and WETA, also reported stronger weekend ridership recovery compared to weekdays, which may be attributable to persistently low rates of office occupancy in major Bay Area employment centers such as San Francisco and Oakland.[4]

c. Falling Operating Cost per Boarding: As ridership increased, FY2022 operating costs per boarding fell year-over-year for all Alameda County operators after spiking in FY2021. However, costs per boarding still remained well above pre-pandemic levels, which was particularly acute for rail operators given their high degree of fixed costs that do not scale with ridership. While BART's FY2022 operating cost per boarding remained on the higher end at 332% of FY2019 levels, AC Transit's remained closer to pre-pandemic levels at 176%.[5]

d. Bus Speeds Mirror Auto Trends: As reported in February, congestion on Alameda County roadways, while increasing in 2022, has yet to fully return to pre-pandemic levels. Consequently, average countywide bus speeds (which reflect total travel time including time spent at stops) were slightly faster in 2022 compared to 2018. AC Transit buses averaged 12-13 mph during the evening peak period, while LAVTA speeds averaged 19 mph. This resulted in a countywide average bus-to-auto speed ratio of 0.63, an important metric for assessing competitiveness of transit compared to auto to support mode shift.[6] Given other benefits, transit is often considered a viable choice even with a longer total travel time, although various improvements such as transit signal priority and all-door boarding can increase mode shift feasibility and would lead to a higher bus-to-auto speed ratio.

e. Strong Bus Performance: Bus ridership continued to lead the transit recovery; while the share of transit trips in the county made by bus decreased from a high of 77% in FY2021, two-thirds of all transit trips in Alameda County were by bus in FY2022 compared to just half of transit trips in FY2019.[7]

Key goods movement findings include:

a. Port Activity Relatively Stable: Total container volume handled by the Port of Oakland dipped by 4.5% amid the challenging global supply chain conditions of 2022. Despite these fluctuating macroeconomic conditions, the Port is the 9th busiest container port in the United States as total volumes have remained largely stable year-over-year since a high in 2018. Imports through the Port remained roughly balanced with exports, as was the case pre-pandemic.[8]

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[3] AC Transit, Average Weekday Ridership by Route, 2018 vs. 2022
[4] Board Reports, Local Transit Agencies, 2022
[5] National Transit Database, FY2019- FY2021, *FY2022 data provisionally reported by operators to Alameda CTC
[6] 2022 Multimodal Monitoring Report, Alameda CTC
[7] National Transit Database, FY2019- FY2021, *FY2022 data provisionally reported by operators to Alameda CTC
[8] Port of Oakland, Historic TEU Data, 2019-2022

b. Industrial Jobs Growth: The East Bay remains a strong hub of industrial employment activity and this has expanded to all areas of Alameda County. Industrial employment – in the life sciences, manufacturing, transportation, and distribution and logistics – grew at least 20% in every subarea of Alameda County between 2011 and 2021. Just over half of the county's industrial job growth occurred in southern Alameda County.[9]

**2022 Performance Report Final Documents**

This month represents the culmination of the full performance monitoring process for Alameda CTC. As the Congestion Management Agency for Alameda County, Alameda CTC is required to regularly report on the county's transportation system performance. The 2022 Performance Report incorporates key findings from the latest Multimodal Monitoring Report, which includes state-required reporting of auto speeds and level-of-service along with transit speeds and active transportation data summaries. Together, these two reports ensure Alameda CTC's conformity with state legislation and allow Alameda CTC to better understand the changing nature of the county's multimodal transportation system.

During the pandemic, performance reporting was scaled back to more agile summary reports due to the rapid pace of change. With the 2022 performance and multimodal monitoring cycles, Alameda CTC is returning to more detailed reporting of annual performance metrics, and introducing a new Performance Data Compendium (Attachment B) that clearly presents current and historical data associated with the performance report.

Later this month, all documents related to the 2022 performance and multimodal monitoring cycles will be posted to Alameda CTC's webpage on the Congestion Management Program. The 2022 Performance Report is comprised of the findings shared in February, this month's performance update, and the Performance Data Compendium. The 2022 Multimodal Monitoring Report includes additional data related to auto and transit speeds, both of which are summarized in the report and displayed on Alameda CTC's Congestion Monitoring Webmap.

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

**Attachments:**

A. 2022 Performance Report: Transit & Goods Movement
B. Performance Data Compendium

[9] Lightcast & Strategic Economics, East Bay EDA Industrial Lands March 2023 Working Group

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# 2022 Performance Report

## Part II: Transit & Goods Movement

Alameda County Transportation Commission
Shannon McCarthy
May 2023

## Congestion Management Program

### CMP Legislative Requirements:

- Monitor congestion
  - Monitor road performance on a designated CMP network every other year & develop plans to address congestion
- Report on system performance

### Alameda CTC CMP Deliverables:

- Multimodal Monitoring Report
- Performance Report

# 2022 Performance Report

| | |
|---|---|
| **FEBRUARY** PART 1 | • Population and Economy<br>• VMT and Congestion<br>• Bike & Pedestrian Safety |
| **TODAY** PART 2 | • Transit Recovery<br>• Goods Movement |
| **MAY** FINAL REPORT | • Part 1 & Part 2<br>• Data Compendium |



1

# Transit Performance

# Transit Performance Highlights

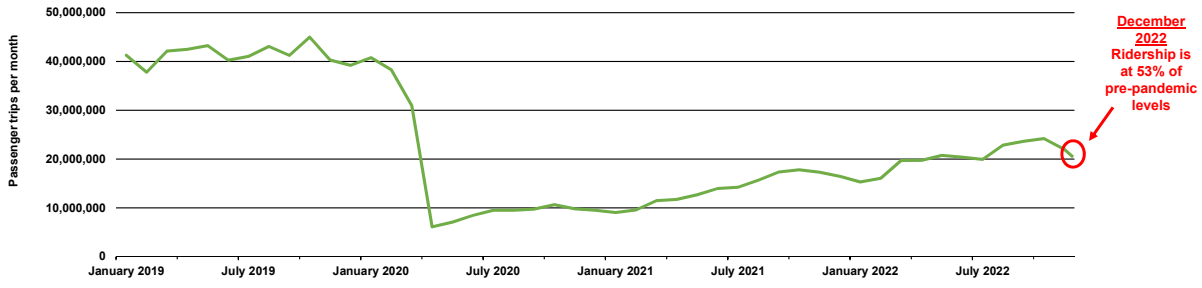
- Ridership recovery (regional & within Alameda County)
- Changes in cost effectiveness
- Bus speeds on major roadways
- Spotlight on bus ridership

*Additional metrics included in data compendium (Attachment B)*



# Transit Ridership – All Bay Area Operators

Transit ridership across the Bay Area remains at only 53% of pre-pandemic levels.
**But over 20 million passenger trips were still taken on transit during the month of December 2022.**

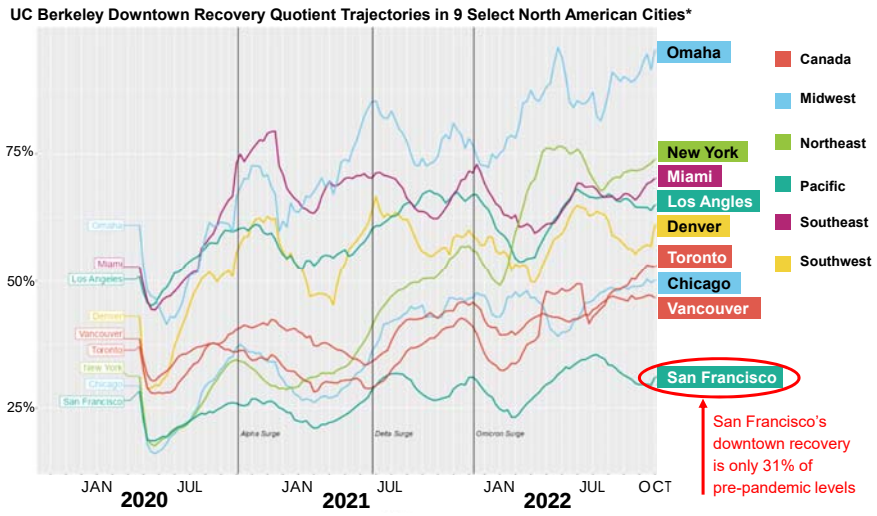



**Source**: National Transit Database

# A Challenged Business Model

**Population Loss**
150,000 fewer people lived in the Bay Area 2022 than in 2015*

**Workplace Changes**
Downtown SF and Oakland have the *lowest rate of office in-person occupancy* in North America*.

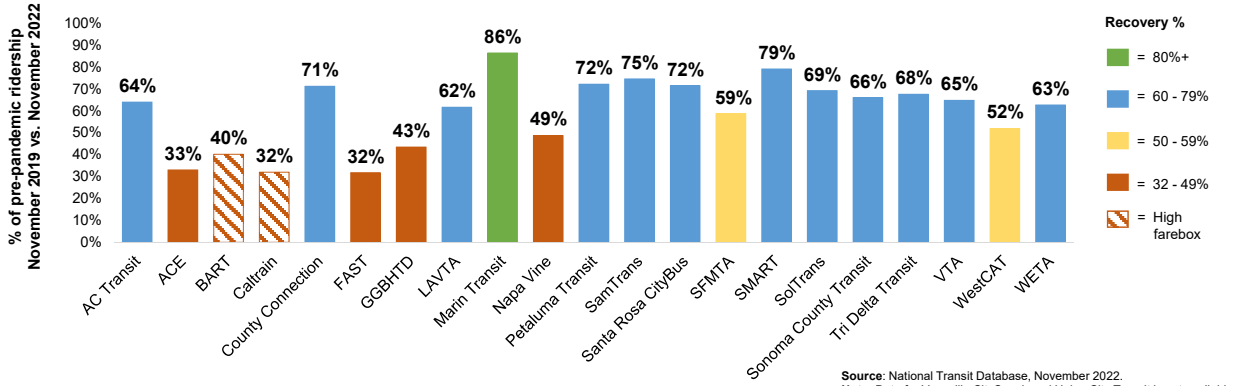



*Sources: UC Berkeley/U of Toronto – Downtown Recovery Study; CA Dept. of Finance



# Ridership Recovery Varies Greatly by Operator

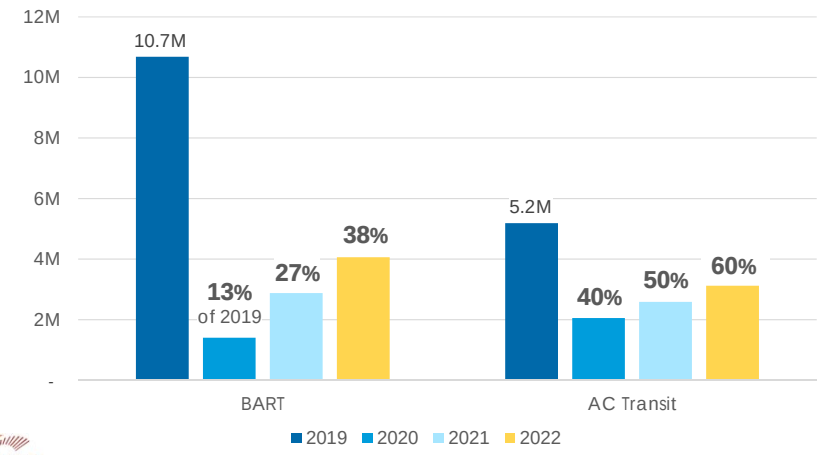
Ridership recovery by operator generally reflects the type of destinations served and the demographics of riders of each agency. Operators primarily serving riders without access to other modes of transportation have seen the most robust recovery.




**Source**: National Transit Database, November 2022.
**Note:** Data for Vacaville CityCoach and Union City Transit is not available.

# 2022 Ridership Increased for All Operators

Total October Ridership For Larger Transit Operators




**Variation by Day of Week**

*BART October 2022*

**Avg. Weekday Ridership**

37% of Pre-Pandemic

**Avg. Weekend Ridership**

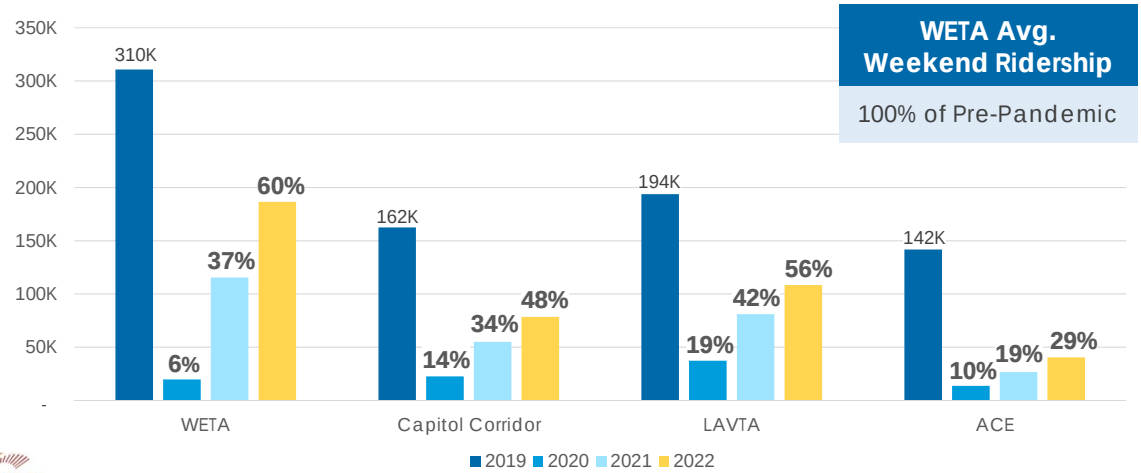
60% of Pre-Pandemic

Source: Transit Agency Board Reports



# 2022 Ridership Increased for All Operators

Total October Ridership For Smaller Transit Operators



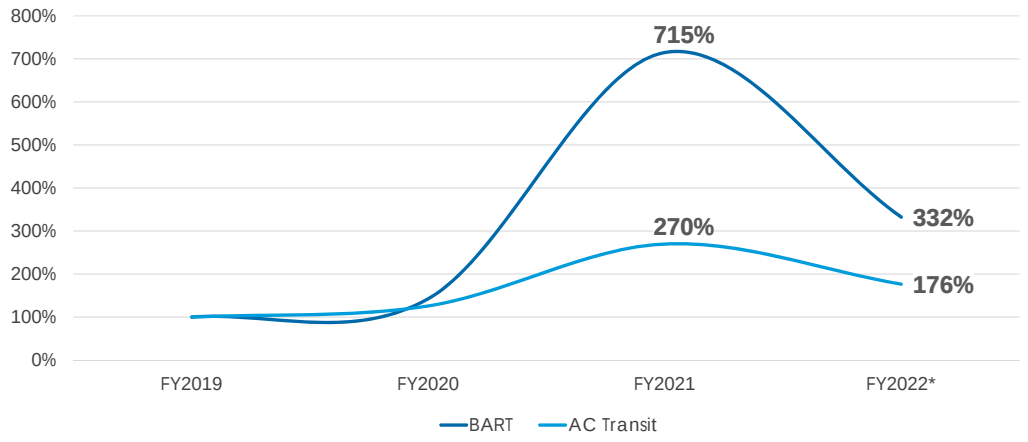

**WETA Avg. Weekend Ridership**

100% of Pre-Pandemic

Source: Transit Agency Board Reports (UC Transit not available)

# Falling Operating Cost per Boarding

Percent of FY2019 Levels

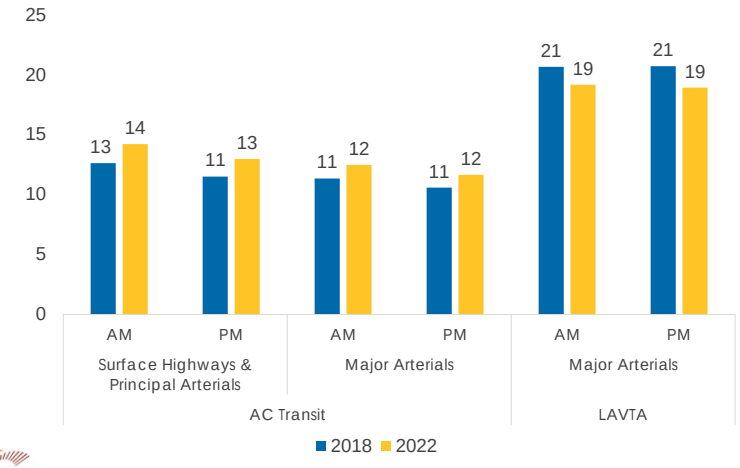



Source: NTD FY2012-2022, Adjusted for inflation to $2022, *FY2022 = Provisional



# Bus Speeds Mirrored Auto Trends

Average Bus Speed (MPH)




**Countywide Avg. PM Peak Bus Speed**

13.5 MPH

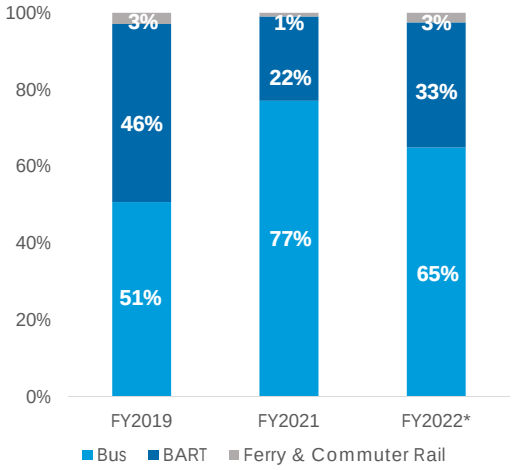
**Countywide Avg. Bus-to-Auto Speed Ratio**

0.63

Source: 2022 Multimodal Monitoring Report, Alameda CTC

# Bus Performance Remains Strong

Alameda County Transit Ridership by Mode




- 2/3 of transit trips were by bus in FY2022
- Investments in bus priority paying off:
  - TEMPO surpassed pre-pandemic ridership

Average Weekday Ridership

| AC Transit Route | 2018 | 2021 *vs. 2018* | 2022 *vs. 2018* |
|---|---|---|---|
| 1 | 11,930 | | |
| TEMPO | | 9,167 *-23%* | 12,625 *+6%* |

Source: NTD FY2012-2022, *FY2022 = Provisional / AC Transit-Provided Data

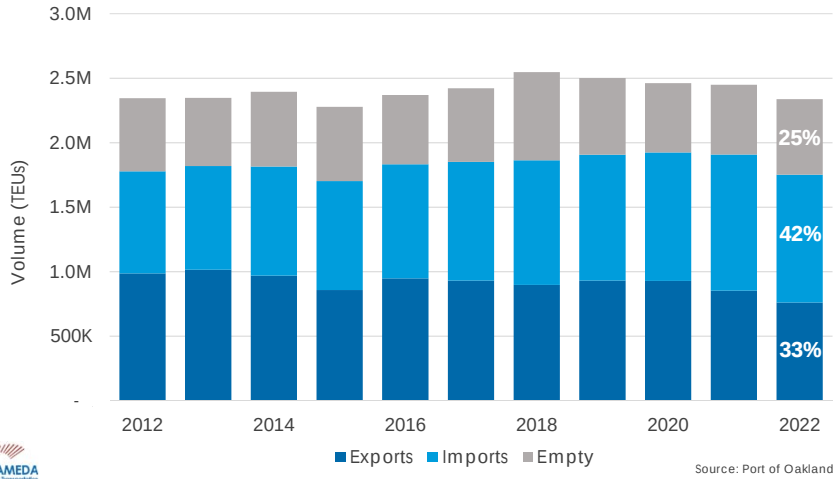


2

# Goods Movement

# Port Activity Stable Despite Challenging 2022

Port of Oakland Container Volumes




**2022 Total Volume**

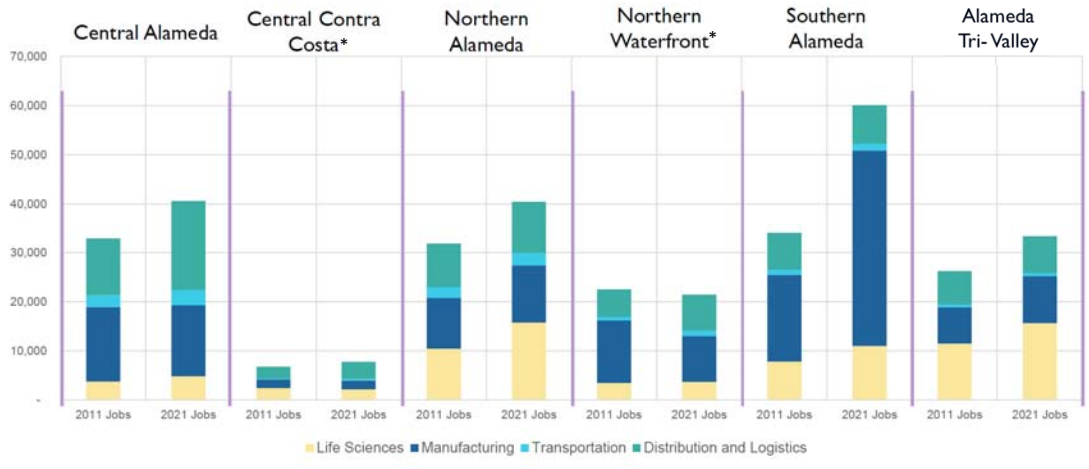
2.34 Million TEU

*-4.5% YoY*

Source: Port of Oakland TEU (20-Foot Container) Volumes, 2012-2022



# East Bay Industrial Job Growth




*Contra Costa County Sub-Area

Source: Lightcast & Strategic Economics, 2023
(East Bay EDA Industrial Lands March 2023 Working Group)

# 2022 Performance Process

| | |
|---|---|
| **FEBRUARY & MAY 2023** | **2022 Performance Report**<br>• Part 1 & Part 2<br>• Data Compendium |
| **MAY 2023** | **2022 Multimodal Monitoring Report** |
| **JUNE 2023** | **Countywide Fact Sheets** |



# Thank You!

Alameda County Transportation Commission • 1111 Broadway, Suite 800
Oakland, CA 94607 • 510.208.7400

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# Performance Data Compendium

Alameda CTC
2012 - 2022

***Purpose:***

The Performance Data Compendium presents current and historical data for Alameda CTC's Performance Report. These data are compiled from a combination of publicly available sources and transit operators by Alameda CTC staff each spring and reflect the most recently available data at the time of data collection.

Alameda CTC complements the Performance Report's annual analysis of publicly available data with supplemental data collection of auto speed, transit speed, and congestion data every other year through the Multimodal Monitoring effort. These metrics (including the legislatively required Level of Service scores for the county's Congestion Management Program network) can be found in the latest Multimodal Monitoring Report posted on Alameda CTC's website.

***Transit Data Notes:***

Transit data are compiled from the National Transit Database (NTD) and transit operators. The latest fiscal year data (FY2022) and other metrics not available in the NTD (denoted with grey shading and italicized text) are **provisionally** provided by transit operators to Alameda CTC to support timely analyses and are subject to change. Transit data presented in this compendium is reflective of each agency's fiscal year (generally July - June), and all monetary values have been inflated to reflect $2022 values.

For more information on the NTD, users are encouraged to consult the most current NTD Data Publications guide located at https://www.transit.dot.gov/ntd/data-product/ntd-data-product-guide.

***Disclaimer:***

The Performance Data Compendium is provided as a resource to support transportation performance monitoring in Alameda County. These data have been compiled and reviewed to the best of staff ability. As much of the data is provisional and compiled from external sources, values are subject to change periodically. Use of the Performance Data Compendium is at the user's discretion.

Please reach out to Shannon Mccarthy at smccarthy@alamedactc.org with any questions or feedback.

# Public Transit
## Performance Measures

# Transit Service Provided

| | Fiscal Year: | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | *2022 (P)* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Revenue Miles** | **ACE** | 805,248 | 914,658 | 950,383 | 1,001,858 | 1,078,543 | 1,084,966 | 1,102,574 | 1,126,384 | 1,008,877 | 479,399 | *867,991* |
| | **AC Transit** | 24,621,807 | 24,869,157 | 25,073,407 | 25,359,186 | 26,335,931 | 26,811,246 | 27,059,822 | 27,450,661 | 24,168,914 | 19,477,311 | *16,771,859* |
| | **BART** | 63,439,052 | 65,652,045 | 64,766,101 | 67,527,341 | 72,042,996 | 75,633,834 | 77,748,993 | 79,665,710 | 71,308,009 | 50,301,975 | *78,554,914* |
| | **Capitol Corridor**[1] | 1,209,812 | 1,209,812 | 1,209,812 | 1,169,937 | 1,175,217 | 1,170,387 | 1,167,542 | 1,167,842 | 859,090 | 744,709 | *770,475* |
| | **LAVTA** | 2,056,042 | 2,027,558 | 2,018,572 | 2,208,594 | 2,202,254 | 2,150,798 | 2,160,306 | 2,140,927 | 1,848,620 | 1,148,750 | *1,225,468* |
| | **UC Transit** | 550,640 | 558,370 | 558,489 | 569,912 | 563,620 | 542,952 | 542,177 | 534,429 | 531,584 | 495,751 | *511,473* |
| | **WETA** | 82,170 | 294,996 | 310,614 | 308,104 | 318,683 | 405,446 | 427,156 | 405,374 | 329,782 | 161,880 | *485,173* |
| **Revenue Hours** | **ACE** | 20,194 | 23,283 | 24,301 | 25,062 | 27,973 | 28,013 | 28,219 | 28,445 | 25,629 | 12,075 | *22,006* |
| | **AC Transit** | 2,027,970 | 2,039,414 | 2,059,059 | 2,113,557 | 2,222,174 | 2,367,804 | 2,460,285 | 2,486,382 | 2,221,439 | 1,861,694 | *1,623,478* |
| | **BART** | 1,813,621 | 1,821,197 | 1,803,171 | 1,918,443 | 2,052,842 | 2,163,933 | 2,211,483 | 2,286,795 | 2,064,392 | 1,708,631 | *2,486,029* |
| | **Capitol Corridor**[1] | - | - | - | - | - | - | - | - | - | - | - |
| | **LAVTA** | 150,578 | 151,444 | 147,703 | 152,371 | 155,463 | 152,299 | 156,838 | 164,483 | 140,245 | 89,800 | *90,069* |
| | **UC Transit** | 49,848 | 50,714 | 46,502 | 45,300 | 46,188 | 50,374 | 49,831 | 49,167 | 50,454 | 41,670 | *35,479* |
| | **WETA** | 6,602 | 14,577 | 15,311 | 15,316 | 15,673 | 20,541 | 20,384 | 20,596 | 17,334 | 7,056 | *23,839* |

Sources: FY2012-FY2021 values pulled from NTD TS 2.2 Sevice Data and Operating Expenses Time Series by System
FY2022 values are provisionally provided by Almeda County transit operators and subject to change
[1]Capitol Corridor does not report to NTD; all values provided by agency staff

Notes: Rail (BART & ACE) values reflect Passenger Car Revenue Miles & Revenue Hours

# Transit Ridership & Service Utiliziation

| | Fiscal Year: | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | *2022 (P)* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Annual Ridership (Boardings)** | **ACE** | 786,947 | 940,774 | 1,075,648 | 1,209,755 | 1,290,085 | 1,299,717 | 1,398,954 | 1,506,183 | 1,061,990 | 160,007 | *321,752* |
| | **AC Transit** | 54,396,776 | 55,951,572 | 56,765,039 | 56,020,660 | 54,575,655 | 53,416,004 | 52,789,850 | 54,067,171 | 45,165,365 | 21,535,037 | *28,908,863* |
| | **BART** | 118,674,764 | 126,546,495 | 125,784,207 | 135,240,559 | 137,658,212 | 132,802,066 | 129,044,343 | 128,217,031 | 91,006,971 | 17,839,678 | *38,224,072* |
| | **Capitol Corridor**[1] | 1,746,397 | 1,701,185 | 1,419,084 | 1,474,873 | 1,560,814 | 1,607,277 | 1,698,515 | 1,777,136 | 898,007 | 354,373 | *705,365* |
| | **LAVTA** | 1,795,807 | 1,771,826 | 1,695,890 | 1,696,829 | 1,703,786 | 1,590,205 | 1,695,874 | 1,706,551 | 1,442,623 | 435,186 | *841,343* |
| | **UC Transit** | 521,350 | 516,030 | 422,198 | 354,635 | 330,444 | 298,577 | 295,745 | 281,101 | 242,727 | 125,624 | *194,324* |
| | **WETA** | 727,693 | 1,509,873 | 1,925,648 | 2,091,276 | 2,479,944 | 2,609,411 | 2,844,400 | 3,048,876 | 2,298,857 | 264,498 | *1,412,543* |
| **Boardings/ Revenue Vehicle Mile** | **ACE** | 0.98 | 1.03 | 1.13 | 1.21 | 1.20 | 1.20 | 1.27 | 1.34 | 1.05 | 0.33 | *0.37* |
| | **AC Transit** | 2.21 | 2.25 | 2.26 | 2.21 | 2.07 | 1.99 | 1.95 | 1.97 | 1.87 | 1.11 | *1.72* |
| | **BART** | 1.87 | 1.93 | 1.94 | 2.00 | 1.91 | 1.76 | 1.66 | 1.61 | 1.28 | 0.35 | *0.49* |
| | **Capitol Corridor**[1] | 1.44 | 1.41 | 1.17 | 1.26 | 1.33 | 1.37 | 1.45 | 1.52 | 1.05 | 0.48 | *0.92* |
| | **LAVTA** | 0.87 | 0.87 | 0.84 | 0.77 | 0.77 | 0.74 | 0.79 | 0.80 | 0.78 | 0.38 | *0.69* |
| | **UC Transit** | 0.95 | 0.92 | 0.76 | 0.62 | 0.59 | 0.55 | 0.55 | 0.53 | 0.46 | 0.25 | *0.38* |
| | **WETA** | 8.86 | 5.12 | 6.20 | 6.79 | 7.78 | 6.44 | 6.66 | 7.52 | 6.97 | 1.63 | *2.91* |
| **Boardings/ Revenue Vehicle Hour** | **ACE** | 39 | 40 | 44 | 48 | 46 | 46 | 50 | 53 | 41 | 13 | *15* |
| | **AC Transit** | 27 | 27 | 28 | 27 | 25 | 23 | 21 | 22 | 20 | 12 | *18* |
| | **BART** | 65 | 69 | 70 | 70 | 67 | 61 | 58 | 56 | 44 | 10 | *15* |
| | **Capitol Corridor**[1] | - | - | - | - | - | - | - | - | - | - | *-* |
| | **LAVTA** | 12 | 12 | 11 | 11 | 11 | 10 | 11 | 10 | 10 | 5 | *9* |
| | **UC Transit** | 10 | 10 | 9 | 8 | 7 | 6 | 6 | 6 | 5 | 3 | *5* |
| | **WETA** | 110 | 104 | 126 | 137 | 158 | 127 | 140 | 148 | 133 | 37 | *59* |

Sources: FY2012-FY2021 Boardings values are pulled from NTD TS 2.2 Sevice Data and Operating Expenses Time Series by System
FY2022 Boardings values are provisionally provided by Almeda County transit operators and subject to change
[1]Capitol Corridor does not report to NTD; all values provided by agency staff

Note: Boardings per Revenue Vehicle Mile & Hour are calculated

# Cost Effectiveness

| | Fiscal Year: | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | *2022 (P)* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Operating Costs (Expenses)** ($2022) | **ACE** | $16,658,792 | $19,930,898 | $20,147,745 | $21,089,714 | $21,341,988 | $25,677,271 | $21,973,854 | $21,792,373 | $24,497,966 | $21,302,748 | *$26,152,617* |
| | **AC Transit** | $450,643,944 | $443,157,853 | $442,504,726 | $453,715,135 | $511,537,943 | $496,100,064 | $508,531,528 | $527,134,010 | $546,088,969 | $478,614,618 | *$464,506,242* |
| | **BART** | $667,197,290 | $701,366,540 | $693,088,805 | $733,935,575 | $768,685,240 | $745,483,424 | $748,028,793 | $746,165,942 | $743,290,497 | $667,996,034 | *$717,357,119* |
| | **Capitol Corridor**[1] | $77,757,766 | $77,059,254 | $71,753,438 | $72,840,008 | $70,159,930 | $69,011,320 | $70,120,992 | $69,283,486 | $53,248,149 | $44,287,924 | *$50,983,505* |
| | **LAVTA** | $18,801,347 | $17,976,361 | $18,610,647 | $18,009,952 | $18,908,558 | $18,265,483 | $17,577,882 | $18,787,351 | $18,454,330 | $14,780,026 | *$14,604,107* |
| | **UC Transit** | $5,292,454 | $5,529,477 | $5,746,242 | $5,731,739 | $5,444,256 | $5,767,881 | $5,473,861 | $5,402,421 | $5,558,067 | $5,653,943 | *$5,305,503* |
| | **WETA** | $9,294,933 | $30,414,741 | $32,308,051 | $32,328,570 | $31,802,380 | $35,729,921 | $39,245,637 | $43,429,577 | $41,967,033 | $32,769,791 | *$46,815,746* |
| **Operating Cost/ Passenger** | **ACE** | $21 | $21 | $19 | $17 | $17 | $20 | $16 | $14 | $23 | $133 | *$81* |
| | **AC Transit** | $8 | $8 | $8 | $8 | $9 | $9 | $10 | $10 | $12 | $22 | *$16* |
| | **BART** | $6 | $6 | $6 | $5 | $6 | $6 | $6 | $6 | $8 | $37 | *$19* |
| | **Capitol Corridor**[1] | $45 | $45 | $51 | $49 | $45 | $43 | $41 | $39 | $59 | $125 | *$72* |
| | **LAVTA** | $10 | $10 | $11 | $11 | $11 | $11 | $10 | $11 | $13 | $34 | *$17* |
| | **UC Transit** | $10 | $11 | $14 | $16 | $16 | $19 | $19 | $19 | $23 | $45 | *$27* |
| | **WETA** | $13 | $20 | $17 | $15 | $13 | $14 | $14 | $14 | $18 | $124 | *$33* |
| **Operating Cost/ Revenue Vehicle Mile** | **ACE** | $21 | $22 | $21 | $21 | $20 | $24 | $20 | $19 | $24 | $44 | *$30* |
| | **AC Transit** | $18 | $18 | $18 | $18 | $19 | $19 | $19 | $19 | $23 | $25 | *$28* |
| | **BART** | $11 | $11 | $11 | $11 | $11 | $10 | $10 | $9 | $10 | $13 | *$9* |
| | **Capitol Corridor**[1] | $64 | $64 | $59 | $62 | $60 | $59 | $60 | $59 | $62 | $59 | *$66* |
| | **LAVTA** | $9 | $9 | $9 | $8 | $9 | $8 | $8 | $9 | $10 | $13 | *$12* |
| | **UC Transit** | $10 | $10 | $10 | $10 | $10 | $11 | $10 | $10 | $10 | $11 | *$10* |
| | **WETA** | $113 | $103 | $104 | $105 | $100 | $88 | $92 | $107 | $127 | $202 | *$96* |
| **Operating Cost/ Revenue Vehicle Hour** | **ACE** | $825 | $856 | $829 | $842 | $763 | $917 | $779 | $766 | $956 | $1,764 | *$1,188* |
| | **AC Transit** | $222 | $217 | $215 | $215 | $230 | $210 | $207 | $212 | $246 | $257 | *$286* |
| | **BART** | $368 | $385 | $384 | $383 | $374 | $345 | $338 | $326 | $360 | $391 | *$289* |
| | **Capitol Corridor**[1] | - | - | - | - | - | - | - | - | - | - | - |
| | **LAVTA** | $125 | $119 | $126 | $118 | $122 | $120 | $112 | $114 | $132 | $165 | *$162* |
| | **UC Transit** | $106 | $109 | $124 | $127 | $118 | $115 | $110 | $110 | $110 | $136 | *$150* |
| | **WETA** | $1,408 | $2,086 | $2,110 | $2,111 | $2,029 | $1,739 | $1,925 | $2,109 | $2,421 | $4,644 | *$1,964* |

Sources: FY2012-FY2021 Operating Costs are pulled from NTD TS 2.2 Sevice Data and Operating Expenses Time Series by System
FY2022 Operating Costs are provisionally provided by Almeda County transit operators and subject to change
[1]Capitol Corridor does not report to NTD; all values provided by agency staff

Notes: All Operating Costs have been inflated to reflect 2022 dollar values
Operating Cost per Passenger, Revenue Mile & Revenue Hour are calculated

# On Time Performance & Transit State of Good Repair

| | Fiscal Year: | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | *2022 (P)* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Systemwide On-Time Performance* | ACE | 94% | 92% | 94% | 93% | 90% | 87% | 89% | 81% | 82% | 90% | 89% |
| | AC Transit | 68% | 69% | 67% | 68% | 70% | 70% | 70% | 72% | 73% | 76% | 73% |
| | BART | - | 93% | 92% | 88% | 88% | 83% | 87% | 89% | 88% | 92% | 83% |
| | Capitol Corridor[1] | 94% | 95% | 95% | 93% | 94% | 91% | 90% | 89% | 88% | 90% | 83% |
| | LAVTA | 81% | 85% | 81% | 80% | 80% | 81% | 85% | 84% | 88% | 92% | 90% |
| | UC Transit | 93% | 97% | 97% | 98% | 96% | 95% | - | - | - | - | - |
| | WETA | - | - | - | - | - | - | - | - | - | - | - |
| Mean Time/Distance Between Service Delays | ACE (Hrs) | 20,194 | - | 12,151 | 8,354 | 4,662 | 2,334 | 3,527 | 4,064 | 2,563 | 3,019 | *5,502* |
| | AC Transit (Mi) | 6,658 | 8,033 | 5,725 | 6,243 | 5,885 | 6,156 | 6,078 | 7,188 | 7,344 | 7,434 | *6,936* |
| | BART (Hrs) | 7,525 | 7,850 | 7,071 | 7,212 | 9,504 | 9,169 | 8,377 | 7,726 | 10,070 | 3,147 | *3,940* |
| | Capitol Corridor[1] | - | - | - | - | - | - | - | - | - | - | - |
| | LAVTA (Mi) | 14,180 | 16,092 | 12,308 | 17,529 | 18,200 | 19,732 | 15,321 | 10,813 | 10,102 | 18,832 | *27,233* |
| | UC Transit (Mi) | - | - | - | - | - | - | - | - | - | - | - |
| | WETA (Mi) | 16,434 | 4,836 | 9,136 | 16,216 | 9,105 | 9,653 | 18,572 | 21,335 | 25,368 | 13,490 | *19,407* |

Sources: *On-Time Performance is a general estimate provided by operators that is not audited to the same standard as NTD metrics

Mean Time/Distance Between Service Delays is calculated by dividing NTD-reported Total Failures by Vehicle Revenue Miles (for bus) or Vehicle Revenue Hours (for rail)

[1]Capitol Corridor does not report to NTD; all values provided by agency staff

# Bus Speed and Reliability

| Spring Monitoring Period: | | 2018 | 2022 |
|---|---|---|---|
| Peak vs. Off-Peak Speed (Trunk Lines) | AC Transit | See the latest Alameda CTC Multimodal Monitoring Report<br><br>https://www.alamedactc.org/planning/congestion-management-program | |
| | LAVTA | | |
| Bus-to-Auto Speed Ratio | AC Transit | | |
| | LAVTA | | |

Source: https://www.alamedactc.org/planning/congestion-management-program

Note: Spring Monitoring Period is March - May of each calendar year

# Local Streets & Roads
## Performance Measures

# Pavement Condition

| | Calendar Year: | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Pavement Condition Index (PCI) | **Alameda Countywide Average** | **67** | **67** | **67** | **69** | **68** | **67** | **68** | **68** | **68** | **67** |
| | City of Alameda | 66 | 68 | 67 | 72 | 71 | 71 | 70 | 70 | 70 | 68 |
| | City of Albany | 58 | 55 | 56 | 61 | 59 | 57 | 54 | 57 | 56 | 57 |
| | City of Berkeley | 58 | 58 | 58 | 57 | 58 | 55 | 59 | 57 | 58 | 57 |
| | City of Dublin | 87 | 85 | 85 | 84 | 85 | 85 | 85 | 85 | 84 | 82 |
| | City of Emeryville | 75 | 73 | 80 | 80 | 79 | 73 | 71 | 74 | 74 | 75 |
| | City of Fremont | 63 | 67 | 69 | 72 | 71 | 73 | 73 | 73 | 73 | 72 |
| | City of Hayward | 69 | 67 | 66 | 68 | 68 | 71 | 71 | 70 | 70 | 69 |
| | City of Livermore | 76 | 77 | 76 | 77 | 76 | 80 | 79 | 79 | 79 | 79 |
| | City of Newark | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 75 | 74 | 73 |
| | City of Oakland | 61 | 58 | 56 | 56 | 56 | 52 | 55 | 53 | 52 | 53 |
| | City of Piedmont | 67 | 67 | 67 | 61 | 62 | 63 | 61 | 64 | 64 | 64 |
| | City of Pleasanton | 77 | 78 | 78 | 80 | 78 | 80 | 79 | 79 | 78 | 78 |
| | City of San Leandro | 57 | 57 | 56 | 54 | 56 | 59 | 56 | 57 | 55 | 55 |
| | City of Union City | 80 | 79 | 83 | 82 | 82 | 79 | 78 | 78 | 77 | 76 |
| | Unincorporated Alameda County | 71 | 71 | 71 | 70 | 71 | 71 | 70 | 71 | 72 | 72 |

Source: Metropolitan Transportation Commission (StreetSaver)

Note: Measured on a scale of 0 to 100 (where 100 means a newly paved road), and reported as a 3-year moving average to improve reliability.
Segment PCI data is collected on a rolling basis and is imputed for interim years based on facility age and treatments using the MTC StreetSaver system.

# Auto Speed and Reliability

| Spring Monitoring Period: | | 2018 | 2020 | 2022 |
|---|---|---|---|---|
| Auto Speeds (by CMP Segment) | AM Peak Period | See the latest Alameda CTC Multimodal Monitoring Report<br><br>https://www.alamedactc.org/planning/congestion-management-program | | |
| | PM Peak Period | | | |
| Level of Service (by CMP Segment) | AM Peak Period | | | |
| | PM Peak Period | | | |

Source: https://www.alamedactc.org/planning/congestion-management-program

Notes: Spring Monitoring Period is March - May of each calendar year
Results from previous monitoring cycles can be found in prior Level of Service Reports on Alameda CTC's website
More information on the Level of Service methodology can be found in the Multimodal Monitoring Report appendices

| | |
|---|---|
| **DATE:** | May 18, 2023 |
| **TO:** | Alameda County Transportation Commission |
| **FROM:** | Carolyn Clevenger, Deputy Executive Director of Planning and Policy<br>Krystle Pasco, Senior Program Analyst |
| **SUBJECT:** | Approve the Professional Services Agreement (A23-0013) with Nelson\Nygaard Consulting Associates for the Student Transit Pass Program |

## Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute a Professional Services Agreement (A23-0013) with Nelson\Nygaard Consulting Associates for a negotiated amount, not-to-exceed $1,338,847, for an initial two years starting July 1, 2023.

## Summary

In October 2022, a Request for Proposal (RFP) R23-0004 was released for professional services for the Student Transit Pass Program. One proposal was received and was determined to be responsive. An independent selection panel composed of Alameda CTC staff and an external partner reviewed the proposal. The panel determined that the Nelson\Nygaard Consulting Associates (Nelson\Nygaard) team was qualified to perform the required services and recommended proceeding with negotiating the terms and conditions of the contract.

Alameda CTC negotiated the contract with the consultant after a thorough review of the submitted cost proposal and comparison to Alameda CTC's independent cost estimate and assumptions. An agreement on anticipated hours to complete the required scope of work, escalations, and direct costs were negotiated. Additionally, the Nelson\Nygaard team has indicated that they will meet or exceed the 70% Local Business Enterprise (LBE) and 30% Small Local Business Enterprise (SLBE) goals.

Staff recommends that the Commission approve and authorize the Executive Director to execute a Professional Services Agreement (A23-0013) with Nelson\Nygaard Consulting Associates for a negotiated amount, not-to-exceed $1,338,847, for an initial two years starting July 1, 2023.

**Background**

Alameda CTC contracts on a periodic basis with a number of professional services consultant firms to assist staff in providing a range of general administration services, including, but not limited to, general counsel, media and public relations, outreach, technical assistance, and project and program management. The Student Transit Pass Program (STPP) similarly relies on professional services consultant firms to carry out the various programmatic activities referenced in the voter-approved 2014 Transportation Expenditure Plan (TEP) funded by Measure BB.

Alameda CTC's STPP provides free youth Clipper cards to eligible middle and high school students in Alameda County which can be used for unlimited free bus rides in their area (on AC Transit, Union City Transit, or LAVTA Wheels), as well as a 50 percent discount on BART trips and youth discounts on other transit systems. The program makes it easier to travel to and from school and school-related programs, job opportunities and other activities, expanding transportation options for Alameda County's middle and high school students.

The initial three-year, $15 million pilot program was identified in the voter-approved 2014 TEP and funded by Measure BB. The Alameda CTC Commission approved continuation and expansion of the STPP beyond the pilot period in December 2018. At the end of the phased expansion, over 180 schools and approximately 63,000 students will have access to the program. Currently in the fourth year of the expanded program, the program now serves 132 schools, 15 school districts, and 53,676 eligible students throughout Alameda County.

The program continues to be administered and managed by Alameda CTC. Alameda CTC staff, AC Transit, LAVTA and Union City Transit coordinate closely with each other and our school site administrators to ensure the program is implemented effectively and efficiently and STPP protocols are met at each school. All three transit agency partners are instrumental in the ongoing administration of the STPP. The program team has also been coordinating with the individual participating schools on all components of program procedures to ensure students and families can access the program during school orientations at the beginning of each school year.

The program structure includes the following components:

- **Alameda CTC staff:** Alameda CTC is responsible for program oversight, funding, the management of program expansion and phasing, program evaluation, and coordination with school districts and transit agency partners.
- **Consultant support:** The consultant team facilitates activities necessary to launch the program in all STPP schools and assists with school and transit agency coordination, outreach, marketing, and develops the annual program evaluation.
- **Transit agencies:** The transit agencies are responsible for contracting with school districts, collecting and processing registration forms, creating and distributing cards, managing card replacements, ongoing card and database management, serving as a liaison with Clipper/Cubic, and providing Clipper and transit agency data for the program evaluation.

- **School districts:** STPP school districts enter into agreements with transit agencies to allow designated district and/or school staff to be authorized to collect Youth Clipper card applications and verify the date of birth for students who chose to enroll.
- **Schools:** STPP schools promote the program, distribute and collect Youth Clipper card registration forms from students, verify date of birth per the district agreement, verify school enrollment twice per year, and transmit applications to AC Transit and LAVTA.

The benefits of the STPP include the following:

- Reduce barriers to transportation access to and from schools
- Improve transportation options for Alameda County's middle and high school students
- Build support for transit in Alameda County
- Implement a cost-effective program

Additional STPP information and resources can be found here:

- Program website
- Program fact sheet

**Professional Services Contract**

Alameda CTC intends to retain a professional services consultant or consultant team to manage and oversee the STPP, which includes program management and administration, program evaluation, program communications, outreach, and promotion and technical assistance.

In October 2022, the Commission authorized the release of an RFP and directed staff to proceed with contract procurement activities to obtain a professional services consultant firm to provide STPP services. RFP R23-0004 was released on October 28, 2022. One proposal was received and was determined to be responsive. An independent selection panel composed of Alameda CTC staff and an external partner reviewed the proposal. The panel determined that the Nelson\Nygaard team was qualified to perform the required services and recommended proceeding with negotiating the terms and conditions of the contract. The Nelson\Nygaard team has indicated that they will meet or exceed the 70% Local Business Enterprise (LBE) and 30% Small Local Business Enterprise (SLBE) goals.

Based upon the thorough review of Nelson\Nygaard's cost proposal, Alameda CTC's independent cost estimate, and discussions with Nelson\Nygaard, a contract is being negotiated to provide the services necessary to complete the required scope of work to provide STPP services for an amount not-to-exceed $1,338,847 for an initial two years. Staff anticipates that a contract will be ready for execution no later than June 2023.

**Levine Act Statement:** Nelson\Nygaard Consulting Associates and subconsultants did not report any conflicts in accordance with the Levine Act.

**Fiscal Impact:** Funding for this item has been included in the Proposed FY2023-24 Budget.

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| | |
|---|---|
| **DATE:** | May 18, 2023 |
| **TO:** | Alameda County Transportation Commission |
| **FROM:** | Krystle Pasco, Senior Program Analyst<br>Denise Turner, Associate Program Analyst/Program Coordinator |
| **SUBJECT:** | Approve the Professional Services Agreement (A23-0009) with Toole Design Group and the Professional Services Agreement (A23-0010) with Alta Planning and Design for the Safe Routes to Schools Program |

## Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute two Professional Services Agreements for the Safe Routes to Schools Program:

- A23-0009 with Toole Design Group for a negotiated amount, not-to-exceed $4,047,668.21, for an initial three years starting July 1, 2023
- A23-0010 with Alta Planning and Design for a negotiated amount, not-to-exceed $5,452,313, for an initial three years starting July 1, 2023

## Summary

In fall 2022, two Requests for Proposal (RFP), R23-0002 and R23-0003, were released for professional services for the Safe Routes to Schools Program. One proposal was received for each RFP and were both determined to be responsive. An independent selection panel composed of Alameda CTC staff reviewed the proposals. The panel determined that Toole Design Group and Alta Planning and Design were qualified to perform the required services for their respective procurements and were recommended to proceed with negotiating the terms and conditions of their contracts.

Alameda CTC negotiated the contracts with the prime consultants after a thorough review of the submitted cost proposals and comparison to Alameda CTC's independent cost estimates and assumptions. An agreement on anticipated hours to complete the required scopes of work, escalations, and direct costs were negotiated for both contracts. Additionally, Toole Design Group and Alta Planning and Design both indicated that they will meet or exceed the 15% Disadvantaged Business Enterprise (DBE) goal for their contracts.

Staff recommends that the Commission approve and authorize the Executive Director to execute two Professional Services Agreements for the Safe Routes to Schools Program:

- A23-0009 with Toole Design Group for a negotiated amount, not-to-exceed $4,047,668.21, for an initial three years starting July 1, 2023
- A23-0010 with Alta Planning and Design for a negotiated amount, not-to-exceed $5,452,313, for an initial three years starting July 1, 2023

**Background**

The Alameda County Transportation Commission (Alameda CTC) contracts on a periodic basis with a number of professional services consultant firms to assist staff in providing a range of general administration services, including, but not limited to, general counsel, media and public relations, outreach, technical assistance, and project and program management. The Safe Routes to Schools (SR2S) Program similarly relies on professional services consultant firms to carry out the various programmatic activities. The current SR2S contracts are due to expire at the end of fiscal year 2022-23.

The Alameda County SR2S Program promotes safe, active, and shared transportation choices as fun and easy options for parents and students to travel to and from school. The program offers a wide variety of program elements to public elementary, middle, and high schools in Alameda County. The program fosters partnerships and collaboration with school communities across the county to promote and teach safe, active (walking, bicycling, and rolling) and shared (carpooling and public transit) transportation options. The program currently serves over 270 schools throughout Alameda County and is funded through a combination of local, state and federal funding.

The SR2S program is a collaboration between many partners—transportation, public health and planning professionals; school communities; community groups; and families. Together, these partners help the program meet its mission using what is referred to as the 6 Es—education, encouragement, engineering, engagement, evaluation and equity.

The benefits of the SR2S program include the following:

- Increases the number of children walking, biking, rolling, carpooling, and taking transit to school, which can improve physical and mental health and academic performance.
- Enhances traffic safety along streets and sidewalks around schools.
- Reduces driving trips to school, which relieves congestion and reduces pollution.
- Builds community and raises awareness of environmental stewardship.

Additional SR2S program information and resources can be found here:

- Program website
- Program fact sheet

**Professional Services Contracts**

Alameda CTC intends to retain two professional services consultants or consultant teams to manage the SR2S program, which includes program management and coordination, school safety assessments, program evaluation and data collection, direct student safety training, program site coordination and engagement, encouragement event planning and implementation, and marketing and communications.

In fall 2022, the Commission authorized the release of two RFPs and directed staff to proceed with contract procurement activities to obtain two professional services consultant firms to provide SR2S program services. RFP R23-0002 was released on September 30, 2022 and RFP R23-0003 was released on October 7, 2022. One proposal was received for each RFP and were both determined to be responsive. An independent selection panel composed of Alameda CTC staff reviewed the proposals. The panel determined that Toole Design Group and Alta Planning and Design were qualified to perform the required services for their respective procurements and were recommended to proceed with negotiating the terms and conditions of their contracts.

Alameda CTC negotiated the contracts with the prime consultants after a thorough review of the submitted cost proposals and comparison to Alameda CTC's independent cost estimates and assumptions. An agreement on anticipated hours to complete the required scopes of work, escalations, and direct costs were negotiated for both contracts. Additionally, Toole Design Group and Alta Planning and Design both indicated that they will meet or exceed the 15% Disadvantaged Business Enterprise (DBE) goal for their contracts.

Contracts were negotiated with both firms to provide the services necessary to complete the required scopes of work for the SR2S program:

- A23-0009 with Toole Design Group for a negotiated amount, not-to-exceed $4,047,668.21, for an initial three years starting July 1, 2023
- A23-0010 with Alta Planning and Design for a negotiated amount, not-to-exceed $5,452,313.00, for an initial three years starting July 1, 2023.

**Levine Act Statement:** Toole Design Group and subconsultants, and Alta Planning and Design and subconsultants did not report any conflicts in accordance with the Levine Act.

**Fiscal Impact:** Funding for this item has been included in the Proposed FY2023-24 Budget.

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|---|---|
| **DATE:** | May 18, 2023 |
| **TO:** | Alameda County Transportation Commission |
| **FROM:** | Aleida Andrino-Chavez, Associate Transportation Planner<br>Krystle Pasco, Senior Program Analyst |
| **SUBJECT:** | Approve Amendment No. 1 to Professional Services Agreement A22-0061 with Nelson\Nygaard Consulting Associates for the Transportation Demand Management (TDM) Coordination Program |

## Recommendation

It is recommended that the Commission approve and authorize the Executive Director, or a designee, to execute Amendment No. 1 to Professional Services Agreement A22-0061 with Nelson\Nygaard Consulting Associates for an additional $200,000, for a total not-to-exceed amount of $1,098,600.23, for the Transportation Demand Management (TDM) Coordination Program.

## Summary

On June 16, 2022, the Alameda County Transportation Commission (Alameda CTC) approved contract agreement A22-0061 with Nelson\Nygaard for Program Management Services of the TDM Coordination Program. The purpose of the TDM program is to reduce the impacts of the transportation system in Alameda County by supporting travel during non-peak periods and by modes other than driving alone.

An important element of the TDM Program is the Bicycle Safety Education (BSE) Program, which Bike East Bay (BEB) leads as a sub-consultant to Nelson\Nygaard. In FY 2021-22, funded by a Metropolitan Transportation Commission (MTC) COVID-19 Recovery grant, BEB expanded the reach of their BSE activities in Alameda County by including four Community-Based Organizations (CBOs) on their team, and the previous Alameda CTC TDM Program agreement was the conduit for funding through that initial year.

In 2022, Alameda CTC rebid the TDM agreement and BEB proposed to continue the CBOs' inclusion in the BSE Program. Agreement A22-0061 is a two-year agreement that covers FY2022-23 and 2023-24. Alameda CTC opted to continue the CBO component of the BSE program as a one-year pilot using Measure BB funds in the amount of $150,000 total for the four CBOs, and to include an evaluation of the pilot program in the scope. The

pilot program focused on bicycle safety education and encouragement in Equity Priority Communities. Based on strong program participation during the pilot year, Alameda CTC is proposing to extend and increase funding for FY2023-24 to $50,000 for each CBO, or an additional $200,000 in total.

**Background**

Many of the activities, projects, and programs undertaken by the Alameda CTC contribute to the agency's overall transportation demand management goal of supporting travel during non-peak periods and by modes other than driving alone. Alameda CTC also manages specific TDM-based programs, which are targeted efforts that serve to complement the agency's broader planning and projects portfolio. These efforts ensure coordinated and efficient delivery of various TDM strategies across the agency and are focused on the following work areas: education and promotion, regional coordination, employer outreach and engagement, the Guaranteed Ride Home program, and provision of bicycle safety education classes for adults and families.

Reducing barriers to bicycling through education and programming, a long-standing goal of the agency's TDM program, is carried out through the agency's BSE program. BEB has been leading this program since 2013, and during the 2021-22 and 2022-23 program years the program has been supported by four CBOs: Cycles of Change, Spokeland, Red, Bike and Green, and Waterside Workshops. Initially funded through an MTC COVID-19 grant, services provided by these CBOs have expanded in the pilot year to include a variety of programming in equity communities, including provision of free bicycles, repairs, and safety education, free bike technical training and mentorship, urban cycling road classes, and vocational training as bicycle mechanics as well as distribution of bicycles to low-income adults and children. This programming supports implementation of the agency's Race and Equity Action Plan and expanding the reach of the agency's TDM program by providing community-level support in the county's equity communities that is tailored to each community's specific needs.

The 2022-23 pilot program evaluation found the CBOs were successful in significantly increasing program participation. During the first nine months of the 2022-23 agreement (through March 2023), 1,387 people participated in CBO-led activities as part of the program, which is 70% more than participation in the entire 2021-22 program year. Annual participation is on pace for a 125% increase by the end of the 2022-23 program year. For 2023-24, staff recommends increasing the budget for the CBOs that are carrying out the BSE to $200,000, or $50,000 per CBO, which is a 30% increase in budget that will provide for opportunities to increase and improve upon participation. Staff will work with the consultant team to explore opportunities and associated funding needs for expansion to other equity communities throughout the county in future years.

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

**Fiscal Impact:** Funding for this item has been included in the Proposed FY2023-24 Budget.

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Immediate Past President
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Mayor of Alameda

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LILY MEI
Mayor of Fremont

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# Alameda County Mayors' Conference

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Jennifer Cavenaugh

Pleasanton
Karla Brown

San Leandro
Juan Gonzalez

Union City
Carol Dutra-Vernaci

Executive Director
Steven Bocian

May 11, 2023

Angie Ayers
Associate Administrative Analyst
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Transmitted via email to: aayers@alamedaactc.org

Dear Ms. Ayers:

At its regular meeting on May 10, 2023, the Alameda County Mayors' Conference made the following appointments:

- Reappointed Alfred A. Exner as a District 4 representative to the Alameda County Transportation Commission Independent Watchdog Committee for a term of two years through May 2025.
- Reappointed Kristi Marleau as a District 1 representative to the Alameda County Transportation Commission's Bicycle and Pedestrian Advisory Committee for a term of two years through May 2025.

Please contact Alfred and Kristi directly if you have questions regarding next steps and/or requests for additional information. Both applications are attached to this letter.

Please contact me if you have any questions or need to follow-up regarding this appointment.

Sincerely,

steven bocian

Steven Bocian
Executive Director, Alameda County Mayors' Conference
sbocian@acmayorsconference.org
Alameda County Mayors' Conference

c. Kristi Marleau and Alfred Exner

# ALAMEDA COUNTY MAYORS' CONFERENCE

## Application for Consideration of Appointment to a Regional Board

Position Applying For: ACTC Independent Watchdog Committee Member

Applicant's Name: Alfred A. Exner

Applicant's Address: [redacted]

Applicant's Zip Code: [redacted] Applicant's Phone: [redacted]

Applicant's Email: [redacted]

Are you able to attend daytime and/or evening meetings?

Yes

Please describe your participation with civic or community organizations and activities:

I'm currently a relatively new member of the ACTC Independent Watchdog Committee. This last year has been both educational and rewarding. We have just recently had our first in-person meeting and it was good to meet directly with other commission members and ACTC staff. I was appointed to the annual report committee at this last meeting and we are currently in the process of finalizing this document.

I'm the Treasurer of Pleasanton Voters (plesantonvoters.com), an information based organization that addresses key issues of concern to Pleasanton residents. Our goal is to educate voters from a residents point of view so that they can become engaged and involved in shaping the future of Pleasanton. In addition to my role in helping to identify, communicate and respond to key issues, I'm responsible for reporting the organization's financial status with the organization's leaders, and city and state officials.

Please explain your interest in becoming a member of this Regional Board:

I see participation on the IWC as important to insure funds are being properly spent in compliance with Measure B and Measure BB. My former government contract experience along with many years working in finance has been of great help this past year in understanding some of the complexities of this task.

This coming year I'd like to see IWC work with all the various beneficiaries of distributed funds to insure that required reporting is prepared properly and turned in on time. There are also a number of programs that have been extended for various reasons. I'd like to see the IWC more closely review those programs to insure that funds have been properly allocated and are being properly spent.

Date Submitted: 04/18/2023

**Email Completed Form to: Steven Bocian, Executive Director at sbocian@acmayorsconference.org**

**File must be saved with new file name before emailing**

# ALAMEDA COUNTY MAYORS' CONFERENCE

## Application for Consideration of Appointment to a Regional Board

Position Applying For: Alameda CTC Bicycle and Pedestrian Advisory Committee

Applicant's Name: Kristi Marleau

Applicant's Address: [redacted]

Applicant's Zip Code: [redacted] Applicant's Phone: [redacted]

Applicant's Email: [redacted]

Are you able to attend daytime and/or evening meetings?

Yes, the evening meeting schedule for the BPAC works well for me.

Please describe your participation with civic or community organizations and activities:

I have served on the Alameda CTC BPAC since 2014 and currently serve as the vice chair. I was previously on the Board of Directors of Bike East Bay from 2014 to 2021 and was very involved in fundraising for the organization and bike advocacy. I was actively involved with Safe Routes to Schools in my children's elementary schools as well as other school volunteer activities. I have also participated in giving feedback on many bike and pedestrian plans in the Tri-Valley since I became a regular commuter cyclist in 2012.

Please explain your interest in becoming a member of this Regional Board:

I am interested in continuing to serve on the Alameda County Transportation Commission Bicycle and Pedestrian Advisory Committee because I am passionate about bicycle and pedestrian safety in the East Bay. My family regularly uses our bikes, walking, and transit to get to work, get to school, and run errands and I want to do what I can to make sure that these activities are as safe and equitable as possible for my family and all of the other members of my community.

Date Submitted: 4/28/2023

**Email Completed Form to: Steven Bocian, Executive Director at sbocian@acmayorsconference.org**

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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 Matt Turner.

   **Subsequent to the roll call:**
   Matt Turner arrived during item 5.1.

3. **Public Comment**
   There were no public comments.

4. **Consent Calendar**
   **4.1. Approve the October 20, 2022 BPAC Meeting Minutes**
   *Ben Gould made a motion to approve the consent calendar, with the correction to the minutes. David Fishbaugh seconded the motion. The motion passed with the following vote:*

| | |
|---|---|
| *Yes:* | *Fishbaugh, Gould, Hill, Johansen, Kirby, Marleau, Schweng* |
| *No:* | *None* |
| *Abstain:* | *Matis, Pilch* |
| *Absent:* | *Turner* |

5. **Regular Matters**
   **5.1. San Pablo Avenue Multimodal Corridor Project Update**
   Colin Dentel-Post provided the BPAC with an update on the San Pablo Avenue Multimodal Corridor Project with a focus on the Safety Enhancements and Parallel Bikeways project elements in Albany, Berkeley, and North Oakland. The BPAC received an update on the public outreach effort that was currently underway for these elements of the project.

   *This was an information only item.*

   **5.2. Countywide Bikeways Network Update**
   Chris Marks provided the BPAC with an update on the 2023 planned work for the Countywide Bikeways Network related to trainings, best practices and example projects.

   *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.

### 6.2. BPAC Calendar

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

### 6.3. BPAC Member Reports

Nick Pilch noted that he has been reappointed and requested confirmation of the roster status.

David Fishbaugh noted that his term ends in May 2023, and that he will not seek reappointment.

Matt Turner and Glenn Kirby noted the loss of Alameda County Supervisor Richard Valle.

Jeremy Johansen highlighted the impacts of recent inclement weather on the roads, as well as several San Leandro projects. He reported that the City of San Leandro would be re-opening its segment of storm-damaged Lake Chabot Drive to bikes, peds, and emergency vehicles and coordinating with the Alameda County Public Works Agency on possible roadway re-openings in the County-owned segment of the road.

Kristi Marleau noted the conflict of the next meeting date with Bike to Work Day and confirmed that staff will seek to reschedule the next meeting date. She reported that the City of Dublin Council approved its Bike Plan at their February 8, 2023 meeting.

Ben Schweng commented on the road closures resulting from inclement weather and debris.

## 7. Staff Reports

Aleida Andrino-Chavez confirmed that the next meeting will be held at the Alameda CTC office in Oakland with the date to be determined. Ms. Andrino-Chavez also noted a change to the BPAC meeting calendar for the next meeting in the spring.

## 8. Adjournment

The next meeting will be in person at the Alameda CTC offices at 1111 Broadway, Suite 800, Oakland, CA 94607. The next meeting date was subsequently changed to Thursday, April 20, 2023.

**Alameda County Transportation Commission**
**Bicycle and Pedestrian Advisory Committee**
**Member Roster Fiscal Year 2022-2023**

| | Suffix | Last Name | First Name | City | Appointed By | Term Began | Re-apptmt. | Term Expires |
|---|---|---|---|---|---|---|---|---|
| **1** | **Mr.** | **Turner, Chair** | **Matt** | **Castro Valley** | **Alameda County Board of Supervisors, District 4** | **Apr-14** | **Dec-19** | **Dec-21** |
| 2 | **Ms.** | **Marleau, Vice Chair** | **Kristi** | **Dublin** | **Alameda County Mayors' Conference, D-1** | **Dec-14** | **May-23** | **May-25** |
| 3 | Mr. | Gould | Ben | Berkeley | Transit Agency (Alameda CTC) | Dec-21 | | Dec-23 |
| 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 Pending Board Approval | 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 | | | |

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| | |
|---|---|
| **DATE:** | May 18, 2023 |
| **TO:** | Alameda County Transportation Commission |
| **FROM:** | Gary Huisingh, Deputy Executive Director of Projects<br>Jhay Delos Reyes, Acting Director of Project Delivery<br>Angelina Leong, Deputy Project Manager |
| **SUBJECT:** | GoPort – 7th Street Grade Separation East (PN 1442001): Approve Actions to Facilitate Construction of the 7th Street Grade Separation East (7SGSE) Project |

## Recommendation

It is recommended that the Commission approve the following actions related to the 7th Street Grade Separation East (7SGSE) Project of the GoPort Program:

1. Authorize the Executive Director to award and execute a contract with the lowest responsive and responsible bidder, Ghilotti Construction Company, Inc. (Ghilotti) in the amount of $193,324,273.12;
2. Approve the reallocation of previously allocated $2.7 million of unspent Measure BB funds from the Plans, Specifications and Estimate (PS&E) phase to the construction phase of the 7SGSE Project; and
3. Authorize the Executive Director to execute Contract Amendment No. 4 to the Professional Services Agreement No. A18-0049 with HDR Engineering, Inc. for an additional $2.0 million, for a total not-to-exceed amount of $17.5 million, and extend the term of the Agreement from September 30, 2023 to December 31, 2027.

## Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the GoPort Program, which includes a program of projects to improve truck and rail access to the Port of Oakland (Port), one of the nation's most vital seaports. The GoPort Program consists of three primary project components: Freight Intelligent Transportation System (FITS), 7SGSE, and 7th Grade Separation West (7SGSW). These capital improvement projects will substantially increase the efficiency and reliability of goods movement operations, improve the competitiveness of the Port,

enhance the safety and incident response capabilities, and improve truck throughput within and near the Port.

The 7SGSE Project proposes to realign the 7th Street and multi-use path, and reconstruct the existing aged-substandard railroad underpass between Interstate 880 (I-880) and Maritime Street to meet the current geometric and seismic standards, including increasing the vertical and horizontal clearances for trucks. Additional project details are provided in Attachment A (Project Fact Sheet). The total estimated cost for all phases of the 7SGSE Project is $364.5 million.

Alameda CTC advertised the construction contract (Contract No. R23-0007) for the 7SGSE Project on January 3, 2023 with a pre-bid meeting held on January 18, 2023. A total of three bids were received on March 14, 2023 (see Table A). Ghilotti was identified as the apparent lowest responsive and responsible bidder in the amount of $193,324,273.12.

A letter of Intent to Award to Ghilotti Construction Inc. was issued to all three bidders on March 21, 2023. No bid protests were received by the bid protest deadline of March 28, 2023. In accordance with Alameda CTC's bid protest procedure and Construction Management Administration Guide, staff recommends that the Commission award the 7SGSE construction contract to Ghilotti as the lowest responsive bidder.

During the construction phase, HDR Engineering, Inc., as the Engineer of Record (EOR), will be required to provide Design Services During Construction (DSDC) for the 7SGSE construction contract. DSDC supports responses to construction inquiries and construction changes, on an as needed basis. HDR's PS&E expenses are $2.7 million under budget and those savings are being requested to move to the construction phase. Table B summarizes the contract actions related to Agreement No. A18-0049 with HDR Engineering, Inc.

**Background**

The Alameda CTC is the project sponsor and implementing agency for the GoPort Program, which is an approximately $720 million program of projects to improve truck and rail access to the Port of Oakland (Port). The 7SGSE Project, is one of the three projects included in the GoPort program that is being implemented by Alameda CTC in partnership with the Port and the City of Oakland (City). 7th Street serves as the primary of three gateways to access the Port, carrying over 40% of all truck traffic to the Port. The project will reconstruct a 90-year old and a 50-year old structurally inadequate underpass structure (UPRR rail tracks are located on top of the structure) located along 7th Street between I-880 and Maritime Street to meet current geometric and seismic standards. The improvements will increase both vertical and horizontal clearances for trucks as well as widen and upgrade the realigned roadway and add a shared pedestrian/bicycle pathway to meet current geometric design and the American with Disabilities Act (ADA) standards. In addition, the project will also install ITS elements such as changeable message signs, smart signals and radio frequency identification devices. Collectively, these improvements will improve safety, reduce truck traffic, congestion and idling in and near the Port, and

provide greening on the underpass as requested by community members as well as multi-modal improvements by providing connectivity to the Bay Trail, Shoreline Park and the Port.

In February 2020, the Commission authorized the release of the 7SGSE construction contract for advertisement subject to the allocation of external funding. However, the construction contract advertisement was delayed to January 3, 2023, due to a delay in the finalization of negotiations between Alameda CTC and Union Pacific Railroad (UPRR).

The total estimated cost for all phases of the 7SGSE Project is $364.5 million. Measure BB investments in the early phases of the project have helped leverage $253 million of external funding from state and regional sources (approximately 70%). The total project funding plan comprises of $178.2 million State Senate Bill 1 funds of which is $175 million of Trade Corridor Enhancement Program funds, $55 million of RM3 Goods Movement funds and $20 million of state funds which the Port of Oakland has secured from CalSTA.

In April 2022, the Commission approved allocation actions that allowed the Project to secure $175 million of State Senate Bill 1 TCEP funds in December 2022, allowing the project to be advertised in January 2023.

Alameda CTC, as the responsible agency to advertise, award, and administer the 7SGSE construction contract, advertised the project on January 3, 2023. Well-attended pre-advertisement outreach and pre-bid meetings were held on December 19, 2022 and January 18, 2023. On March 14, 2023, Alameda CTC received a total of three bids, as shown in Table A:

**Table A: Bid Summary R23-0007**

| Bidder No. | Company | Bid Amount | % Under/ Over EE |
|---|---|---|---|
| 1 | Ghilotti Construction Company, Inc. | $193,324,273.12 | -7.95% |
| 2 | Flatiron West Inc. | $233,358,736.99 | 11.11% |
| 3 | DMZ Builders | $271,883,646.95 | 29.45% |

Ghilotti was identified as the apparent lowest responsive and responsible bidder at $193,324,273.12 which is approximately $16.7 million (7.95%) lower than the final engineer's estimate at bid of $210.02 million, as amended by addendums during the bidding process.

A letter of Intent to Award to Ghilotti was issued to all three bidders on March 21, 2023. No bid protests were received by the bid protest deadline of 4:00 p.m. March 28, 2023. The construction management team completed a bid analysis and determined that the low bid is a balanced bid. Ghilotti is a certified LBE under Alameda CTC's Local Contract Business Equity program, their total participation at award is approximately 71.7% which includes two other LBE subcontractors, Raito and St. Francis Electric. In accordance with

Alameda CTC's bid protest procedure and Construction Management Administration Guide, staff recommends that the Commission award the 7SGSE construction contract to Ghilotti as the lowest responsive bidder.

During the construction phase, HDR Engineering, Inc., as the EOR, will be required to provide DSDC for the 7SGSE construction contract. HDR's cost for DSDC services is approximately $4.7 million and industry standard for such DSDC services is approximately 1-3% of construction capital cost. HDR's DSDC cost represents about 2.4% of the contract award amount which also includes on-call capacity to swiftly address any unforeseen conditions during construction. The current HDR's PS&E contract (A18-0049) expenses are $2.7 million under budget and those savings are being requested to move to the construction phase. All components of the 7SGSE Project construction, including construction closeout are anticipated to be completed by December 31, 2027. The recommended action would authorize HDR Engineering, Inc., to provide these additional design support services through 7SGSE Project completion and extend the term of professional services agreement to December 31, 2027, until the end of a one-year construction closeout period. HDR Engineering, Inc will also prepare the final as-built plans during project closeout. Table B summarizes the contract actions related to Agreement No. A18-0049.

**Table B: Summary of Agreement No. A18-0049 with HDR Engineering, Inc.**

| Contract Status | Work Description/Amendment | Value | Total Contract Not-to-Exceed Value |
|---|---|---|---|
| Original Professional Services Agreement with HDR Engineering, Inc. (A18-0049) *Approved August 2018* | Final design (PS&E) phase services | $15,500,000 | $15,500,000 |
| Amendment No. 1 *June 2020* | Modify the indemnification and insurance requirement provisions | $0 | $15,500,000 |
| Amendment No. 2 *August 2020* | Extend the term for additional time from 9/30/2020 to 9/30/2021 | $0 | $15,500,000 |
| Amendment No. 3 *Approved September 2021* | Extend the term for additional time from 9/30/2021 to 9/30/2023 | $0 | $15,500,000 |

| | | | |
|---|---|---|---|
| *Proposed Amendment No.4*<br>*May 2023*<br>***(This Agenda Item)*** | Provide DSDC services and support through 7SGSE project completion and extend the contract term from 9/30/2023 to 12/31/2027 | **$2,000,000**<br>***(Proposed)*** | **$17,500,000**<br>***(Proposed)*** |
| **Total Amended Contract Not-to-Exceed Amount** | | | **$17,500,000** |

**Levine Act Statement:** Ghilotti, Construction Inc., HDR Engineering, Inc. and its subconsultants did not report a conflict in accordance with the Levine Act.

**Fiscal Impact:** The actions will authorize the total encumbrance of $195.3 million to the Project. This action reallocates $2.7M of previously allocated PS&E phase funds to the construction phase.

These expenditures are included in Alameda CTC adopted FY 2022-23 Capital Program Budget.

**Attachment:**

A. 7SGSE Project Fact Sheet

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# 7th Street Grade Separation East Project

APRIL 2023

## PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in partnership with the City of Oakland and the Port of Oakland (Port), proposes to implement the Global Opportunities at the Port of Oakland (GoPort) Program, a package of landside transportation improvements within and near the Port. The 7th Street Grade Separation East Project is one critical element of the GoPort program which proposes to realign and reconstruct the existing railroad underpass and multi-use path along 7th Street between west of I-880 and Maritime Street to increase vertical and horizontal clearances for trucks to current standards and improve the shared pedestrian/bicycle pathway.

The purpose of this project is to provide efficient multimodal landside access and infrastructure improvements to promote existing and anticipated Port operations, which are critical to the local, regional, state and national economies by rebuilding and modernizing a key access point to the Port of Oakland.

## PROJECT NEED

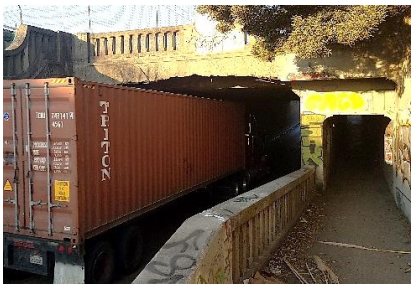
- Support regional economic development and Port growth potential.
- Minimize likelihood of freight infrastructure failure.
- Provide access and infrastructure improvements for effective multimodal transportation for rail, trucks, automobiles, bicycles and pedestrians.
- Support safe transportation system operations.

## PROJECT BENEFITS

- Improves safety, efficiency and reliability of truck and rail access to the Oakland Port Complex
- Reduces congestion and improves mobility
- Reduces emissions and greenhouse gases
- Provides bicycle and pedestrian connectivity to the Bay Trail system
- Increases job opportunities

7th Street, approaching Union Pacific Railroad bridge from the east.

Truck stuck at the 7th Street underpass.



Existing multi-use path and damage to the 7th Street underpass.

## STATUS

**Implementing Agency**: Alameda CTC

**Current Phase:** Final Design

- California Environmental Quality Act (CEQA) clearance through the 2002 Oakland Army Base Environmental Impact Report (EIR) and the 2012 addendum.
- National Environmental Policy Act (NEPA) clearance through a Categorical Exclusion (CE) was completed on October 25, 2018.
- Final Design was completed on December 2, 2022.
- Construction bids were opened in March 2023; a construction contract award is anticipated in May 2023

## PARTNERS AND STAKEHOLDERS

California Transportation Commission, California State Transportation Agency, California Department of Transportation, Metropolitan Transportation Commission, City of Oakland, Port of Oakland, Union Pacific Railroad, San Francisco Bay Area Rapid Transit and several utility entities

## COST ESTIMATE BY PHASE ($ X 1,000)

| | |
|---|---|
| PE/Environmental | $5,387 |
| Final Design (PS&E) | $21,093 |
| Right-of-Way | $73,708 |
| Construction | $264,312 |
| **Total Expenditures** | **$364,500**[1] |

[1] Includes construction contingencies.

## FUNDING SOURCES ($ X 1,000)

| | |
|---|---|
| Measure BB | $111,320 |
| State (SB 1 LPP)[2] | $3,180 |
| State (SB 1 TCEP)[3] | $175,000 |
| Regional (RM 3 LONP)[4] | $55,000 |
| Port of Oakland | $20,000 |
| **Total Revenues** | **$364,500** |

[2] Senate Bill 1 Local Partnership Program (LPP).
[3] Senate Bill 1 Trade Corridor Enhancement Program (TCEP).
[4] Regional Measure 3 Letter of No Prejudice (LONP).

## SCHEDULE BY PHASE

| | Begin | End |
|---|---|---|
| Preliminary Engineering/ Environmental | Fall 2016 | Fall 2018 |
| Final Design | Fall 2018 | Late 2022 |
| Right-of-Way | Fall 2018 | Late 2022 |
| Construction | Spring 2023 | Late 2026[5] |

[5] Excludes construction close-out.

Note: Information on this fact sheet is subject to periodic updates

| | |
|---|---|
| **DATE:** | May 18, 2023 |
| **TO:** | Alameda County Transportation Commission |
| **FROM:** | Vivek Bhat, Senior Director of Programming and Projects<br>John Nguyen, Principal Transportation Planner<br>Jacki Taylor, Principal Program Analyst |
| **SUBJECT:** | Approve the 2024 Comprehensive Investment Plan |

## Recommendation

It is recommended the Commission approve the following actions:

1. Approve the 2024 Comprehensive Investment Plan (CIP), which includes incorporating:
    a. $179.7M in new programming and allocation recommendations consisting of Measure B, Measure BB, Vehicle Registration Fee (VRF), Transportation Fund for Clean Air (TFCA), and federal One Bay Area Grant Cycle 3 Program funds;
    b. $11.7M in previously approved programming actions occurring after the 2022 CIP Update was approved on April 28, 2022;
    c. $10.8M in allocations of previously approved programmed funds; and
    d. Technical adjustments to previously programmed and allocated funds.
2. Authorize Executive Director or designee to execute Project Funding Agreements for funding awarded and allocated through the 2024 CIP.

## Summary

Alameda CTC's Comprehensive Investment Plan (CIP) is a near-term strategic programming document through which fund sources administered by Alameda CTC (such as Measure B, Measure BB, Vehicle Registration Fee, Transportation Fund for Clean Air, federal One Bay Area Grant Program) are programmed, allocated, and documented. The CIP is updated annually to document programming and allocations that occurred since its last approval, to capture new programming, allocations and technical adjustments, and to update CIP programming guidelines, policies and procedures.

On April 28, 2022, the Commission approved the 2022 CIP Update which included approximately $220 million programmed from fiscal years (FYs) 2021-22 through 2025-26, and $199 million allocated over the first two years.

As part of the biennial CIP update process, the 2024 CIP includes a shift of the five-year programming horizon to FYs 2023-24 through 2027-28. The recommended components of the 2024 CIP are as follows:

a. $179.7M in new programming and allocation recommendations consisting of Measure B, Measure BB, Vehicle Registration Fee (VRF), Transportation Fund for Clean Air (TFCA), and federal One Bay Area Grant Cycle 3 Program funds;
b. $11.7M in previously approved programming actions occurring after the 2022 CIP Update was approved on April 28, 2022;
c. $10.8M in allocations of previously approved programmed funds; and
d. Technical adjustments to previously programmed and allocated funds.

The resultant 2024 CIP recommended for approval includes a five-year programming total of approximately $207M, with $191M allocated over the first two fiscal years.

**Background**

Alameda CTC's Comprehensive Investment Plan (CIP) is a near-term strategic programming document through which fund sources administered by Alameda CTC are consolidated and programmed through a single programming cycle.

The CIP's purpose is to strategically program available funds toward transportation investments that support the vision and goals of the Alameda CTC's Countywide Transportation Plan, multi-modal plans, and voter-approved transportation expenditure plans. Alameda CTC updates the CIP annually to document Commission programming actions occurring after a CIP's approval, new programming and allocation recommendations, and technical CIP adjustments to previously programmed funds. On April 28, 2022, the 2022 CIP Update was approved by the Commission and included a five-year programming horizon from fiscal years (FYs) 2021-22 through 2025-26, with a two-year allocation plan for the first two fiscal years of the CIP. The 2022 CIP Update reflected approximately $220M in programming and $199M in allocations.

The 2024 CIP recommendations includes the incorporation of changes within three areas:

A. New Programming and Allocations Recommendations
B. Incorporation of Previously Approved Programming
C. General Technical Adjustments

## A. New Programming and Allocation Recommendations - $179.7M

The 2024 CIP includes a new programming recommendation totaling $179.7M. This consists of $148.8M in new discretionary programming, and $30.9M of other new programming recommendations related to Commission approved priorities and named commitments identified within the 2014 Transportation Expenditure Plan.

These recommendations are further described below.

*2024 CIP Call for Projects - Discretionary Program ($148.8M)*

On April 28, 2022, the Commission approved 2024 CIP Programming Guidelines and Project Selection Criteria to establish the programming process for new discretionary programming and allocations through the CIP. Per these adopted 2024 CIP Programming Guidelines, upcoming available funding would be prioritized towards bicycle/pedestrian, complete streets, and transit-related projects and programs that can demonstrate readiness within the first two years of the 2024 CIP (FY 23/24 and 24/25), increase safety by addressing the Countywide Bicycle and Pedestrian High Injury Networks, and increase access by directly benefitting Priority Development Areas and Equity Priority Communities.

On May 10, 2022, Alameda CTC released the 2024 CIP Notice of Funding Opportunity which included an estimated $150.8 million of combined federal One Bay Area Grant Program Cycle 3 (OBAG 3) funding and Alameda CTC-administered discretionary local funding sources, including Measure B and BB, VRF, and TFCA. The 2024 CIP application period closed on June 30, 2022. Alameda CTC received a total of 52 applications requesting approximately $262.6 million.

In order to align with the required programming procedures and timelines of the available sources, Alameda CTC's 2024 CIP discretionary programming recommendations, included in Attachment A: Discretionary Recommendations by Category, involved a three-step process with three separate Commission actions, as follows:

1. OBAG 3 Program: On September 22, 2022, the Commission approved the list of OBAG 3 Project Nominations for funding consideration by MTC. This $82.8M OBAG 3 nomination included 10 projects to MTC for consideration totaling $71.3M and $11.5M for Countywide Planning and Safe Routes to Schools priorities.

   MTC evaluated Alameda County's project nominations against those from the other Bay Area counties. In Early 2023, MTC released a final OBAG 3 County program of projects, ultimately awarding $69.7M to the Alameda County projects and programs. Refer to Attachment B: OBAG Program Cycle 3 Summary.

2. FY 2022-23 and 2023-24 TFCA Programs: The 2024 CIP Fund Estimate initially included $5.0M of TFCA funding, which has since been increased to $5.5M to reflect actual revenue. On October 27, 2022, the Commission approved $2.96M of FY 2022-23 TFCA funds. The separate October approval was necessary to meet Air District FY 2022-23 programming timelines. The current 2024 CIP recommendation includes minor revisions to the October 2022 action as well as a partial recommendation for the FY 2023-24 TFCA funds. In total, $3.5M in TFCA is recommended for programming across FYs 2022-23 and FY 2023-24, leaving a $2.02M remaining unprogrammed balance. Refer to Attachment C: TFCA Program Summary.

3. Alameda CTC Local Discretionary Sources: In May 2023 (this item), Alameda CTC staff is recommending the programming of the other fund sources including local discretionary and a federal Earmark, available through the 2024 CIP. This includes a total of approximately $79.1M in programming recommendations, as follows:

    a. $63.7M in discretionary sources (Measure B, Measure BB, VRF, TFCA);
    b. $13.7M Measure BB Gap Closure of the Three Major Trails (TEP-42);
    c. $1.7M federal Earmark for capital improvements near schools.

    Alameda CTC evaluated the candidate applications within designated categories for bike/pedestrian, transit-capital, and shuttle operations. All applications were evaluated against the Commission-approved CIP programming and project selection criteria weighted scores for Project Readiness (45%), General Benefits (20%), Access Improvements/Equity Priority Communities (10%), Safety Benefits (7.5%), Countywide Bike/Pedestrian High Injury Network (7.5%), and Matching Funds (10%).

    In addition to programming local fund sources, Alameda CTC is recommending the programming of $1.7M of Federal Earmark funds directed to Alameda CTC through the 2022 Consolidated Appropriations Act for capital safety and access improvements near schools. Through the 2024 CIP evaluation process, staff identified seven candidate applications within the Bicycle/Pedestrian Category in which the Project Sponsor requested federal funding, and also proposed improvements that would provide safety and transportation benefits near schools that are consistent with Alameda CTC's Safe Routes to School (SR2S) Program School Safety Assessment Objectives.

    In order to minimize the federal project delivery requirements spreading across multiple sponsors, staff recommends programming the federal Earmark to the highly ranked City of Pleasanton's West Las Positas Boulevard Multimodal Reconstruction Project, and providing local funding sources to other candidate

projects in consideration of their CIP scoring assessment and the available programming capacity. A total of four projects advancing Alameda CTC's SR2S Program School Safety Assessment Objectives are recommended for funding through the 2024 CIP. This includes one project funded through the federal Earmark, and three projects funded through other CIP fund sources as noted below:

- Alameda – Citywide High-priority Roundabouts *(OBAG 3)*
- Fremont – Fremont Blvd/Walnut Avenue Bikeway Project (Measure BB)
- Pleasanton – West Las Positas Blvd Multimodal Reconstruction Project *(federal Earmark)*
- Piedmont – Piedmont Pedestrian Safety Project *(Measure BB)*

Furthermore, during the CIP application review and evaluation process, Alameda CTC received correspondence related to the City of Berkeley's Water Transportation/Ferry Project as included as Attachment D. These letters were considered along with the Project Sponsor's original application.

The total $79.1M discretionary programming recommendation maximizes the available funding for bicycle/pedestrian and transit improvements, and pairs funding to 35 of the 52 submitted applications. The investments support the countywide delivery of bicycle/pedestrian and transit capital and operational improvements across all project delivery phases, and in focus areas of Equitable Priority Communities, High Injury Network, and Priority Development Areas.

In total, the combined 2024 CIP/OBAG program recommendation amounts to $148.8M ($79.1M in Alameda CTC local discretionary sources, and the $69.7M in OBAG 3 funds). For a list of the overall ranking of project applications within each category, and fund sources awarded refer to Attachment A: Discretionary Recommendations by Category.

*Other New Programming ($30.9M)*

Additionally, the 2024 CIP includes other new programming recommendations for projects and programs identified in the 2014 Transportation Expenditure Plan for projects such as:

- Alameda CTC's Rail Safety Enhancement Program ($3.7M, TEP-23)
- Alameda CTC's Student Transit Pass Program ($8M, TEP-07)
- Alameda CTC's San Pablo Multi-modal Corridor Project ($4.6M, TEP-26)
- Fremont – Irvington BART Station ($7.5M, TEP-17)
- Hayward – I-880 Winton/A Street ($1.5M, TEP-40)
- Oakland – Broadway Street Scape and Transit Improvements ($3.9M, TEP-24)

The programming recommendations will advance the delivery of these 2014 TEP projects and programs, and further the leveraging of Measure BB for Alameda County's transportation improvements.

### B. Previously Approved Programming - $11.7M

The 2024 CIP includes $11.7M of various Commission actions taken since the approval of the 2022 CIP Update on April 28, 2022.

Between May 2022 through April 2023, the Commission approved a total of $11.7M in programming to projects such as Alameda CTC's San Pablo Avenue Multimodal Corridor, East Bay Greenway Multimodal Corridor Phase-1, and the SR-262 (Mission Boulevard) Cross Connector projects, East Bay Community Energy's Ride Electric Program, and the FY 2022-23 TFCA program of projects.

These previously approved programming actions are included in Attachment E: Summary of Programming Changes, Table 1: Previously Approved Programming.

### C. General Technical Adjustments

The 2024 CIP includes technical changes to the existing programming and allocations to reflect two main categories of changes.

1. *Programming to Allocations*: Projects and programs previously programmed in a prior 2022 CIP update are now eligible for an allocation since the CIP five-year programming horizon is now expanded for the 2024 CIP, with a new two-allocation window including FYs 23/24 and 24/25. A total of $10.8M is recommended to be converted from previously programmed to new allocations.

   The programming to allocation conversions include funding for operations of Seniors and People with Disabilities programs, transit operations, and capital improvements ready to continue with the next phase of implementation. The programming to allocation conversion does not change the previously approved programmed funds, and this action will only enable Alameda CTC to encumber the funds to these project sponsors. Refer to Attachment E: Summary of Programming Changes, Table 2A: Programming to Allocations.

2. *General Technical Adjustments*: These adjustments to the CIP programming record reflect fund source exchanges, phase allocation shifts, and deallocation of balances from completed projects. Refer to Attachment E: Summary of Programming Changes, Table 2B: General Technical Adjustments.

In summary, the 2024 CIP now includes $207M in programming over FY 2023-24 through 2027-28, with $191M in allocations. The detailed itemization of all updates to the previously approved 2022 CIP is shown in Attachment E: Summary of Programming Changes, and Attachment F: Programming and Allocation Adjustments to previously approved 2022 CIP Update.

The formal record for the 2024 CIP, which incorporates the programming and allocation recommendations and adjustments described within this report, is shown in Attachment G: 2024 CIP Programming and Allocations.

Staff recommends the Commission approve the 2024 CIP programming and allocation actions described herein, and authorize Executive Director or designee to execute Project Funding Agreements related to CIP allocation recommendations.

**Next Steps**

Upon approval of the programming and allocations contained within the 2024 CIP, Alameda CTC will enter into a Project Funding Agreement with Project Sponsors. The effective date of the allocations will be as of July 1st of the respective allocation fiscal year within the CIP. For Alameda CTC local funds, Alameda CTC will require Project Sponsors to submit a Resolution of Local Support accepting funds and confirming adherence to Alameda CTC's funding requirements. Refer to Attachment H: Sample Resolution Accepting Alameda CTC Funds.

In cases where proposed amounts by fund source identified are required to be revised ahead of a funding agreement (i.e. TFCA amounts are adjusted due to certain final calculations), such fund source adjustments that do not impact the total funding award will be captured in a future CIP Update.

Alameda CTC staff encourages sponsors of projects not recommended for funding, in full or in part through the 2024 CIP, to apply for future funding opportunities from upcoming state and federal opportunities. Additionally, Project Sponsors receiving pre-construction phase funding from the 2024 CIP may seek construction funding in a future CIP cycle once pre-construction phases are completed.

Regarding the remaining unprogrammed FY2023-24 TFCA balance, during Summer 2023 Alameda CTC staff will coordinate with local agencies and ACTAC members to identify and evaluate potential candidate projects for the remaining balance of FY 2023-24 TFCA funding.

**Fiscal Impact:** The recommended actions will result in the subsequent encumbrance and expenditure of the funds allocated through the 2024 CIP. The corresponding encumbrance amounts will be included in Alameda CTC's annual budget updates for the applicable fiscal year.

**Attachments:**

A. Discretionary Recommendations by Category
B. OBAG Cycle 3 Program Summary
C. FYs 2022-23 and 2023-24 TFCA Program Summary
D. Berkeley Water Transportation/Ferry Project Letters
E. Summary of Programming Changes
F. Programming and Allocation Adjustments to previously approved 2022 CIP Update
G. 2024 CIP Programming and Allocations
H. Sample Resolution Accepting Alameda CTC funds

**2024 Comprehensive Investment Plan**
**Bicycle/Pedestrian Funding Recommendation**

| | | | | | | Award Amount By Fund Source | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Rank | Project Sponsor | Project Title | Agency/Area Benefitting From Project | Amount Requested | Total Project Cost | CIP Local | TFCA | OBAG 3 | SR2S Earmark | Total Award | Awarded Phase |
| 1 | ACPWA | Mission Boulevard Phase III Corridor Improvements[2] | County of Alameda | $ 4,950,000 | $ 32,700,000 | $ - | $ - | $ 4,950,000 | $ - | $ 4,950,000 | CON |
| 2 | Alameda CTC | East Bay Greenway Phase 1, Multimodal | Oakland, San Leandro, Hayward | $ 10,000,000 | $ 173,250,000 | $ - | $ 535,000 | $ - | $ - | $ 535,000 | CON |
| 3 | Newark | Old Town PDA Road Diet and Complete Street Improvement Project | Newark | $ 5,210,000 | $ 9,647,000 | $ - | $ 69,000 | $ 5,141,000 | $ - | $ 5,210,000 | CON |
| 4 | Alameda CTC | San Pablo Avenue Safety/Bus Bulbs Project | Albany, Berkeley, Emeryville, Oakland, AC Transit System | $ 10,000,000 | $ 22,740,000 | $ - | $ - | $ 10,000,000 | $ - | $ 10,000,000 | CON |
| 5 | Alameda | Citywide High-priority Roundabouts[1] | Alameda | $ 9,259,000 | $ 13,458,000 | $ - | $ - | $ 2,325,000 | $ - | $ 2,325,000 | CON |
| 6 | Pleasanton | West Las Positas Boulevard Multimodal Reconstruction[2, 3] | Pleasanton | $ 9,000,000 | $ 22,200,000 | $ 7,300,000 | $ - | $ - | $ 1,700,000 | $ 9,000,000 | CON |
| 7 | Dublin | Tassajara Rd Improvements from N. Dublin Ranch Drive to Quarry Lane School | Dublin | $ 1,000,000 | $ 14,500,000 | $ 872,000 | $ 128,000 | $ - | $ - | $ 1,000,000 | CON |
| 8 | Alameda CTC | San Pablo Avenue Parallel Bike Project | Albany, Berkeley, Emeryville, Oakland, , AC Transit System | $ 10,000,000 | $ 16,825,000 | $ - | $ - | $ 10,000,000 | $ - | $ 10,000,000 | CON |
| 9 | Union City | Union City Boulevard Bike Lanes Phase III[2] | Fremont, Union City | $ 2,870,250 | $ 3,827,000 | $ 1,751,000 | $ 49,000 | $ - | $ - | $ 1,800,000 | CON |
| 10 | ACPWA | Upper San Lorenzo Creekway | Unincorporated Areas of Alameda County | $ 9,621,500 | $ 14,882,776 | $ - | $ - | $ 9,621,000 | $ - | $ 9,621,000 | CON |
| 11 | BATA | West Oakland Link | Oakland | $ 4,544,000 | $ 107,900,000 | $ - | $ 344,000 | $ 4,200,000 | $ - | $ 4,544,000 | CON |
| 12 | Dublin | Dublin/Pleasanton BART Station Active Access Improvements | Dublin,Pleasanton, BART systemwide | $ 8,405,000 | $ 14,777,000 | $ 7,910,000 | $ 495,000 | $ - | $ - | $ 8,405,000 | CON |
| 13 | Emeryville | Doyle Bicycle Improvements - Phase 3 | Emeryville | $ 354,000 | $ 473,000 | $ 354,000 | $ - | $ - | $ - | $ 354,000 | PS&E CON |
| 14 | Oakland | 66th Avenue BART to Bay Trail | Oakland | $ 10,000,000 | $ 19,291,000 | $ 2,139,750 | $ - | $ - | $ - | $ 2,139,750 | PS&E |
| 15 | San Leandro | Lewelling Boulevard Streetscape | San Leandro | $ 2,207,000 | $ 2,943,000 | $ 2,207,000 | $ - | $ - | $ - | $ 2,207,000 | PS&E CON |
| 16 | EBRPD | Oakland Bay Trail Extension | Oakland | $ 1,100,000 | $ 2,500,000 | $ 925,000 | $ 175,000 | $ - | $ - | $ 1,100,000 | CON |
| 17 | Oakland | 27th Street and Bay Place Project | Oakland | $ 8,301,000 | $ 13,482,000 | $ 8,301,000 | $ - | $ - | $ - | $ 8,301,000 | CON |
| 18 | Fremont | East Bay Greenway Trail (Irvington to Fremont BART) | Fremont | $ 6,822,000 | $ 9,157,000 | $ 1,033,000 | $ - | $ - | $ - | $ 1,033,000 | PS&E |
| 19 | Alameda | Lincoln Avenue/Marshall Way/Pacific Avenue Corridor Improvement Project | Alameda | $ 9,991,000 | $ 14,692,000 | $ 567,000 | $ - | $ - | $ - | $ 567,000 | PS&E |
| 20 | Fremont | I-880/Decoto Interchange Modernization Project | Fremont | $ 10,000,000 | $ 24,500,000 | $ - | $ - | $ - | $ - | $ - | |
| 21 | San Leandro | Fairway Drive Traffic Calming | San Leandro | $ 777,000 | $ 1,036,000 | $ 58,000 | $ - | $ - | $ - | $ 58,000 | PS&E |
| 22 | San Leandro | Hesperian Boulevard Bike Lane Gap Closure | San Leandro | $ 1,050,000 | $ 1,400,000 | $ 225,000 | $ - | $ - | $ - | $ 225,000 | PS&E |
| 23 | Berkeley | Adeline Corridor Project at Ashby BART Station | Berkeley | $ 600,000 | $ 800,000 | $ 600,000 | $ - | $ - | $ - | $ 600,000 | PE/Env |

**2024 Comprehensive Investment Plan**
**Bicycle/Pedestrian Funding Recommendation**

| | | | | | | Award Amount By Fund Source | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Rank | Project Sponsor | Project Title | Agency/Area Benefitting From Project | Amount Requested | Total Project Cost | CIP Local | TFCA | OBAG 3 | SR2S Earmark | Total Award | Awarded Phase |
| 24 | Fremont | Fremont Boulevard/Walnut Avenue Bikeway Project | Fremont | $ 9,306,000 | $ 12,483,000 | **$ 1,100,000** | **$ -** | **$ -** | **$ -** | **$ 1,100,000** | **PS&E** |
| 25 | Oakland | LAAMPS Phase Two | Oakland | $ 6,734,000 | $ 9,620,000 | **$ 1,196,688** | **$ -** | **$ -** | **$ -** | **$ 1,196,688** | **PS&E** |
| 26 | Union City | Union City Dyer Street Rehab Project Phase II | Union City | $ 1,000,000 | $ 1,340,000 | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | |
| 27 | Emeryville | Shellmound Christie Loop | Emeryville | $ 1,155,000 | $ 10,548,000 | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | |
| 28 | Dublin | Village Parkway Complete Street Improvements | Dublin | $ 8,950,000 | $ 12,630,000 | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | |
| 29 | Piedmont | Piedmont Pedestrian Safety Project | Piedmont | $ 500,000 | $ 666,000 | **$ 500,000** | **$ -** | **$ -** | **$ -** | **$ 500,000** | **CON** |
| 30 | Berkeley | Citywide Bicycle Boulevard Crossing Improvement Project | Berkeley | $ 999,000 | $ 1,332,000 | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | |
| 31 | EBRPD | Tassajara Creek Trail Extension to Dublin-Pleasanton BART | Dublin, Pleasanton | $ 912,500 | $ 1,400,000 | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | |
| 32 | San Leandro | BART to Downtown San Leandro Pedestrian Enhancements | San Leandro | $ 578,000 | $ 771,000 | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | |
| 33 | Livermore | Vasco Road Widening Project No. 2018-37 | Livermore | $ 2,748,600 | $ 5,733,600 | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | |
| 34 | Emeryville | Stanford Corridor Enhancement Study | Emeryville | $ 1,875,000 | $ 2,500,000 | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | |
| 35 | Dublin | Iron Horse Nature Park and Open Space | Dublin | $ 1,800,000 | $ 2,571,000 | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | |
| | | | **Total** | **$ 172,619,850** | **$ 598,575,376** | **$ 37,039,438** | **$ 1,795,000** | **$ 46,237,000** | **$ 1,700,000** | **$ 86,771,438** | |

Notes:
1. Alameda High-priority Roundabouts reflects the partial funding of the request towards the Central Avenue roundabout only.
2. The request amount is adjusted to reflects eligible project scope.
3. Recommendation includes Federal Earmark for SR2S capital improvements.

**2024 Comprehensive Investment Plan**
**Transit Funding Recommendation**

| Rank | Project Sponsor | Project Title | Agency/Area Benefitting From Project | Amount Requested | Total Project Cost | Award Amount By Fund Source: CIP Local | Award Amount By Fund Source: TFCA | Award Amount By Fund Source: OBAG 3 | Total Award | Awarded Phase |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | BART | Lake Merritt TOD | Oakland, BART systemwide | $ 10,000,000 | $ 32,561,000 | $ 7,830,000 | | $ - | **$ 7,830,000** | **CON** |
| 2 | Emeryville | 40th Multimodal Improvements project | Emeryville | $ 8,376,000 | $ 15,550,000 | $ 8,204,000 | $ 172,000 | $ - | **$ 8,376,000** | **CON** |
| 3 | Alameda CTC | San Pablo Avenue Bus/Bike Lanes Project | Albany, Berkeley, Emeryville, Oakland, AC Transit System | $ 10,000,000 | $ 72,876,000 | $ - | $ - | $ 10,000,000 | **$ 10,000,000** | **CON** |
| 4 | BART | West Oakland BART TOD & Station Modernization | Oakland, BART systemwide | $ 10,000,000 | $ 41,400,000 | $ 8,400,000 | | $ - | **$ 8,400,000** | **CON** |
| 5 | LAVTA | LAVTA Zero Emissions Infrastructure Transition Project (Atlantis Maintenance Facility) | Dublin, Livermore, Pleasanton | $ 3,000,000 | $ 34,625,000 | $ 3,000,000 | | $ - | **$ 3,000,000** | **CON** |
| 6 | AC Transit | Fruitvale Corridor | Oakland and AC Transit systemwide | $ 3,723,000 | $ 4,967,000 | $ 1,723,000 | | $ 2,000,000 | **$ 3,723,000** | **Multiple** |
| 7 | Berkeley | Water Transportation / Ferry Project | Berkeley | $ 5,138,685 | $ 10,277,370 | $ 5,138,685 | | $ - | **$ 5,138,685** | **PE/Env PS&E** |
| 8 | AC Transit | Foothill Corridor [1] | Oakland | $ 750,000 | $ 1,000,000 | **$ -** | | **$ -** | **$ -** | |
| 9 | AC Transit | High-Priority Bus Stop Improvements Project | Oakland and AC Transit systemwide | $ 2,626,000 | $ 3,500,000 | **$ 1,800,000** | | **$ -** | **$ 1,800,000** | **CON** |
| 10 | AC Transit | District-Wide Security Systems Upgrade | AC Transit System | $ 3,514,000 | $ 4,685,000 | **$ -** | | **$ -** | **$ -** | |
| 11 | BART | MacArthur BART Station Elevator Modernization | Oakland and BART systemwide | $ 7,500,000 | $ 10,000,000 | **$ -** | | **$ -** | **$ -** | |
| 12 | BART | 19th Street BART Station Elevator Modernization | Oakland and BART systemwide | $ 7,500,000 | $ 10,000,000 | **$ -** | | **$ -** | **$ -** | |
| 13 | BART | 12th Street BART Station Elevator Modernization | Oakland and BART systemwide | $ 7,500,000 | $ 10,000,000 | **$ -** | | **$ -** | **$ -** | |
| 14 | AC Transit | Fremont Cloud Based TSP Pilot | Transit Signal Priority TSP Pilot | $ 600,000 | $ 800,000 | **$ -** | | **$ -** | **$ -** | |
| | | | **Total** | **$ 80,227,685** | **$ 252,241,370** | **$ 36,095,685** | **$ 172,000** | **$ 12,000,000** | **$ 48,267,685** | |

Notes:
1. AC Transit's Foothill project received funding from MTC FY 22/23 Transit Performance Initiative Program/Regional OBAG 3

**2024 Comprehensive Investment Plan**
**Shuttle Funding Recommendation**

| | | | | | | Award Amount by Fund Source | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Rank** | **Project Sponsor** | **Project Title** | **Agency/Area Benefitting From Project** | **Amount Requested** | **Total Project Cost** | **CIP Local** | **TFCA** | **Total Award** | **Awarded Phase** |
| 1 | Emeryville | Emery Go-Round Operating Expenses (FY26-FY27 and FY27-28) | Emeryville | $ 1,000,000 | $ 13,100,000 | **$ 1,000,000** | **$ -** | **$ 1,000,000** | **Ops** |
| 2 | San Leandro | LINKS Shuttle | San Leandro | $ 331,000 | $ 1,323,000 | **$ 264,000** | **$ 67,000** | **$ 331,000** | **Ops** |
| 3 | Alameda | Alameda-Oakland Estuary Water Shuttle Pilot Program | Alameda, Oakland | $ 1,000,000 | $ 4,000,000 | **$ 415,927** | **$ 584,073** | **$ 1,000,000** | **Ops** |
| | | | **Total** | **$ 2,331,000** | **$ 18,423,000** | **$ 1,679,927** | **$ 651,073** | **$ 2,331,000** | |

**Metropolitan Transportation Commission**
**One Bay Area Grant (OBAG) Program - Cycle 3**

**Alameda County OBAG 3 Program**
***As approved by the MTC Commission, January 25, 2023 and March 22, 2023***

| Index | Sponsor | Agency/Area Benefitting From Project | Project Title | Alameda CTC Nominated $ | MTC Approved $ |
|---|---|---|---|---|---|
| 1 | AC Transit | Oakland, AC Transit System | Fruitvale Corridor | $2,000,000 | $2,000,000 |
| 2 | Alameda CTC | Albany, Berkeley, Emeryville, Oakland, AC Transit System | San Pablo Avenue Bus and Bike Lanes | $10,000,000 | $10,000,000 |
| 3 | Alameda CTC | Albany, Berkeley, Emeryville, Oakland, AC Transit System | San Pablo Avenue Parallel Bike Network | $10,000,000 | $10,000,000 |
| 4 | Alameda CTC | Albany, Berkeley, Emeryville, Oakland, AC Transit System | San Pablo Avenue Safety/Bus Bulbs Project | $10,000,000 | $10,000,000 |
| 5 | Alameda | Alameda | Central Avenue/Fourth Street/Ballena Blvd Roundabout | $2,325,000 | $2,325,000 |
| 6 | Alameda County | County of Alameda | Mission Boulevard Phase III Corridor Improvements | $9,657,000 | $4,950,000 |
| 7 | Alameda County | County of Alameda | Upper San Lorenzo Creekway Trail | $9,621,000 | $9,621,000 |
| 8 | Newark | Newark | Old Town Streetscape | $5,141,000 | $5,141,000 |
| 9 | MTC/BATA | Oakland | West Oakland Link Project | $4,200,000 | $4,200,000 |
| | | | **Sub-total to Projects** | **$62,944,000** | **$58,237,000** |
| 10 | Alameda CTC | Countywide | Countywide Planning Activities - Supplemental *(previously approved by MTC)* | $2,600,000 | $2,600,000 |
| 11 | Alameda CTC | Countywide | Countywide SRTS Program (Non-Infrastructure) *(previously approved by MTC)* | $8,900,000 | $8,883,000 |
| | | | **Sub-total OBAG 3 Funding Priorities** | **$11,500,000** | **$11,483,000** |
| | | | **Sub-total Projects + Funding Priorities** | **$74,444,000** | **$69,720,000** |
| 13 | MTC | Countywide | **Countywide Planning Activities - Base Amount** | **NA** | **$4,905,000** |

**Alameda County OBAG 3 Grand Total: $74,625,000**

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# TFCA County Program Manager Fund, Draft FY 2023-24 Program

| 70% Cities/County Share | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Sponsor** | **Project Name** | **Project Description** | **Total Project Cost** | **2024 CIP Amount Requested** | **TFCA Share** | **TFCA Cost-effectiveness** ($ TFCA/ton) | **Recommended FYE24 TFCA** | **Notes** |
| Emeryville | 40th Street Multimodal Improvements | Project will install a 10- to 12-foot wide, two-way separated (Class IV) bikeway on north side of 40th St. The bikeway is separated from the adjacent bus-only lane by a 4-ft wide raised side median and raised to sidewalk level through the bus hub area, Adeline St - San Pablo Ave and along the length of bus stops west of San Pablo Ave. | $ 15,550,000 | $ 8,376,000 | $ 15,388 | $ 499,994 | **$ 172,000** | |
| Dublin | Tassajara Road Complete Streets | Project will improve Tassajara Road from N. Dublin Ranch Drive to Quarry Lane School. TFCA scope includes adding Class IV bike lanes and bike/pedestrian improvements at intersections. | $ 14,500,000 | $ 1,000,000 | $ (638,470) | $ 498,526 | **$ 128,000** | |
| San Leandro | LINKS Shuttle Operations | The LINKS Shuttle provides free peak-commute-period service from the San Leandro BART station to residential, commercial and employment corridors in West San Leandro. Service is provided every 30 minutes a North and South Loop, M-F, 5:45 to 9:45 am and 3:00 to 7:00 pm. FYs 24-25 & 25-26 operations. | $ 1,324,000 | $ 331,000 | $ 119,601 | $ 249,282 | **$ 67,000** | See Note 1 |
| Union City | Union City Boulevard Bike Lanes | On Union City Blvd, southern city limits - Smith St. TFCA scope includes over 2 miles of new Class 2 buffered bike lanes, separated bike lanes at intersections and Class 1 path on Rocklin Dr near Delaine Eastin Elementary School. | $ 18,000,000 | $ 5,000,000 | $ (1,188,928) | $ 376,112 | **$ 185,000** | See Note 2 |
| | | **Subtotal Cities/County (70%) Requested** | **$ 24,377,000** | **Amount Recommended** | | | **$ 552,000** | |
| | | | | | | TFCA 70% Available to Program | $ 1,490,094 | |
| | | | | | | *Balance* | *$ 938,094* | |

| FY 2023-24 Program Summary | New FY23-24 Fund Estimate | Prior Year Adjustments | Funds Available to Program | Amount Requested | TFCA Recommended | Unprogrammed Balance [3] *(Available less Recommended)* |
|---|---|---|---|---|---|---|
| Subtotal 70% Cities/County Share | $ 1,409,950 | $ 80,144 | $ 1,490,094 | $ 24,377,000 | $ 552,000 | $ 938,094 |
| Subtotal 30% Transit Share | $ 604,264 | $ 478,994 | $ 1,083,258 | $ - | $ - | $ 1,083,258 |
| **Total FY 2022-23 Program** | **$ 2,014,214** | **$ 559,138** | **$ 2,573,352** | **$ 24,377,000** | **$ 552,000** | **$ 2,021,352** |
| | | | | | Portion of remaining balance subject to Nov 17, 2023 programming deadline[3]: | *$ 2,021,352* |

**Notes:**

1. This $67K is for FYs 2024-25 & 2025-26 operations and will replace $67K of previously programmed VRF Transit funds.
2. This new $185K award reflects the re-evaluation of the project's curent (increased) scope for TFCA funding and replaces a prior TFCA award of $136K (TFCA project 18ALA09) which will be cancelled.
3. FY 2023-24 revenue left unprogrammed as of November 17, 2023 may be programmed directly by the Air District.

# TFCA County Program Manager Fund, FY 2022-23 Program, Revised May 2023

**70% Cities/County Share**

| Sponsor | Project Name | Project Description | Total Project Cost | Amount Requested | TFCA Share | TFCA Cost-effectiveness ($ TFCA/ton) | Amount Awarded Oct '22 | Revised Award May '23 | Change from Oct '22 action | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| Alameda | Alameda-Oakland Estuary Water Shuttle Pilot Program | Operate a new water shuttle service (contracted through WETA) across the estuary between west Alameda and Oakland's Jack London Square (JLS) as a two-year pilot, starting fall '23. Proposed pilot service will be free and operate five days per week, Tues- Sat, roughly every 15 minutes. Stops: JLS (Oakland), Alameda Landing & Marina Village (Alameda). | $ 4,000,000 | $ 1,000,000 | $ (105,644) | $ 262,392 | **$ 584,073** | **$ 584,073** | **$ -** | See Notes 1, 2 |
| Alameda CTC | San Pablo Avenue Bus/Bike Lanes | Project will install dedicated transit lanes and a curb-protected bike lane on each side of San Pablo Ave, from 16th St in Oakland to Heinz Ave in Berkeley. | $ 72,876,000 | $ 10,000,000 | NA | $ 498,050 | **$ 200,000** | **$ -** | **$ (200,000)** | See Note 1 |
| Alameda CTC | East Bay Greenway Phase 1, Multimodal | Cities of Oakland and San Leandro, from Lake Merritt BART Station to the Bayfair BART Station via East 10th St, East 12th St, San Leandro St/Blvd, and East 14th St (SR 185), TFCA scope includes the installation of Class I shared use paths, Class IV protected bikeways and Class III bikeways. Other improvements include protected intersections, ped crossings, bus stop enhancements, and placemaking. | $175.25M | $ 10,000,000 | NA | $ 495,112 | **$ 535,000** | **$ 535,000** | **$ -** | See Notes 1, 3 |
| Alameda CTC | Countywide Transportation Demand Management (TDM) Program | Countywide TDM program, FYs 22-23 & 23-34. The TDM program includes Guaranteed Ride Home (GRH); bike, carpool and transit promotional campaigns; and Bike Safety Education classes. Of total cost and recommendation, 30% is assigned to the transit portion of the TFCA fund estimate. | $ 769,020 | $ 490,000 | NA | $ 71,193 | **$ 350,000** | **$ 490,000** | **$ 140,000** | See Notes 4, 5 |
| BATA/MTC | West Oakland Link | Install new class 1 bike and pedestrian path along W. Grand Ave in Oakland, from Mandela Parkway to the Class 1 path along the eastern span of the Bay Bridge. | $ 65,000,000 | $ 4,540,000 | NA | $ 499,273 | **$344,000** | **$344,000** | **$ -** | See Notes 1, 3 |
| EBRPD | Oakland Bay Trail Extension | In Oakland, construction of a .1-mile paved Class 1 multi-use trail connection from East Oakland to the new Brooklyn Basin development and closing a gap in the SF Bay Trail. | $ 2,500,000 | $ 1,100,000 | NA | $ 499,791 | **$175,000** | **$175,000** | **$ -** | See Notes 1, 3 |
| Newark | Old Town PDA Road Diet & Complete Streets | Install 0.3 miles of new Class 2 bike lanes on Thorton Ave between Olive and Ash Streets. Project includes a road diet and other complete street and safety improvements. | $ 9,347,000 | $ 5,210,000 | $ 452,482 | $ 498,777 | **$ 69,000** | **$ 69,000** | **$ -** | See Note 1 |
| Pleasanton | Pleasanton Trip Reduction Program | Pleasanton Trip Reduction Program, FYs 22-23 and 23-24. citywide trip reduction program focused on reducing school-, commuter, and residential car trips, offering alternative travel mode education, information and incentives. | $ 300,000 | $ 58,000 | $ 91,939 | $ 148,298 | **$ 58,000** | **$ 58,000** | **$ -** | See Notes 1, 4 |
| | | **Subtotal Cities/County (70%) Requested** | | **$ 32,398,000** | **Amount Recommended** | | **$ 2,315,073** | **$ 2,255,073** | **$ (60,000)** | |
| | | | | | TFCA 70% Available to Program | | $ 1,836,079 | $ 1,836,079 | | |
| | | | | | *Balance* | | *$ (478,994)* | *$ (418,994)* | | |

# TFCA County Program Manager Fund, FY 2022-23 Program, Revised May 2023

| 30% Transit Discretionary Share | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Sponsor** | **Project Name** | **Project Description** | **Total Project Cost** | **Amount Requested** | **TFCA Share** | **TFCA Cost-effectiveness** ($ TFCA/ton) | **Amount Awarded Oct '22** | **Revised Award May '23** | **Change from Oct '22 action** | **Notes** |
| Alameda CTC | Countywide TDM Program | Countywide TDM program, FYs 2022-23 & 2023-24 (30% of program) | $ 310,800 | $ 210,000 | NA | $ 71,193 | **$ 150,000** | **$ 210,000** | **$ 60,000** | See Notes 1,4,5 |
| Dublin/ BART | Dublin/ Pleasanton BART Station Active Access Improvements | Install station access improvements at Dublin/Pleasanton BART, including a separated Class 4 cycle track for bicyclists and 66 new bike racks. Other (non-TFCA) improvements include ADA accessible sidewalks, pedestrian lighting and landscaping. | $ 14,777,000 | $ 8,405,000 | NA | $ 479,454 | **$ 495,000** | **$ 495,000** | **$ -** | See Note 1; $45,000 is reserved for bike rack scope. |
| | | **Subtotal Transit Discretionary (30%) Requested** | | **$ 8,615,000** | **Amount Recommended** | | **$ 645,000** | **$ 705,000** | **$ 60,000** | |
| | | | | | TFCA 30% Available to Program | | $ 1,123,994 | $ 1,123,994 | | |
| | | | | | Balance | | *$ 478,994* | *$ 418,994* | | |

| FY 2022-23 Program Summary | New FY22-23 Fund Estimate | Prior Year Adjustments | Funds Available to Program | Amount Requested | Amount Awarded Oct '22 | Revised Award May '23 | Change from Oct '22 action | Unprogrammed Balance [6] *(Available less Recommended)* |
|---|---|---|---|---|---|---|---|---|
| Subtotal 70% Cities/County Share | $ 1,282,335 | $ 553,744 | $ 1,836,079 | $ 32,398,000 | $ 2,315,073 | $ 2,255,073 | $ (60,000) | $ (478,994) |
| Subtotal 30% Transit Share | $ 549,572 | $ 574,421 | $ 1,123,994 | $ 8,615,000 | $ 645,000 | $ 705,000 | $ 60,000 | $ 478,994 |
| **Total FY 2022-23 Program** | **$ 1,831,908** | **$ 1,128,165** | **$ 2,960,073** | **$ 41,013,000** | **$ 2,960,073** | **$ 2,960,073** | **$ -** | **$ (0)** |
| | | | | | Remaining balance subject to Nov 4, 2022 programming deadline[6]: | | | *$ -* |

| **Notes:** |
|---|
| 1. The recommended TFCA amount reflects the final award for inclusion in the 2024 CIP and reflects any changes from the initial FY 2022-23 program approval from October 2022. Projects with deprogrammed TFCA amounts may still be considered for funding through a future TFCA cycle. |
| 2. Project recommendation reflects pilot shuttle services in Air District-defined Community Air Risk Evaluation (CARE) areas and/or PDAs. Project is to be re-evaluated for TFCA based on the confirmed ferry vessel, route and schedule after the service contract is procured. If a decrease in the TFCA award is required, the difference would be covered by VRF Transit. |
| 3. Project schedule requires a 4-year TFCA expenditure period. |
| 4. The effective date for expenditures is July 1, 2022. |
| 5. This project replaces year 2 of the prior TDM grant, TFCA project 21ALA02. The new TFCA grant coincides with the scope and time period of the new TDM program contract awarded July 2022, for the period 7/1/22 - 6/30/24. The unspent balance from 21ALA02 was returned to the TFCA fund estimate. |
| 6. New FY 2022-23 revenue left unprogrammed as of November 4, 2022 may be programmed directly by the Air District. At this time, funds are fully programmed, with $0 remaining balance. |

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Jim McGrath
2301 Russell Street
Berkeley, CA 94705
March 20, 2023

Angie Ayers
Alameda County Transportation Authority
1111 Broadway, Suite 800
Oakland, CA 94607

SUBJECT: Grant Applications by the City of Berkeley to design a ferry terminal

Dear Ms. Ayers:

I very much appreciate your response and the documents that you sent me pursuant to my Public Records Act request. I have not been able to get these documents from the City of Berkeley. While ACTA has turned down the OBAG grant request, it appears that the City still intends to apply for a CIP grant for 2024, using these documents. Therefore, it is important that the errors and elisions that the city has included in their current application be identified.

I write this letter so that I may be informed in a timely manner of any further modifications that the City makes to their grant applications, and any schedule for consideration of such matters. As I noted in my previous letter, the City's notice for the OBAG 3 grant was not properly noticed since the meeting notice did not include a description of the project, which was to design a new project at the marina. This matter did not go to the Parks, Recreation, and Waterfront Commission, which is the Commission in the city of Berkeley charged with advising the City Council after reviewing "…policies, projects, programs, planning efforts, activities, and funding…" at the waterfront. I'll turn now to the errors in the current application.

CONTROVERSY

The City claims, in their application submitted by Farid Javendel for the "Water Transportation/Ferry Project" that "…the project team received wide support for the proposed new ferry service…" and that only "…a small number of Berkeley residents …have raised concerns about the project because of the perceived potential impacts on recreational users…" This is not correct. There have been three separate petitions objecting to the City's planning approach, collecting far more signatures than the city's "survey" of support. One of those petitions has collected 922 signatures to date. Moreover, the city's questionnaire that it frequently cites as evidence of support, conflated support for the Berkeley pier, a beloved recreational facility, with a new ferry terminal. From the structure of that question, it is impossible to distinguish support for restoring the pier from support for a ferry terminal. I am a member of Save the Berkeley Pier; our group strongly supports restoration of the pier as a no-cost recreational facility, but does not support, on the current record, a ferry terminal.

Issues raised in the public comments process so far go well beyond the question of recreational impacts, although the impact of 1830 riders competing for 250 spaces is certainly an issue.

Berkeley and WETA propose a design for a new ferry terminal that would involve substantial dredging and fill, and a recreational pier of only 540 feet in length, potentially disturbed by the dredging, fill, and ongoing ferry traffic. Those are all substantial issues under various environmental laws, which require a robust consideration of alternatives that would have less impact. The city's application does not recognize the substantial controversy, or the numerous issues at its heart.

PLANNING DESIGNATIONS IN THE CITY OF BERKELEY

Instead of providing the existing plan, the city cites a 1993 Transportation element. In 1993, the proposed location of a ferry terminal was at the foot of Gilman, not in the Berkeley marina, a designated park under BCDC's Bay Plan. The City of Berkeley adopted a land use plan for the waterfront on October 7, 1986 which should be the basis of your considerations. Key elements of that plan, copied from the City website, include:

> *The Waterfront Master Plan establishes the waterfront as an area primarily for recreational, open space, and environmental uses, with preservation and enhancement of beaches, marshes, and other natural habitats.*
> Establish the waterfront as an area primarily for recreational, open space, and environmental uses, with preservation and enhancement of beaches, marshes, and Development Department at 2120 other natural habitats.
> Goal 1:
> **Establish the waterfront as an area primarily for recreational, open space, and environmental uses, with preservation and enhancement of beaches, marshes, and other natural habitats**.
> Goal 2:
> Develop the waterfront as part of a continuous east bay shoreline open space system.
> Goal 3:
> Provide for an appropriate amount and type of private development, to make the waterfront part of Berkeley's vibrant urban community, attractive to and usable by Berkeleyans, neighboring bay area residents and other visitors.
> Goal 4:
> In all types of development, meet the needs of the unemployed and underemployed Berkeley residents, in both construction and permanent jobs.
> Goal 5:
> Establish uses and activities that reflect and enhance the unique character of the waterfront and foster the community's relationship with the shoreline.
> **Waterfront Land Use Policies:**
> Policy W-1
> Preserve and protect the open space, views, wetlands, mudflats, seasonal ponds, creeks, meadows, and beaches of the Berkeley waterfront.
> Policy W-2
> Restore and improve the features of the natural environment so that the waterfront approximates the character of the original shoreline wherever feasible.

The elision of these policies is misleading. The land use plan adopted in 1986 goes beyond simply a designation of open space and habitat protection, it establishes a requirement for a public vote before development can interfere with open space. That provision was adopted by initiative, and provides:

> That no …public open space …owned or controlled or leased by the City of Berkeley or agency thereof, shall be used for any other purpose than public parks and open space, without The Berkeley City Council first having submitted such use to the citizens for approval by a majority of registered Berkeley voters voting at the next general election.

CONCLUSION

It can readily be seen that any investment in a full design of a controversial ferry terminal, funded by public money, is at risk of being wasted if that controversial project fails to navigate Federal and State environmental review processes, regulatory permits through multiple agencies, and a city election. I am not sure whether they city provided you with a copy of the MOU between WETA and the City, but I would note that that document establishes that WETA, which is funded by Regional Measure 3, is responsible for funding design and environmental review. Under these circumstances, we believe that it is inappropriate for ACTA to fund such a design through either OBAG or CIP grants

Very truly yours,

Jim McGrath

Office of the City Manager

April 5, 2023

Angie Ayers
Alameda County Transportation Authority (ACTC)
1111 Broadway, Suite 800
Oakland, CA 94607

Re: City of Berkeley Response to J McGrath Letter to ACTC dated March 20, 2023 re: Berkeley Water Transportation Ferry and Pier Project – Environmental and Design phases

Dear Grants Committee:

On March 20, 2023, we received a copy of a letter from Mr. Jim McGrath addressed to the ACTC Grants Committee that made several confusing statements. In this letter, we provide a City Response that clarifies these items.

**Summary of Comment #1 from McGrath Letter of 03-20-2023:**
The letter states:

> I very much appreciate your response and the documents that you sent me pursuant to my Public Records Act request. I have not been able to get these documents from the City of Berkeley."

**City Response**: Over the past three months, Mr. McGrath has submitted several Public Records Act requests for documents related to the City of Berkeley's Water Transportation Ferry and Pier Transportation project, as well as a separate planning project entitled The Berkeley Marina Area Specific Plan Project (BMASP). To-date, the City has provided Mr. McGrath with over fifty documents and weblinks that are responsive to his PRA requests, and will continue to provide records upon request. Some of his requests are in the form of questions and criticisms about the projects, e.g., asking for or pointing out the need for various analyses that the City has not yet performed. For example, Mr. McGrath has requested that the City perform a detailed environmental analysis of the proposed Water Transportation Ferry and Pier Project **before** we seek funding to perform the environmental analysis of the project (e.g., the CEQA Environmental Impact Report). For another request, Mr. McGrath requested a detailed grading plan of the parking and roadway related to the proposed Water Transportation Ferry and Pier project that the City would not even create until the final stages of design. Since the inception of the two projects, the City has regularly uploaded project-related documents to the City's project websites as soon as they are completed. The two project websites can be found at the following URL locations:

- **City of Berkeley Water Transportation Ferry and Pier Project**
  https://berkeleyca.gov/your-government/our-work/capital-projects/berkeley-municipal-Water Transportation Ferry and Pier-project

- **Berkeley Marina Area Specific Plan (BMASP) Project (renamed to Waterfront Specific Plan on state public tidelands)**
  https://berkeleyca.gov/your-government/our-work/capital-projects/waterfront-specific-plan

**Summary of Comment #2 from McGrath Letter of 03-20-2023:**
The letter states:

> As I noted in my previous letter, the City's notice for the OBAG 3 grant was not properly noticed since the meeting notice did not include a description of the project, which was to design a new project at the marina.

The letter also states:

> This matter did not go to the Parks, Recreation, and Waterfront Commission, which is the Commission in the city of Berkeley charged with advising the City Council after reviewing "...policies, projects, programs, planning efforts, activities, and funding..." at the waterfront."

**City Response**:
Per the state's Brown Act requirements for the publication of the agenda for a legislative body (e.g., a City commission), the agenda and packet materials for this OBAG3 grant application were published on the City's Transportation and Infrastructure Commission website on the City's web platform on Friday, July 22, 2022 at least five days in advance of the TIC Commission meeting of July 27, 2022, and will remain on the website as long as the City maintains the website (see website at: https://berkeleyca.gov/sites/default/files/legislative-body-meeting-attachments/Transportation%20and%20Infrastructure%20Commission%20Agenda%20Packet%202022-07-27.pdf.

The TIC Commission meeting agenda contains just one item as shown below:

**B. DISCUSSION/ACTION ITEMS**

1. Review the Complete Streets checklist for a One Bay Area Grant round three (OBAG3) grant application.* The asterisk indicates written material for the item was included in the agenda packet. On the very next page of the agenda, the Complete Streets Checklist for the "**Water Transportation Ferry and Pier Project**" is attached to the agenda packet and was fully available to the public five days in advance of the meeting. The Brown Act does not require a public agency to send personal invitations about commission agendas to specific private citizens.

For many years, the Bicycle Advisory Committee (BPAC) review of ACTC grant projects in Berkeley has been performed by the City of Berkeley's Transportation Commission. Starting in 2021, the City Council initiated a re-organization of several City commissions for consolidation purposes. On June 14, 2022, Council adopted Resolution No. 70,410-N.S. that established a

new Transportation and Infrastructure (TIC) Commission and new Commission web page. Note that Section 3.E.25 of the resolution states that "*The Commission shall serve as the **Bicycle and Pedestrian Advisory Committee** for the City of Berkeley and shall review grant-funded projects as required for compliance with the Alameda County Transportation Commission requirements.*"

It is important to note that the Berkeley Water Transportation Ferry and Pier Project has been discussed numerous times at the City's Parks, Recreation, and Waterfront Commission since 2018. Contrary to the comment in the letter, there is no legal requirement for the PRW Commission to review the Water Transportation Ferry and Pier Project. The PRW Commission does not have the authority to direct the work of City staff or approve grant applications, project designs, bid specifications, nor any other work products that are produced in the course of standard City business. Rather, their function is to hold public meetings to discuss issues and policies regarding parks, recreation, and the waterfront that are important to the community and to advise Council. We often bring projects to the commission to receive their feedback, and will continue to bring the Ferry and Pier Project to them as the project develops.

**Summary of Comment #3 from McGrath Letter of 03-20-2023:**
The letter states:

> The City claims [regarding]... the Water Transportation/Ferry Project that ...the project team received wide support for the proposed new ferry service..." and that only ...a small number of Berkeley residents ...have raised concerns about the project because of the perceived potential impacts on recreational users..." This is not correct. There have been three separate petitions objecting to the City's planning approach, collecting far more signatures than the city's "survey" of support. One of those petitions has collected 922 signatures to date. Moreover, the city's questionnaire that it frequently cites as evidence of support, conflated support for the Berkeley pier, a beloved recreational facility, with a new ferry terminal. From the structure of that question, it is impossible to distinguish support for restoring the pier from support for a ferry terminal. I am a member of Save the Berkeley Pier; our group strongly supports restoration of the pier as a no-cost recreational facility, but does not support, on the current record, a ferry terminal.

**City Response:**
Over the two-year project to develop a Preferred concept for the Water Transportation Ferry and Pier Project (2019-2021), the City conducted a comprehensive community process to better understand community needs and to reduce any impacts on current activities at the Berkeley Waterfront. The process involved three large community meetings, four focus group meetings, two City Council presentations, two WETA Board presentations, two community questionnaires, and numerous discussions at public meetings of the City's Parks and Waterfront Commission. Outreach for these forums was publicized in the local newspaper (The Berkeleyside), the City's Community Events webpage, and via email announcements to the Marina stakeholders, recreation groups, and the City's Measure T1 bond program mailing list. We received over 1,500 written comments, questionnaire responses, and in-person and virtual participation in this community process. A history of the public process and the

Preferred Concept was presented to the Berkeley City Council on December 7, 2021[1] and the WETA Board in March 2022, where councilmember and boardmember feedback was extremely supportive. The project webpage has a Frequently-Asked Questions section that provides responses to some misunderstandings that have emerged among participants.

On May 31, 2022, the City Council adopted Resolution No. 70,399-N.S. that authorized the City Manager to submit an OBAG3 grant application to the ACTC CIP 2024 grant program for the Water Transportation Ferry and Pier Project.[2] This item was published as part of the Council agenda packet on the City's website twelve days in advance of the Council meeting in compliance with Council-adopted procedures.

On December 13, 2022, the Berkeley City Council adopted Resolution No. 70,629-N.S.[3] that authorizes the City Manager to process five project applications to the State Coastal Conservancy in order to receive $15 million in FY2021 state surplus funds (approved unanimously, 9-0-0). One of the five approved projects allocates $2.9 million to perform the CEQA and NEPA environmental review of the Berkeley Water Transportation and Pier Project.

From January to March, 2021, the City conducted an on-line questionnaire via survey monkey as an additional way for the community to provide feedback on the Berkeley Marina Specific Plan (BMASP) project. While the questionnaire was not a formal survey, 944 people chose to respond. One of the questions asked if people supported the "restoration of the Pier with ferry service." Out of 944 responses, only 7% did not support this, while the remaining 88% indicated support and 5% were neutral.

From 2018 through 2020, the City also conducted a comprehensive community outreach process to identify preferred projects for the City of Berkeley Measure T1 $100M infrastructure bond program of 2016. City staff attended over 50 neighborhood community meetings. While the focus of the meetings was to hear feedback about City infrastructure needs (streets, stormdrains, parks, public buildings, etc.), staff heard from numerous participants about interest in fixing the pier and also support for new ferry service.

The McGrath letter references an on-line petition that received 922 signatures "objecting to the City's planning approach" for the Water Transportation Ferry and Pier Project. The petition is entitled "Tell Berkeley Officials Not Sell-out the Marina"[4] by Camille Antinori and states the following:

> Help us move City Council to consider a range of options that put the Marina on a "long-term sustainable path" as recommended by the PWC [Parks and Waterfront

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[1] See the council report of December 7, 2021 on the Water Transportation Ferry and Pier Preferred Concept: https://berkeleyca.gov/sites/default/files/documents/2021-12-07%20Item%2002%20Large%20Scale%20Ferry%20Feasibility%20Study%E2%80%93%20A%20Preferred%20Concept%20%285%29_0.pdf

[2] See resolution at: https://berkeleyca.gov/sites/default/files/documents/2022-05-31%20Item%2019%20Rev%20Public%20Works.pdf).

[3] See the council report of December 13, 2022: https://berkeleyca.gov/sites/default/files/documents/2022-12-13%20Special%20Item%2002%20Grant%20Contracts%20with%20the%20State%20Coastal.pdf

[4] See on-line petition at https://sign.moveon.org/petitions/tell-berkeley-officials-to-not-sell-out-the-marina

> Commission] and supported by marina user groups. These options may include ferry service, but only at a scale that is compatible with the Marina's core recreational uses, cultural significance and environmental benefits.

Since the petition language states that long-term plans for the Berkeley Marina "… may include ferry service", it is unclear whether the 922 people who signed this petition are opposed to ferry service in Berkeley or whether they object to the two-year public process for the project conducted by the City.

The petition also makes the following request:

> We ask that the City stop the parallel strategy of Pier/Ferry v. overall Berkeley Marina Area Specific Plan and unite the efforts for a consistent and representative future for broader set of users beyond just ferry commuters.

We have heard this complaint from a small number of participants at several of our community meetings. We clarified the City's approach in the FAQ section of the December 7, 2021 Council report[5] and provide further clarification here. For many decades, the City's Marina Fund that operates and maintains the Berkeley Marina has had an annual structural deficit, whereby annual revenues cannot cover annual expenses nor capital improvements of existing assets. Next year, the annual deficit will be over $1.4 million. In 2019, after receiving several reports from City staff, the City Council authorized the BMASP project to evaluate ways to increase revenues at the Berkeley Marina. This three-year planning project is currently looking at a variety of ideas such as new food and beverage facilities, a new hotel, and other new recreational activities desired by the public. A key goal of the BMASP project is to identify new revenue-generating uses that can be implemented in a way that also preserves the unique recreational and ecological characteristics of the Berkeley Waterfront that are so highly valued by the public. The BMASP planning project does not envision a wholesale redevelopment of the existing Berkeley Marina, but rather selective appropriate redevelopment of certain existing commercial spaces to generate more revenue. The Ferry and Pier project is one of several capital projects currently underway at the Berkeley Marina. The three-year BMASP planning project will produce a programmatic Environmental Impact Report (EIR) and the Water Transportation Ferry and Pier Project will produce a project-level Environmental Impact Report (EIR). We understand that people are fearful of change, but the project-level EIR will include mitigation measures that will, to the extent possible, reduce any environmental impacts to less than significant levels.

While the petition asks several detailed and valid questions that must be addressed during the preliminary engineering and environmental review phase, it is unclear that such a petition asking these questions indicates opposition to proposed public ferry service. Local opposition to projects can have fickle dynamics and is not set in stone. For example, we recently completed a capital renovation project at the South Cove Parking Lot and Bay Trail Extension that also encountered local opposition, petitions, and non-supportive comments during public

[5] https://berkeleyca.gov/sites/default/files/documents/2021-12-07%20Item%2002%20Large%20Scale%20Ferry%20Feasibility%20Study%E2%80%93%20A%20Preferred%20Concept%20%285%29_0.pdf

meetings. Many of these comments argued that we should not build the Bay Trail or we should move it away from the shoreline in order to preserve six bayfront car parking spots for a small number of users. The project is now complete and we hear glowing reviews of the project from a wide range of users, including many people who initially opposed the project.

Finally, we point out that the Save the Berkeley Pier[6] group described in the McGrath letter recently scheduled their first meeting on March 5, 2023 per the website in the footnote below and has approximately six members.

**Summary of Comment #4 from McGrath Letter of 03-20-2023:**
The letter states:

> Issues raised in the public comments process so far go well beyond the question of recreational impacts, although the impact of 1830 riders competing for 250 spaces is certainly an issue.

**City Response**: The letter states that 1,830 riders will compete for 250 spaces. This is not correct. The WETA Business Plan of 2022[7] for Berkeley Ferry service projects says in the first projected year of service (2026), ridership is projected to be 1,910 "boardings", which are known as single trips, which equates to approximately 955 unduplicated passengers per day as opposed to the 1,830 double-counted riders stated in the letter. The letter does not consider that many ferry passengers may get to the Marina by public transportation (bus) or by increasingly popular alternative transportation, such as ride-share vehicles, bicycles, electric bikes and scooters, family drop-off modes, and potential new shuttle service. WETA and the City have agreed to cap the parking dedicated for ferry passengers to 250 spots at the lot that contains over 320 spots; the 250 spots comprise only 17% of the total parking at the Berkeley Marina, and would be designated for ferry users only during weekdays, which have much lower demand for recreational parking. The City recognizes environmental impacts associated with parking and traffic at the Berkeley Marina must be evaluated during the environmental review, and, to the extent possible, mitigations would be developed to reduce any potential impacts to recreational users to less than significant levels.

The letter also states that: "... Berkeley and WETA propose a design for a new ferry terminal that would involve substantial dredging and fill, and a recreational pier of only 540 feet in length, potentially disturbed by the dredging, fill, and ongoing ferry traffic."

The project will involve initial dredging and infrequent maintenance dredging only within the existing "federal channel" in Bay waters, which is a U.S. Army Corps of Engineers-designated area that has been dredged previously, which reduces environmental impacts and streamlines the permitting process. The only "fill" created by the project involves two boarding floats for ferry service.

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[6] Save the Berkeley Pier group: See meeting announcement on the SF Boardsailing Association website: https://www.sfba.org/index.php/news/event-calendar/eventdetail/54/-/save-the-berkley-pier

[7] WETA Berkeley Ferry Business Plan here: https://weta.sanfranciscobayferry.com/sites/weta/files/weta-public/currentprojects/Item%208A%20-%20Berkeley%20Ferry%20Service%20Business%20Plan.pdf

The statement that the pier will only be 540 feet in length is not correct, despite attending our numerous public presentations and reviewing project documents on the project website. The proposed project involves the replacement of the existing deteriorated pier structure with the following three main elements:

- the first 580 feet will be for public access to two proposed ferry floats and will also be accessible to the public for general recreation;
- at the 580 foot mark, a new 400 ft curved breakwater will be installed perpendicular to the pier (the sword handle) to provide wind and wave protection for the ferries. This project element would also be accessible to the public for general recreation;
- from that point onward, the new pier will be extended another 500 feet westward for general public recreation, totaling 1,480 total feet of pier for public recreation. (For comparison, the current pier was 3,000 feet in length).

**Summary of Comment #5 from McGrath Letter of 03-20-2023:**

The letter states "... Instead of providing the existing plan, the city cites a 1993 Transportation element.

**City Response**: It is curious that the letter mentions only the **West Berkeley Plan of 1993 – Transportation Element** and not the nine other City and regional plans that describe the need for potential ferry service between Berkeley and San Francisco, including the Alameda County Community-based Transportation Plan (CBTP) of 2020, the BCDC Bay Plan, the Eastshore State Park General Plan, the City of Berkeley General Plan and Climate Action Plan, etc. See **Attachment A** below for a full list of these plans, the links to the plans, and the specific page numbers.

The letter is correct in that the **West Berkeley Plan of 1993** mentions Gilman St. as the location of proposed ferry service, but the Plan also states that "...The Metropolitan Transportation Commission – in a region wide study of potential ferry routes – recommended that ferry service be established from West Berkeley to San Francisco. The specific site at Gilman St. was provided in the study because of the presence of Caltrans-owned parking lots, and because proximity to the Golden Gate Fields Racetrack would encourage "reverse commuter" ridership to the horse races. While the racetrack near Gilman St. is no longer the large draw it was in previous decades, the MTC study correctly identifies the overall need for ferry service between the underserved area of West Berkeley and San Francisco.

The letter states that the Berkeley marina is ". . . a designated park under BCDC's Bay Plan", and that the land use plan of October 7, 1986 should be the basis for this project.

**City Response**: On page 128 of the BCDC Bay Plan (adopted 1969, amended 2006), the Berkeley Waterfront (Marina) is referenced with the following text:

> **Berkeley Waterfront - Cesar Chavez Park** - Preserve marina, beach, small boat launch, windsurfing access, fishing pier, interpretive center and multi-use trails. Possible ferry terminal. Allow if compatible with park and marina use; serve with bus public transit to reduce traffic and parking needs. Provide signage regarding fish consumption advisories for anglers. Link: https://www.bcdc.ca.gov/pdf/bayplan/bayplan.pdf.

The BCDC Bay Plan also has general conditions for Recreation Policies in the San Francisco Bay. On page 73: Item 9 contains the following text pertaining to ferries:

> Ferry terminals may be allowed in waterfront park priority use areas and marinas and near fishing piers and launching lanes, provided the development and operations of the ferry facilities do not interfere with current or future park and recreational uses, and navigational safety can be assured. Terminal configuration and operation should not disrupt continuous shoreline access. Facilities provided for park and marina patrons, such as parking, should not be usurped by ferry patrons. Shared parking arrangements should be provided to minimize the amount of shoreline area needed for parking.

According to a plain reading of the BCDC text, ferry terminals can be allowed at the Berkeley Waterfront Park (Marina) if compatible with park and marina use. In developing the preferred concept for the Berkeley Water Transportation and Pier Project, great effort was made to modify the concept numerous times in order to minimize impacts to "park and marina use".

For example, the project evaluated two different methods of ferry parking, the "dispersed" concept and the "clustered" concept. The preferred concept shows that the clustered concept at a single parking lot near the Berkeley Pier would have a far less disruptive impact on parking throughout the Berkeley Waterfront as reflected by community feedback.

The existing parking lot near the existing pier has 320 spaces, of which 250 will be designated for ferry users. The Berkeley Marina currently has over 1,500 parking spaces, many of which go un-used through various parts of the week. At present, the 320 spot parking lot has been closed for over five years due to vandalism and illegal encampments and the closure of the former restaurant. This closure has had little impact on the majority of the public at the Berkeley Marina. With the use of new transportation demand management techniques and other project mitigation measures, along with new trends in alternative transportation to the Marina, the City is confident that the environmental impacts associated with parking and traffic from proposed ferry users at the Berkeley Marina will be less than significant with any necessary mitigation measures. It should be noted that the California Environmental Quality Act (CEQA) does not require that a project sponsor determine the totality of environmental impacts of a project **prior** to conducting an environmental review of impacts.

The letter states that the "… land use plan of 1986 should be the governing document for this project, but this is an inaccurate statement. According to the text in the Waterfront Specific Plan and the Waterfront Plan Amendment to the Berkeley Master Plan, both of October 7, 1986, the location governed by the two documents is specifically on privately-owned tidelands as follows:

> The Berkeley Waterfront … for this Specific Plan [and Waterfront Plan Amendment] consists of approximately 170 acres of privately held land and adjacent water areas

> bounded by the Interstate I-80 freeway on the east, the Berkeley Marina on the west, and the city limits of Albany and Emeryville on the north and south.[8]

As the map in the Waterfront Plan Amendment clearly shows, Marina Blvd is the western boundary of the formerly privately-owned tidelands of the Berkeley Waterfront (now comprising Eastshore State Park) (Attachment 2).[9] As a result, the Berkeley Marina and Cesar Chavez Park are not located within the boundaries described by the two land use documents of 1986 and are not governed by the two land use documents.

At present, the following planning documents have City jurisdiction over public tidelands: The North Waterfront Park Land Use Plan of 1977 governs Cesar Chavez Park, and the City's Use Permit No. 5567 for the Marina Master Development Plan of 1964 that covers the land and water at the Berkeley Marina. At present, neither of these two documents, nor any other City documents have jurisdiction over the Berkeley Pier; rather, the pier is simply a City-owned structure located on City property (state public tidelands) (as provided by the grant of state tidelands of 1913, as amended through 1962). The Waterfront Plan Amendment has many laudable goals that reflect Berkeley's desire to preserve the Waterfront area for recreation and open space, but the Plan does not have the authority to prohibit public ferry service at the Berkeley Pier location.

The Berkeley Marina itself currently contains a range of permitted land uses, including recreation, boating, restaurants, hotel, other buildings, and even an industrial boat repair yard (called the Marine Center), along with two miles of asphalt public roads, pathways, and other public amenities. The addition of ferry service to the Berkeley Pier (originally constructed as an automobile causeway), along with the allocation of 250 out of 1,500 parking spaces (17% of the total) during low-recreation-demand weekdays would be a compatible addition to the Marina that would complement existing and future uses, and bring additional visitors to access the waters of the San Francisco Bay, which could help improve the financial and public safety situation at the Berkeley Marina.

**Summary of Comment #6 from McGrath Letter of 03-20-2023:**

The letter states that:

> … the land use plan of 1986 … establishes a requirement for a public vote before development can interfere with open space. That provision was adopted by initiative, and provides:
>
> That no …public open space …owned or controlled or leased by the City of Berkeley or agency thereof, shall be used for any other purpose than public parks and open space, without The Berkeley City Council first having submitted

---

[8] Resolution No. 53,484-N.S., 2nd WHEREAS clause in WATERFRONT PLAN AMENDMENT TO THE BERKELEY MASTER PLAN); and Resolution No.53,485-N.S., 2nd WHEREAS clause, and page 9 of Exhibit A to the Resolution) in WATERFRONT SPECIFIC PLAN.

[9] Note: In 2000, all of the privately-owned tidelands were acquired by the state to become Eastshore State Park. The Eastshore State Park General Plan now supercedes the Waterfront Specific Plan and the Waterfront Amendment to the General Plan of October 7, 1986, except at the Stables area at the racetrack).

> such use to the citizens for approval by a majority of registered Berkeley voters voting at the next general election.

First, the land use plan of 1986 does not have jurisdiction over the Berkeley Marina nor the Berkeley Pier. Second, the letter says that the Waterfront Plan Amendment of 1986 contains a public vote requirement. This is not correct. The text cited in the letter regarding a public vote cannot be found in the Waterfront Plan Amendment nor the Waterfront Specific Plan of 1986. The text is actually from the City's Public Parks and Open Space Preservation Ordinance (BMC Chapter 6.42) which was approved by Berkeley voters as ballot Measure L in the 1986 general election. This City ordinance requires that no public park or public open space in Berkeley shall be used for any other purpose than public parks and open space, without approval by voters at a general election. "Public Parks" are defined as City parks, public school playgrounds or lands held in trust by a public entity, which have been formally dedicated to permanent recreational use by the City of Berkeley, and funded for recreational use by City of Berkeley public funds." "Public open space" is defined as "all City of Berkeley parks, public school playgrounds, and vacant public land, whether dedicated formally to park use or being used de facto as open space with recreation use or potential use on or after January 1, 1985."

There are three formally designated parks at the Berkeley Marina: Cesar Chavez, Shorebird, and Horseshoe. The letter claims that the entire Berkeley Marina is a park because the BCDC Bay Plan defines the marina as a "waterfront park". However, the City's Public Parks and Open Space Preservation Ordinance is not required to use land use designations from another regulatory agency (e.g., BCDC). The Berkeley Marina contains an industrial boatyard, a hotel, three restaurants, and over 1,000 boats. It is hard to see how an industrial boatyard or hotel should be classified as a park or open space, and so a plain reading of the ordinance indicates that it would apply only to the existing formally designated parks at the Marina, and land used as open space with recreation use or potential use on or after January 1, 1985. This logic also applies to the Berkeley Pier and the adjacent multi-purpose parking lot. The Pier was originally constructed for autos and ferries in 1926 and then operated later as a fishing pier. The adjacent multi-purpose parking lot was constructed in 1970 to be a shared resource that served restaurant visitors and the general public.

The letter appears to be conflating definitions of parks from multiple documents. It is correct that the BCDC Bay Plan designates the entire Berkeley Marina area and Waterfront as a "waterfront park", but the language in the City's Public Parks and Open Space Preservation Ordinance (Measure L) does not adopt BCDC's definitions.

The letter appears to be conflating definitions of parks from multiple documents. It is correct that the BCDC Bay Plan designates the entire Berkeley Marina area and Waterfront as a "waterfront park", but the language in the City's Public Parks and Open Space Preservation Ordinance (Measure L) does adopt BCDC's definitions.

One final point. Although not mentioned in Mr. McGrath's letter, the City's zoning ordinance defines the Marina as "Unclassified", which does not prohibit any specific "use", but rather sets up an approval process for any proposed new use by three approval entities: the Zoning Adjustment Board, the Planning Commission, and the City Council.

**Summary of Comment #7 from McGrath Letter of 03-20-2023:**

The letter states that the current MOU between the City and WETA for the Water Transportation and Pier Project "… establishes that WETA, which is funded by Regional Measure 3, is responsible for funding design and environmental review."

**City Response**: The text in the letter is a paraphrasing of Section 12 in the MOU, and is partly accurate, but not entirely. Section 12 in the current MOU[10] contains the following text: … **Subject to applicable laws and the Parties' ability to secure adequate funding**, WETA will pay all costs associated with Project elements associated with public ferry service, including CEQA (and, if applicable, NEPA) compliance, resource agency permitting, and design costs, City will pay all costs associated with public access aspects of the Project. For aspects of the Project that are required for both types of elements, WETA and City will implement a reasonable cost-sharing method. The City and WETA will each contribute staff resources to support the Design Phase.

The main point of Section 12 was a general approach whereby WETA would cover ferry-related and the City would cover public recreation-related aspects of the project. The intention was never for WETA to be responsible for funding the entire design and environmental review of the total project as implied by Mr. McGrath's letter.

Second, the total cost of the Berkeley Ferry-Pier project, including the ferries, the waterside elements, and the landside elements, is approximately $121 million. This amount represents over one-third of the total amount of RM3 funding ($300 million) allocated for numerous water transportation projects over the next 25 years as described in WETA's Strategic Plan of 2016. Given this constraint, the Berkeley project will clearly need non-RM3 sources of funding.

Third, Section 12 from the MOU does not specify the sources of funding, whereas Section 6 of the MOU ("Partnering") addresses funding as follows: "… Federal, state, regional or local funding may become available during the term of this MOU. WETA and the City commit to collaborate and coordinate to pursue funding for the Project." In 2021, after completing the Planning phase using local funds from both agencies, RM3 funding was not available due to litigation. Therefore, City and WETA staff agreed to jointly seek grant funding for the next phases of the project (environmental and design) from the next available public transportation funding source; this resulted in a grant submittal to the ACTC competitive funding cycle. In addition, the City was able to allocate $2.9 million in state surplus funds towards the project (as well as City and WETA staff costs) as matching funds, which will help ACTC leverage the CIP 2024 grant cycle funding to complete the next phase of the Berkeley Water Transportation Ferry and Pier Project, which is listed as Priority Project ID Number 91 in the **10-Year Priority Projects and Programs for the 2020 Countywide Transportation Plan (CTP)**. WETA will be developing a 5-Year Plan for RM3 expenditures to be presented to the WETA Board in

[10] WETA MOU: https://berkeleyca.gov/sites/default/files/documents/2019-03-12%20Item%2009%20Memorandum%20of%20Understanding.pdf

June of 2023 as well as the Metropolitan Transportation Commission (MTC) that will budget RM3 funds towards the project.

For the next phases of the project, the roles of City and WETA have not yet been determined. The MOU will be updated to cover the next phases of the project (environmental and design) and the roles of the City and WETA. The City and WETA will continue to collaborate to seek other sources of funding to complete the project, as we have with this current ACTC grant application.

**Summary of Comment #8 from McGrath Letter of 03-20-2023:**

The letter states that:

> ... any investment in a full design of a controversial ferry terminal, funded by public money, is at risk of being wasted if that controversial project fails to navigate Federal and State environmental review processes, regulatory permits through multiple agencies, and a city election.

**City Response**: The City and WETA have many years of experience in delivering projects that require complex permitting and environmental review by the various aquatic agencies that have jurisdiction over the land, shoreline, and waters of the San Francisco Bay. In addition, this project will be similar to several recent ferry projects implemented by WETA that have completed successful environmental review processes, such as the Downtown SF Ferry Terminal Expansion, Richmond Ferry Terminal, and South San Francisco Ferry Terminal. During the environmental review by a qualified firm, all permitting agency and community comments will be addressed and any required mitigations will be identified to reduce or eliminate any environmental impacts that could potentially rise to the level of significant impact.

The City's current Ferry-Pier Project Manager, Liza McNulty, recently completed the highly complex rebuild of Berkeley Tuolumne Camp at a cost of $59 million that involved multiple years of permitting and environmental review through federal, state, and local agencies, among several other complex projects. We are confident that a comprehensive environmental review and design process with extensive community input can be completed that will guide the development of a public ferry and public recreation pier renovation project that will have a positive impact for the Berkeley Waterfront/Marina area as well as the entire Bay Area.

We have a valid project with the full support of the Berkeley City Council, the WETA Board, and state and local representatives. Additionally, there have been numerous support letters from community businesses and organizations. We are aware that Mr. McGrath has been an outspoken opponent of public ferry service at the Berkeley Waterfront for many years. We wish to point out that the concerns in his recent letter to ACTC are narrowly defined by a limited number of existing recreational users at the Berkeley Waterfront and do not consider the multiple public benefits of the project such as equity considerations and expanded access to jobs, alternative transportation, and emergency response.

Sincerely,

Dee Ridley-Williams
City Manager

Cc: LaTanya Bellow, Deputy City Manager
Scott Ferris, Director, Parks, Recreation, and Waterfront Department
Christina Erickson, Deputy Director, Parks, Recreation, and Waterfront Department
Liza McNulty, Capitals Project Manager, Parks, Recreation, and Waterfront Department

**Attachment 1: List of local and regional plans that call for Berkeley ferry service:**

* **The SF BCDC Bay Plan of 1969 (amended 2006)** – (See page 128 for possible ferry terminal at the Berkeley Waterfront (aka the Berkeley Marina) as follows: **Berkeley Waterfront - Cesar Chavez Park** - Preserve marina, beach, small boat launch, windsurfing access, fishing pier, interpretive center and multi-use trails. Possible ferry terminal. Allow if compatible with park and marina use; serve with bus public transit to reduce traffic and parking needs. Provide signage regarding fish consumption advisories for anglers.
* Link: https://www.bcdc.ca.gov/pdf/bayplan/bayplan.pdf

* The **WETA Strategic Plan of 2016** identified a network of 16 ideal locations for expanded ferry service throughout the Bay Area region, including Berkeley, to help provide alternative transportation for passengers and emergency response.
Link: https://weta.sanfranciscobayferry.com/sites/default/files/weta/strategicplan/WETAStrategicPlanFinal.pdf

* The **WETA Berkeley Ferry Project website** is at the following link and contains similar details:
* Link: https://weta.sanfranciscobayferry.com/current-projects/berkeley-ferry

* The **WETA Berkeley Ferry Service Business Plan of 2022** showed an increase in demand (from earlier estimates) for a new weekday average at 2,110 trips by the year 2040.
* Link: https://weta.sanfranciscobayferry.com/sites/weta/files/weta-public/currentprojects/Item%208A%20-%20Berkeley%20Ferry%20Service%20Business%20Plan.pdf

* The **Alameda County Community-based Transportation Plan (CBTP) of 2020** showed a need for more transit in West Berkeley (p. 3-4) and the Berkeley Ferry service (p. 7-13).
* Link: https://www.alamedactc.org/wp-content/uploads/2021/02/Final_2020CBTP.pdf

* The **Eastshore State Park General Plan**: CIRC-16: Explore options for accommodating water-based transit service such as water taxi or ferry service to the park project (p. III-43).
* Link: https://www.parks.ca.gov/pages/21299/files/eastshore_sp_gp_final.pdf

* The **West Berkeley Plan – Transportation Element** of 1993 calls for new ferry service because Berkeley was the location with the greatest potential for ferry commuting of any new site in the Bay Area. (p. 160).
* Link: https://berkeleyca.gov/sites/default/files/2022-03/12_14_1993%3B%20CLK%20-%20Resolution%3B%20City%20Council%3B%2057301%3B%20West%20Berkeley%20Area%20Plan%3B.pdf

* The City of Berkeley's **Climate Action Plan** of 2009 identifies public transit as a more sustainable form of transportation (Chapter 3, p. 19, 46), and sets a goal to expand under-used modes of transportation, such as ferry service at the Berkeley Marina that would connect to San Francisco and other locations.
* Link: https://berkeleyca.gov/sites/default/files/2022-01/Berkeley-Climate-Action-Plan.pdf

* The City of Berkeley **General Plan Transportation Element** of December 2001, Policy T-9 – Ferry Service (p. T-5)

* Link: Transportation (berkeleyca.gov)

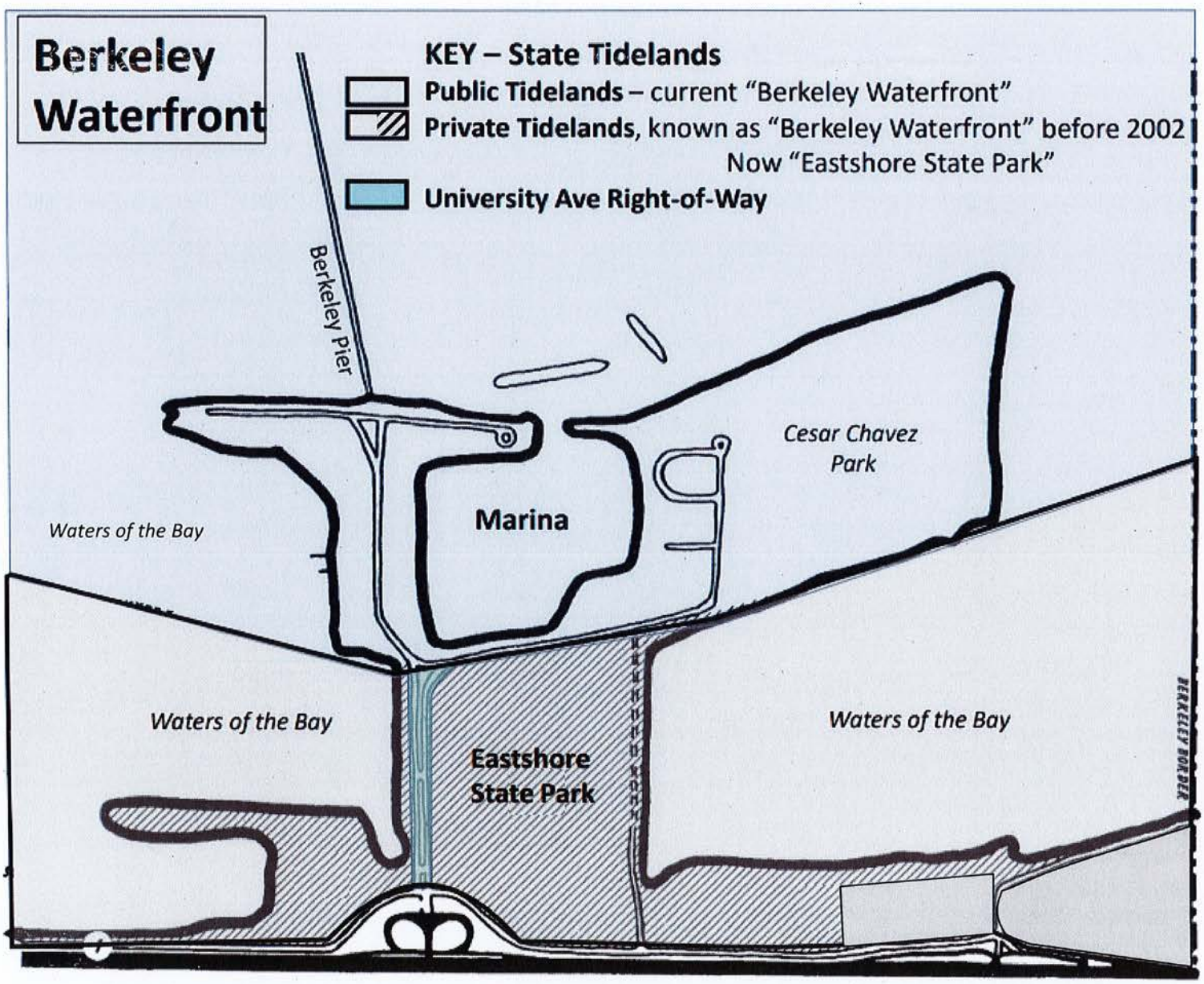
* The **City of Berkeley Water Transportation Ferry and Pier Project website** is at the following link and provides up-to-date information on the history of the project, community meetings and community feedback, technical feasibility documents and plans, and project schedule:
* https://berkeleyca.gov/your-government/our-work/capital-projects/berkeley-municipal-Water Transportation Ferry and Pier-project

* **Plan Bay Area 2050 – 4-Transportation** – (page 79) - Ferries present another option for shoring up transbay capacity in the near term at a smaller scale. **Plan Bay Area 2050** invests in new ferry service and increases in frequency to existing service to complement investments in regional transit. Such investments include new ferry service to **Berkeley**, Redwood City, Treasure Island, Mission Bay, Martinez, Hercules and Pittsburg, alongside frequency boosts across the Golden Gate and WETA systems.
*
https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Transportation_October_2021.pdf

* **The 10-Year Priority Projects and Programs for the 2020 Countywide Transportation Plan CTP),** Project ID 91.
* https://www.alamedactc.org/wp-content/uploads/2021/05/Final_2020CTP_Projects-2.pdf

**Attachment 2:**

- **Map of privately-owned tidelands covered by the Waterfront Plan Amendment and the Waterfront Specific Plan of 1986 (in grey)**
- **See public tidelands (in blue)**



March 11, 2023

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

**RE: City of Berkeley's grant application – ACTC 2024 CIP grant program – the Water Transit Ferry-Pier Project**

Dear ACTC CIP Grants Committee:

On behalf of the Berkeley Chamber of Commerce, we write in strong support of the City of Berkeley's grant application to the ACTC 2024 CIP grant program for the City's **Water Transit Ferry-Pier Project**. The current phase involves the preliminary engineering, environmental review, and design of the project. We think it is critical to get started on this vital project for Berkeley and the region.

The project will replace the first segment of the existing deteriorated Berkeley Pier, (originally constructed in 1926), with a new pier that will provide public ferry service and public recreational access to the San Francisco Bay. The project also includes improvements to the streets, parking lot, pathways and Bay Trail at the Berkeley Waterfront that are needed to serve the proposed new ferry service. Once completed, the Water Emergency Transportation Authority (WETA) will operate zero emission passenger ferry service to San Francisco, South San Francisco, Marin County, as well as other places, with a projected ridership growing to over 2,000 boarding trips per day over the next twenty years. The proposed Berkeley ferry terminal and service will play a vital role for Alameda County and the Bay Area during emergencies, such as an earthquake, by providing additional water transit capacity to assist in an evacuation or the movement of first responders.

In 2021, the City of Berkeley conducted a robust one-year public process that involved community feedback at several small focus groups, several large community meetings, and several discussions at the City's Parks and Waterfront Commission and the City Council. Based on this public process, the project team developed a **preferred concept** that is now ready for the preliminary engineering, environmental review, and design phases of the project.

The Berkeley Waterfront is a spectacular jewel of a public space that is visited by over 200,000 people per year. West Berkeley is forecasted to see significant economic development involving the biotech sector as well as other sectors. The addition of new zero emissions ferry service will have multiple commuter benefits including a new transit option for the under-served and Equity Priority Communities of West Berkeley, relieving the over-stressed BART system and Bay bridge vehicle traffic, providing a new and more enjoyable way to cross the Bay for work and pleasure, bringing more visitors to the Berkeley Waterfront which is great for local businesses and public safety, and helping to reduce greenhouse gases.

We are excited about the possibility of new ferry service in Berkeley and we can't wait for the project to get started.

Sincerely,

Beth Roessner, CEO
Berkeley Chamber of Commerce
1834 University Ave.
Berkeley CA 94703
www.berkeleychamber.com
510-549-7000

Berkeley Neighbors for Housing and Climate Action

March 6, 2023

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

RE: City of Berkeley's grant application – ACTC 2024 CIP grant program – the Water Transit Ferry-Pier Project

Dear ACTC CIP Grants Committee:

On behalf of the Berkeley Neighbors for Housing and Climate Action (BNHCA), we write in support of the City of Berkeley's grant application to the ACTC 2024 CIP grant program for the City's **Water Transit Ferry-Pier Project**. The current phase involves the preliminary engineering, environmental review, and design of the project. We believe it is important to get started on this immediately.

The project has many benefits for Berkeley and the region. As a group focused on housing and climate action, our primary interest is in the environmental benefits of the proposed zero emission passenger ferry service from a new Berkeley terminal to San Francisco, South San Francisco, Marin County and elsewhere. The ACTC CIP grant would facilitate the creation of the infrastructure that would make the ferry service a reality. Such a service will positively impact the region's climate footprint by providing a carbon neutral means for traveling around the Bay. It will also offer residents of underserved West Berkeley a new transit option, and serve residents and emergency responders during disasters.

As City of Berkeley residents, we also deeply value a project that promises a restoration of our beautiful waterfront and replacement of the Berkeley Pier. We aren't alone in this. A series of public events and meetings led to a broad consensus favoring a project like this.

We see great benefits in a new ferry service in Berkeley, and urge you to help the City of Berkeley get started.

Yours truly,

BNHCA Steering Committee

Theo Posselt
Oren Cheyette
Ben Gould
Alden Mudge

BOARD OF SUPERVISORS

***Keith Carson***
***Alameda County* Supervisor, 5th District**

March 9, 2023

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

**RE: City of Berkeley's grant application – ACTC 2024 CIP grant program – the Water Transit Ferry-Pier Project**

Dear ACTC CIP Grants Committee:

This letter is in support of the City of Berkeley's grant application to the ACTC 2024 CIP grant program for the City's **Water Transit Ferry-Pier Project**. The current phase involves the preliminary engineering, environmental review, and design of the project. We think it is critical to get started on this vital project for Berkeley and the region.

The project will replace the first segment of the existing deteriorated Berkeley Pier, (originally constructed in 1926), with a new pier that will provide public ferry service and public recreational access to the San Francisco Bay. The project also includes improvements to the streets, parking lot, pathways and Bay Trail at the Berkeley Waterfront that are needed to serve the proposed new ferry service. Once completed, the Water Emergency Transportation Authority (WETA) will operate zero emission passenger ferry service to San Francisco, South San Francisco, Marin County, as well as other places, with a projected ridership growing to over 2,000 boarding trips per day over the next twenty years. The proposed Berkeley ferry terminal and service will play a vital role for Alameda County and the Bay Area during emergencies, such as an earthquake, by providing additional water transit capacity to assist in an evacuation or the movement of first responders.

In 2021, the City of Berkeley conducted a robust one-year public process that involved community feedback at several small focus groups, several large community meetings, and several discussions at the City's Parks and Waterfront Commission and the City Council. Based on this public process, the project team developed a preferred concept that is now ready for the preliminary engineering, environmental review, and design phases of the project.

The Berkeley Waterfront is a spectacular jewel of a public space that is visited by over 200,000 people per year. West Berkeley is forecasted to see significant economic development involving the biotech sector as well as other sectors. The addition of new zero emissions ferry service will have multiple commuter benefits including a new transit option for the under-served and Equity Priority Communities of West Berkeley, relieving the over-stressed BART system and Bay bridge vehicle traffic, providing a new and more enjoyable way to cross the Bay for work and pleasure, bringing more visitors to the Berkeley Waterfront which is great for local businesses and public safety, and helping to reduce greenhouse gases.

This is an exciting opportunity of a new ferry service in Berkeley. Therefore, I encourage you to favorably consider the City of Berkeley's grant application to fulfill their efforts to build a more efficient and environmentally conscious waterfront transportation.

Sincerely,

Keith Carson
Supervisor, 5th District

**1221 OAK STREET SUITE 536• OAKLAND, CALIFORNIA 94612 • 510 272-6695 • dist5@acgov.org**

Date, 2023

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

**RE: City of Berkeley's grant application – ACTC 2024 CIP grant program – the Water Transit Ferry-Pier Project**

Dear ACTC CIP Grants Committee:

On behalf of the DoubleTree by Hilton Berkeley Marina Hotel, we write in strong support of the City of Berkeley's grant application to the ACTC 2024 CIP grant program for the City's **Water Transit Ferry-Pier Project**. The current phase involves the preliminary engineering, environmental review, and design of the project. We think it is critical to get started on this vital project for Berkeley and the region.

The project will replace the first segment of the existing deteriorated Berkeley Pier, (originally constructed in 1926), with a new pier that will provide public ferry service and public recreational access to the San Francisco Bay. The project also includes improvements to the streets, parking lot, pathways and Bay Trail at the Berkeley Waterfront that are needed to serve the proposed new ferry service. Once completed, the Water Emergency Transportation Authority (WETA) will operate zero emission passenger ferry service to San Francisco, South San Francisco, Marin County, as well as other places, with a projected ridership growing to over 2,000 boarding trips per day over the next twenty years. The proposed Berkeley ferry terminal and service will play a vital role for Alameda County and the Bay Area during emergencies, such as an earthquake, by providing additional water transit capacity to assist in an evacuation or the movement of first responders.

In 2021, the City of Berkeley conducted a robust one-year public process that involved community feedback at several small focus groups, several large community meetings, and several discussions at the City's Parks and Waterfront Commission and the City Council. Based on this public process, the project team developed a **preferred concept** that is now ready for the preliminary engineering, environmental review, and design phases of the project.

The Berkeley Waterfront is a spectacular jewel of a public space that is visited by over 200,000 people per year. West Berkeley is forecasted to see significant economic development involving the biotech sector as well as other sectors. The addition of new zero emissions ferry service will have multiple commuter benefits including a new transit option for the under-served and Equity Priority Communities of West Berkeley, relieving the over-stressed BART system and Bay bridge vehicle traffic, providing a new and more enjoyable way to cross the Bay for work and pleasure, bringing more visitors to the Berkeley Waterfront which is great for local businesses and public safety, and helping to reduce greenhouse gases.

We are excited about the possibility of new ferry service in Berkeley and we can't wait for the project to get started.
Sincerely,

***Jack Hlavac***
***Managing Director***
*DoubleTree by Hilton Berkeley Marina Hotel*

**HANA JAPAN STEAK AND SEAFOOD**
235 UNIVERSITY AVE.
BERKELEY, CA 94710
TELEPHONE: (510) 848-8515
EMAIL: INFO@HANAJAPAN.COM

April 4, 2023

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

***RE: City of Berkeley's grant application – ACTC 2024 CIP grant program – the Water Transit Ferry-Pier Project***

Dear ACTC CIP Grants Committee:

On behalf of Hana Japan Steak and Seafood, we write in strong support of the City of Berkeley's grant application to the ACTC 2024 CIP grant program for the City's **Water Transit Ferry-Pier Project**. The current phase involves the preliminary engineering, environmental review, and design of the project. We are located on the Berkeley Marina and are proud to have been able to serve the Berkeley community for the past 17 years. We think it is critical to get started on this vital project for Berkeley and the region.

The project will replace the first segment of the existing deteriorated Berkeley Pier, (originally constructed in 1926), with a new pier that will provide public ferry service and public recreational access to the San Francisco Bay. The project also includes improvements to the streets, parking lot, pathways and Bay Trail at the Berkeley Waterfront that are needed to serve the proposed new ferry service. Once completed, the Water Emergency Transportation Authority (WETA) will operate zero emission passenger ferry service to San Francisco, South San Francisco, Marin County, as well as other places, with a projected ridership growing to over 2,000 boarding trips per day over the next twenty years. The proposed Berkeley ferry terminal and service will play a vital role for Alameda County and the Bay Area during emergencies, such as an earthquake, by providing additional water transit capacity to assist in an evacuation or the movement of first responders.

In 2021, the City of Berkeley conducted a robust one-year public process that involved community feedback at several small focus groups, several large community meetings, and several discussions at the City's Parks and Waterfront Commission and the City Council. Based on this public process, the project team developed a **preferred concept** that is now ready for the preliminary engineering, environmental review, and design phases of the project.

The Berkeley Waterfront is a spectacular jewel of a public space that is visited by over 200,000 people per year. West Berkeley is forecasted to see significant economic development involving the biotech sector as well as other sectors. The addition of new zero emissions ferry service will have multiple commuter benefits including a new transit option for the under-served and Equity

Priority Communities of West Berkeley, relieving the over-stressed BART system and Bay bridge vehicle traffic, providing a new and more enjoyable way to cross the Bay for work and pleasure, bringing more visitors to the Berkeley Waterfront which is great for local businesses and public safety, and helping to reduce greenhouse gases.

We are excited about the possibility of new ferry service in Berkeley and we can't wait for the project to get started.

Sincerely,

/s/ Jong K. Yoon

Jong K. Yoon, Esq.
President
Hana Japan Steak and Seafood

Rashi Kesarwani,
Councilmember, District 1

March 16, 2023

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

**RE: City of Berkeley's grant application – ACTC 2024 CIP grant program – the Water Transit Ferry-Pier Project**

Dear ACTC CIP Grants Committee:

I write in strong support of the City of Berkeley's grant application to the ACTC 2024 CIP grant program for the City's **Water Transit Ferry-Pier Project**. The current phase involves the preliminary engineering, environmental review, and design of the project. I believe it's critical to get started on this vital project for Berkeley and the region.

The project will replace the first segment of the existing deteriorated Berkeley Pier (originally constructed in 1926), with a new pier that will provide public ferry service and public recreational access to the San Francisco Bay. The project also includes improvements to the streets, parking lot, pathways and Bay Trail at the Berkeley Waterfront that are needed to serve the proposed new ferry service. Once completed, the Water Emergency Transportation Authority (WETA) will operate zero emission passenger ferry service to San Francisco, South San Francisco, Marin County, as well as other places, with a projected ridership growing to more than 2,000 boarding trips per day over the next 20 years. The proposed Berkeley ferry terminal and service will play a vital role for Alameda County and the Bay Area during emergencies, such as an earthquake, by providing additional water transit capacity to assist in an evacuation or the movement of first responders.

In 2021, the City of Berkeley conducted a robust one-year public process that involved community feedback at several small focus groups, several large community meetings, and several discussions at the City's Parks and Waterfront Commission and the City Council. Based on this public process, the project team developed a **preferred concept** that is now ready for preliminary engineering, environmental review, and design phases of the project.

The Berkeley Waterfront is a spectacular jewel of a public space visited by more than 200,000 people per year. West Berkeley is projected to see significant economic development involving the biotech sector as well as other sectors. The addition of new zero-emission ferry service will have multiple commuter benefits including a new transit option for the under-served and Equity Priority Communities of West Berkeley, relieving Bay bridge vehicle traffic, providing a new and more enjoyable way to cross the Bay for work and pleasure, bringing more visitors to the Berkeley Waterfront, and helping to reduce greenhouse gas emissions from the transportation sector.

I am excited about the possibility of new ferry service in Berkeley and look forward for this project to get started.

Sincerely,

Rashi Kesarwani
Berkeley Councilmember, District 1

March 23, 2023

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

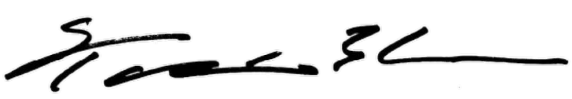
Dear ACTC CIP Grants Committee:

On behalf of the San Francisco Office of Economic and Workforce Development, we write in strong support of the City of Berkeley's grant application to the ACTC CIP grant program for the City's Water Transit Ferry-Pier Project. The current phase involves the preliminary engineering, environmental review of the project, and design for a ferry, pier, and other facilities at the Berkeley Marina. We think it is critical to get started on this vital project for Berkeley because improving water transportation for the entirety of the Bay Area undoubtedly has positive impacts on San Francisco as well, including expanding transportation options and reducing carbon emissions.

The project will replace the first segment of the existing deteriorated Berkeley Pier, (originally constructed in 1926), with a new pier that will provide ferry service and public access to the San Francisco Bay. The project also includes improvements to the streets, parking lot, pathways and Bay Trail at the Berkeley Waterfront that are needed to serve the proposed new ferry service. Once completed, the Water Emergency Transportation Authority (WETA) will operate zero emission passenger ferry service to San Francisco, South San Francisco, Marin County, as well as other places, with a projected ridership growing to over 2,000 boarding trips per day over the next twenty years. The proposed Berkeley ferry terminal and service will play a vital role for Alameda County and the Bay Area during emergencies, such as an earthquake, by providing additional water transit capacity to assist in an evacuation or the movement of first responders.

In 2021, the City of Berkeley conducted a robust one-year public process that involved community feedback at several small focus groups, several large community meetings, and several discussions at the City's Parks and Waterfront Commission and the City Council. Based on this public process, the project team developed a preferred concept that is now ready for the preliminary engineering and environmental review phase of the project. The addition of new zero emissions ferry service will have multiple commuter benefits including relieving the over-stressed BART system and Bay bridge traffic, providing a new and more enjoyable way to cross the Bay for work and pleasure, and bringing more visitors to the Berkeley Waterfront and to the San Francisco economic core.

Sincerely,



**Kate Sofis**
Executive Director
San Francisco Office of Economic and Workforce Development

**CONTACT**

Kate.Sofis@sfgov.org
1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102
(415) 554-6969 **main**

CITY COUNCILMEMBER
RIGEL ROBINSON
DISTRICT 7

April 10, 2023

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

**RE: City of Berkeley's grant application – ACTC 2024 CIP grant program – the Water Transit Ferry-Pier Project**

Dear ACTC CIP Grants Committee:

As a Berkeley City Councilmember, an ACTC Commissioner, and most importantly as an active recreation user at the Berkeley Marina, I write to express my support for the City of Berkeley's grant application for the ACTC 2024 CIP grant program for the City's Water Transit Ferry-Pier Project.

The current phase involves the preliminary engineering, environmental review, and design of the project. It is critical to get started on this vital project for Berkeley and the region.

The project will replace the first segment of the existing deteriorated Berkeley Pier, (originally constructed in 1926), with a new pier that will provide public ferry service and public recreational access to the San Francisco Bay. The project also includes improvements to the streets, parking lot, pathways and Bay Trail at the Berkeley Waterfront that are needed to serve the proposed new ferry service. Once completed, the Water Emergency Transportation Authority (WETA) will operate zero emission passenger ferry service to San Francisco, South San Francisco, Marin County, as well as other places, with a projected ridership growing to over 2,000 boarding trips per day over the next twenty years. The proposed Berkeley ferry terminal and service will play a vital role for Alameda County and the Bay Area during emergencies, such as an earthquake, by providing additional water transit capacity to assist in an evacuation or the movement of first responders.

In 2021, the City of Berkeley conducted a robust one-year public process that involved community feedback at several small focus groups, several large community meetings, and several discussions at the City's Parks and Waterfront Commission and the City Council. Based on this public process, the project team developed a **preferred concept** that is now ready for the preliminary engineering, environmental review, and design phases of the project.

[redacted]
2180 Milvia Street, 5th Floor • Berkeley, CA 94704
(510) 981-7170 • RRobinson@cityofberkeley.info

CITY COUNCILMEMBER
RIGEL ROBINSON
DISTRICT 7

The Berkeley Waterfront is a spectacular jewel of a public space that is visited by over 200,000 people per year. West Berkeley is forecasted to see significant economic development involving the biotech sector as well as other sectors. The addition of new zero emissions ferry service will have multiple commuter benefits including a new transit option for the under-served and Equity Priority Communities of West Berkeley, relieving the over-stressed BART system and Bay Bridge vehicle traffic, providing a new and more enjoyable way to cross the Bay for work and pleasure, bringing more visitors to the Berkeley Waterfront which is great for local businesses and public safety, and helping to reduce greenhouse gasses.

I am excited about the possibility of new ferry service in Berkeley and cannot wait for the project to get started.

Sincerely,

RIGEL ROBINSON, Berkeley City Councilmember

2180 Milvia Street, 5th Floor • Berkeley, CA 94704
(510) 981-7170 • RRobinson@cityofberkeley.info

LANDRY'S
DINING • HOSPITALITY • ENTERTAINMENT • GAMING

April 6, 2023

Alameda County Transportation Commission

1111 Broadway, Suite 800
Oakland, CA 94607

**RE: City of Berkeley's grant application – ACTC 2024 CIP grant program – the Water Transit Ferry-Pier Project**

Dear ACTC CIP Grants Committee:

On behalf of the *Landry's, LLC parent company to Skates on the Bay*, we write in strong support of the City of Berkeley's grant application to the ACTC 2024 CIP grant program for the City's **Water Transit Ferry-Pier Project**. The current phase involves the preliminary engineering, environmental review, and design of the project. We think it is critical to get started on this vital project for Berkeley and the region.

The project will replace the first segment of the existing deteriorated Berkeley Pier, (originally constructed in 1926), with a new pier that will provide public ferry service and public recreational access to the San Francisco Bay. The project also includes improvements to the streets, parking lot, pathways and Bay Trail at the Berkeley Waterfront that are needed to serve the proposed new ferry service. Once completed, the Water Emergency Transportation Authority (WETA) will operate zero emission passenger ferry service to San Francisco, South San Francisco, Marin County, as well as other places, with a projected ridership growing to over 2,000 boarding trips per day over the next twenty years. The proposed Berkeley ferry terminal and service will play a vital role for Alameda County and the Bay Area during emergencies, such as an earthquake, by providing additional water transit capacity to assist in an evacuation or the movement of first responders.

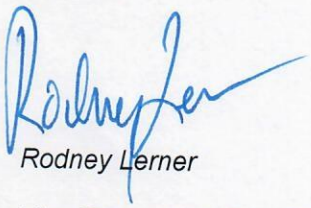
In 2021, the City of Berkeley conducted a robust one-year public process that involved community feedback at several small focus groups, several large community meetings, and several discussions at the City's Parks and Waterfront Commission and the City Council. Based on this public process, the project team developed a **preferred concept** that is now ready for the preliminary engineering, environmental review, and design phases of the project.

The Berkeley Waterfront is a spectacular jewel of a public space that is visited by over 200,000 people per year. West Berkeley is forecasted to see significant economic development involving the biotech sector as well as other sectors. The addition of new zero emissions ferry service will have multiple commuter benefits including a new transit option for the under-served and Equity Priority Communities of West Berkeley, relieving the over-stressed BART system and Bay bridge vehicle traffic, providing a new and more enjoyable way to cross the Bay for work and pleasure, bringing more visitors to the Berkeley

Waterfront which is great for local businesses and public safety, and helping to reduce greenhouse gases.

We are excited about the possibility of new ferry service in Berkeley and we can't wait for the project to get started.

Sincerely,



*Rodney Lerner*

*Vice President of Real Estate*

Date, 2023

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

**RE: City of Berkeley's grant application – ACTC 2024 CIP grant program – the Water Transit Ferry-Pier Project**

Dear ACTC CIP Grants Committee:

Telegraph for People, writes in strong support of the City of Berkeley's grant application to the ACTC 2024 CIP grant program for the City's **Water Transit Ferry-Pier Project**. We think it is critical to get started on this vital project for Berkeley and the region.

The project will replace the first segment of the existing deteriorated Berkeley Pier, (originally constructed in 1926), with a new pier that will provide public ferry service and public recreational access to the San Francisco Bay. The project also includes improvements to the streets, parking lot, pathways and Bay Trail at the Berkeley Waterfront that are needed to serve the proposed new ferry service. Once completed, the Water Emergency Transportation Authority (WETA) will operate zero emission passenger ferry service to San Francisco, South San Francisco, Marin County, as well as other places, with a projected ridership growing to over 2,000 boarding trips per day over the next twenty years. The proposed Berkeley ferry terminal and service will play a vital role for Alameda County and the Bay Area during emergencies, such as an earthquake, by providing additional water transit capacity to assist in an evacuation or the movement of first responders.

In 2021, the City of Berkeley conducted a robust one-year public process that involved community feedback at several small focus groups, several large community meetings, and several discussions at the City's Parks and Waterfront Commission and the City Council. Based on this public process, the project team developed a **preferred concept** that is now ready for the preliminary engineering, environmental review, and design phases of the project.

The Berkeley Waterfront is a spectacular jewel of a public space that is visited by over 200,000 people per year.  West Berkeley is forecasted to see significant economic development involving the biotech sector as well as other sectors.  The addition of new zero emissions ferry service will have multiple commuter benefits including a new transit option for the under-served and Equity Priority Communities of West Berkeley, relieving the over-stressed BART system and Bay bridge vehicle traffic, providing a new and more enjoyable way to cross the Bay for work and pleasure, bringing more visitors to the Berkeley Waterfront which is great for local businesses and public safety, and helping to reduce greenhouse gases.

We are excited about the possibility of new ferry service in Berkeley and we can't wait for the project to get started.

Sincerely,

*Telegraph for People*

April 17, 2023

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

**RE: City of Berkeley's grant application – ACTC 2024 CIP grant program – the Water Transit Ferry-Pier Project**

Dear ACTC CIP Grants Committee:

Visit Berkeley, the city's official destination management organization, strongly supports the City of Berkeley's grant application to the ACTC 2024 CIP grant program for the City's **Water Transit Ferry-Pier Project**. The current phase involves preliminary engineering, environmental review, and design. We believe it is critical to get started on this vital project for Berkeley and the region.

The Berkeley Waterfront is a spectacular jewel of a public space that is visited by over 200,000 people per year. The project will replace the first segment of the historic, iconic but now deteriorated Berkeley Pier with a new pier that will provide public ferry service and public recreational access to the San Francisco Bay. The project also includes improvements to the streets, parking lot, pathways and Bay Trail at the Berkeley Waterfront that are needed to serve the proposed new ferry service.

From the new pier, the Water Emergency Transportation Authority (WETA) will operate zero emission passenger ferry service to San Francisco, South San Francisco, Marin County, as well as other places, with a projected ridership growing to over 2,000 boarding trips per day over the next 20 years. West Berkeley is forecasted to see significant economic development involving the biotech sector as well as other sectors. The addition of new zero emissions ferry service will have multiple commuter benefits including a new transit option for the under-served and Equity Priority Communities of West Berkeley, relieving BART system and Bay bridge vehicle traffic, and create a new way to cross the Bay for work and pleasure.

We anticipate that the new ferry will bring many thousands of new visitors to the Berkeley Waterfront and spur positive economic impact through enhanced visitor spending. Finally, the proposed Berkeley ferry terminal and service will play a vital role for Alameda County and the Bay Area during emergencies, such as an earthquake, by providing additional water transit capacity to assist in an evacuation or the movement of first responders.

In 2021, the City of Berkeley conducted a robust one-year public process that involved community feedback at several small focus groups, several large community meetings, and several discussions at the City's Parks and Waterfront Commission and the City Council. Based on this public process, the project team developed a **preferred concept** that is now ready for the preliminary engineering, environmental review, and design phases of the project. We are thrilled about the possibility of new ferry service in Berkeley and we can't wait for the project to get started.

Sincerely,

***Barbara Hillman***
*President & CEO*
*Visit Berkeley*

WATERSIDE WORKSHOPS

84 Bolivar Drive
Berkeley, CA 94710
510-644-2577
watersideworkshops.org
Tax ID#: 26-0200654

March 8, 2023

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

**RE: City of Berkeley's grant application – ACTC 2024 CIP grant program – the Water Transit Ferry-Pier Project**

Dear ACTC CIP Grants Committee:

On behalf of Waterside Workshops, we write in strong support of the City of Berkeley's grant application to the ACTC 2024 CIP grant program for the City's **Water Transit Ferry-Pier Project**. The current phase involves the preliminary engineering, environmental review, and design of the project. We think it is critical to get started on this vital project for Berkeley and the region.

The project will replace the first segment of the existing deteriorated Berkeley Pier, (originally constructed in 1926), with a new pier that will provide public ferry service and public recreational access to the San Francisco Bay. The project also includes improvements to the streets, parking lot, pathways and Bay Trail at the Berkeley Waterfront that are needed to serve the proposed new ferry service. Once completed, the Water Emergency Transportation Authority (WETA) will operate zero emission passenger ferry service to San Francisco, South San Francisco, Marin County, as well as other places, with a projected ridership growing to over 2,000 boarding trips per day over the next twenty years. The proposed Berkeley ferry terminal and service will play a vital role for Alameda County and the Bay Area during emergencies, such as an earthquake, by providing additional water transit capacity to assist in an evacuation or the movement of first responders.

In 2021, the City of Berkeley conducted a robust one-year public process that involved community feedback at several small focus groups, several large community meetings, and several discussions at the City's Parks and Waterfront Commission and the City Council. Based on this public process, the project team developed a **preferred concept** that is now ready for the preliminary engineering, environmental review, and design phases of the project.

The Berkeley Waterfront is a spectacular jewel of a public space that is visited by over 200,000 people per year. West Berkeley is forecasted to see significant economic development involving the biotech sector as well as other sectors. The addition of new zero emissions ferry service will have multiple commuter benefits including a new transit option for the under-served and Equity Priority Communities of West Berkeley, relieving the over-stressed BART system and Bay bridge vehicle traffic, providing a new and more enjoyable way to cross the Bay for work and pleasure, bringing more visitors to the Berkeley Waterfront which is great for local businesses and public safety, and helping to reduce greenhouse gases.

We are excited about the possibility of new ferry service in Berkeley and we can't wait for the project to get started.

Sincerely,

Neil Larsen
Executive Director

February 27, 2023

Walk Bike Berkeley

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

TO: Clerk Vanessa Lee (by email)
CC: Councilmembers Rigel Robinson and Terry Taplin
RE: **ACTC 2024 CIP grant program**
**City of Berkeley Water Transit Ferry Pier Project grant application**

Dear ACTC CIP Grants Committee:

Walk Bike Berkeley wholeheartedly supports the City of Berkeley's grant application to the ACTC 2024 CIP grant program for the Berkeley Water Transit Ferry Pier Project to support the preliminary engineering, environmental review, and design of this excellent project.

The closure of the almost century old Berkeley Pier was a big recreational loss for County residents. Berkeley's project, however, brings the Pier back not only for resident recreation, but also to build another important link in the Bay Area's transit infrastructure through construction of the proposed ferry terminal.

Walk Bike Berkeley's mission is to support access to healthy, equitable, and sustainable transportation in Berkeley and beyond. We see the public ferry service that this project will bring as a significant advance in connectivity for residents of communities in the inner East Bay with San Francisco, South San Francisco, Marin County, and other parts of the Bay area. We are excited at how this can facilitate people riding bicycles to cross the Bay, vastly extending their range whether for work commute, shopping, cultural events or recreation.

Walk Bike Berkely is particularly concerned with developing good transportation options for underserved communities. This project brings an exciting, healthy new transit option for the often overlooked Equity Priority Communities of West Berkeley. Plus it will benefit many County residents far from the immediate area Ferry terminal area, as it reduces pressure on the BART system, cuts Bay bridge vehicle traffic, reduces traffic in San Francisco and other ferry destinations, and reduces greenhouse gas emissions and other toxic exhaust from cars.

We also appreciate the vital role this ferry can play for Alameda County and the Bay Area during a disaster to assist in an evacuation or the movement of first responders. Some of us also remember the important role that the previous Berkeley ferry played in 1989 restoring transbay service after the bridge was damaged.

We participated in the City of Berkeley's one-year public process to gather input and support the preferred concept that was developed through that process. We think the City is ready to move forward into the preliminary engineering, environmental review, and design phases of the project to develop the terminal and the related waterfront improvements needed to serve the proposed new ferry service.

We are looking forward to a new ferry service from the Berkeley Pier. With your help, this project can get underway in a timely fashion.

Sincerely,

Tom Lent, Ben Gerhardstein, and Liza Lutzker
for Walk Bike Berkeley

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0015
(916) 319-2015
FAX (916) 319-2115
E-MAIL
Assemblymember.Wicks@assembly.ca.gov

Assembly
California Legislature

BUFFY WICKS
ASSEMBLYMEMBER, FOURTEENTH DISTRICT

DISTRICT OFFICE
1515 CLAY STREET, SUITE 2201
OAKLAND, CA 94612
(510) 286-1400
FAX (510) 286-1406

March 8, 2023

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

**RE: City of Berkeley's grant application – ACTC 2024 CIP grant program – the Water Transit Ferry-Pier Project**

Dear ACTC CIP Grants Committee:

I support of the City of Berkeley's grant application requesting $5 million from the ACTC 2024 CIP grant program for the City's Water Transit Ferry-Pier Project.

**This project will replace the first segment of the existing deteriorated Berkeley Pier, (originally constructed in 1926), with a new pier that will provide public ferry service and public recreational access to the San Francisco Bay, improving regional transit across the Bay Area.** The project also includes improvements to the streets, parking lot, pathways and Bay Trail at the Berkeley Waterfront that are needed to serve the proposed new ferry service. Once completed, the Water Emergency Transportation Authority (WETA) will operate zero emission passenger ferry service to San Francisco, South San Francisco, Marin County, as well as other places, with a projected ridership growing to over 2,000 boarding trips per day over the next twenty years. **The proposed Berkeley ferry terminal and service will play a vital role for Alameda County and the Bay Area during emergencies, such as an earthquake, by providing additional water transit capacity to assist in an evacuation or the movement of first responders.**

The addition of new zero emissions ferry service will have multiple commuter benefits including a new transit option for the under-served and Equity Priority Communities of West Berkeley, relieving the over-stressed BART system and Bay bridge vehicle traffic, providing a new and more enjoyable way to cross the Bay for work and pleasure, bringing more visitors to the Berkeley Waterfront which is great for local businesses and public safety, and helping to reduce greenhouse gases.

We are excited about the possibility of new ferry service in Berkeley and we can't wait for the project to get started.

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0015
(916) 319-2015
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E-MAIL
Assemblymember.Wicks@assembly.ca.gov

Assembly
California Legislature

BUFFY WICKS
ASSEMBLYMEMBER, FOURTEENTH DISTRICT

DISTRICT OFFICE
1515 CLAY STREET, SUITE 2201
OAKLAND, CA 94612
(510) 286-1400
FAX (510) 286-1406

Sincerely,

Buffy Wicks
Assemblymember, 14th District

Jim McGrath
2301 Russell Street
Berkeley, CA 94705
APRIL 25, 2023

Alameda County Transportation Authority
1111 Broadway, Suite 800
Oakland, CA 94607

ATTENTION: Angie Ayers

Subject: Grant Application from the City of Berkeley

I write in response to the City of Berkeley's letter to ACTA dated April 5, 2023. There are errors, elisions, and misstatements in that letter, as well as the introduction of issues unrelated to the question of whether design of a ferry terminal in Berkeley is eligible for ACTA funding at this time. As just one example, my motives have been mischaracterized, presumably to impugn my credibility. My motives, which are protection of the environment, are irrelevant to the question of grant eligibility.

While Berkeley did not obtain an OBAG3 grant, their application includes a request for 2024 CIP grant funds which will be considered next month. This letter is intended to point out the fundamental problems with such a grant application. First, the notice and public review process provided by the city for review fails to meet the requirements of both the Brown Act and the MTC guidelines. Second, the city has provided incomplete and misleading information about local plans, a requirement in Section 3 of the grant application. Third, the project is controversial and faces opposition throughout its regulatory review. That increases the risk that substantial modifications might be required, or the project might not go forward, resulting in the waste of design funding. Fourth, parking is a fundamental issue that determines the impact of the project, and there is no clear project description or plan for managing parking that has been released. Finally, the project requires substantive and procedural review under Section 4(f) of the Federal Transportation Act, the ultimate source of funding that is sought by the city.

BROWN ACT AND TRANSPARENCY ISSUES

As I noted in my previous letter, the city's notice for review of the Complete Streets checklist violated the requirements of the Brown Act. The Brown Act requires notice to be in sufficient detail so that interested parties can attend. The standard for this is neatly summarized in this comment from the Attorney General:

> the purpose of the brief general description is to inform interested members of the public about the subject matter under consideration so that they can determine whether to monitor or participate in the meeting of the body.

I am exactly the kind of person that this guidance is intended to protect. I am on the mailing list for the new Transportation Commission in Berkeley, and I received notice for the subject meeting. The entirety of the notice provided for the subject meeting was "Review the Complete Streets checklist for a One Bay

Area Grant round three (OBAG3) grant application." Nothing in that notice revealed that the subject grant was design and environmental studies for a proposed ferry terminal.

In response, the City argues that I could have found out the substance of the meeting if I had downloaded the packet for the meeting, and the new Transportation Commission is the appropriate Commission for review of the pedestrian and bicycle design issues associated with the Complete Streets checklist. The city continues at great length to argue that there was no legal requirement to consult the Parks, Recreation and Waterfront Commission, or, alternatively, that the public process to date suffices. The mission of the Parks, Recreation and Waterfront Commission is established in the city ordinance, which was not included in the city's letter. That mission is:

> The Parks, Recreation and Waterfront Commission shall be an advisory board **and shall review** the following related to all City/public parks, open space, greenery, pools, programs, recreation centers, the Waterfront, and resident camps: their physical conditions, policies, projects, programs, planning efforts, activities, **and funding**; early childhood education programs; and animal care issues in parks, and shall advise the City Council on these matters. (Code section 3.26.040, emphasis added)

I have highlighted the mandatory language "shall review", which is ignored by the city in their response. I also believe that such review by the Parks Commission is necessary to meet the intent of the different sections of the MTC Resolution No. 4505, which suggests widely noticed and interactive venues like workshops should be used to develop project concepts for MTC grants. That language suggests:

> MTC is committed to a public involvement process that is proactive and provides opportunities for continuing involvement, comprehensive information, timely public notice, and public access to key decisions

While the city argues that I had substantive notice of the Transportation Commission meeting and attended, it is also true that I found out at the last minute and had little time to organize and inform other interested parties. I did not have copies of the application, or the relevant standards for such applications. It also ignores the clear pattern of the city attempting to withhold information from me and other interested parties. As you know, the city withheld their initial response to my letter to ACTA, writing in an e-mail:

> We don't have plans to share our City Response letter with Jim McGrath.

Rather than correct that error, the City Manager withheld the current response as well. The City Manager does not have the authority to decide what information I need to fulfill my role as a Berkeley citizen. The Brown Act, in Section 54950 makes that clear:

> The people, in delegating authority, **do not give their public servants the right to decide what is good for the people to know and what is not good for them to know.**

Nor is this the only example where city staff have withheld information that interested parties think is necessary to participate in civic discourse. The city letter notes that the concept of a ferry was brought to the city Council on December 7, 2021. What the letter does not include is the fact that the underlying studies used to develop that report were not made available to the public at that time, or for most of the public meetings. Despite language in the staff report that said the material would be made available

in January 2022 as a feasibility study, the material was not released until earlier this year—after multiple PRA requests and well after the city applied for grants. I have written more than one letter to the city about their planning process, arguing that the information that they were withholding was necessary to obtain meaningful public input. Even what was finally released has significant holes, and additional information that is directly relevant to parking and impacts on recreation remains unreleased, despite additional PRA requests. This goes to the heart of the issue of parking, which I will discuss below.

The clear pattern for three years now is that the city releases only the information that it wants the public to have, in clear conflict with the provisions of the Brown Act.

PLANNING ISSUES

There is no existing plan for Berkeley Waterfront that identifies any site at the marina for a ferry terminal. The city letter of April 5, 2023, states that the city will develop a programmatic EIR for a new marina plan, sometimes called the BMASP, and now called the Waterfront Specific Plan. The city dances around the question of its adopted plan by referencing other documents without providing the actual language of the Master Plan, adopted in 1986, which indeed designates the waterfront as parks and open space. Rather than provide language from an adopted plan that suggests a ferry terminal is allowed at this location, the city provides two novel theories—that the adopted plan doesn't apply to the tidelands that the city holds in trust, and that the unclassified zoning, rather than the master plan controls the question of use. It is well established that zoning is required to be consistent with master plans, and the fact that the city has failed to do this doesn't mean that old zoning which predates the adopted master plan now controls use. Review of the Waterfront Master Plan as it was adopted does not provide any language to support the city's new theory that it was not meant to cover the filled and unfilled tidelands.

Section 3, question 16, of the project application asks applicants to reference adopted plans. Whether the city's response intentionally avoided mention of the Waterfront Master Plan is irrelevant. No plan that designates the proposed site as a ferry terminal has been adopted by the city—and cannot be adopted until the planning process and EIR are complete. As such, I believe the application fails to meet the guideline provision "governing body **approval** … [is] demonstrated. Approval is a term of art, and cannot be granted until the planning process is complete. This is not a new or abstract issue; ACTA guidelines note "…CTAs must evaluate applicants and projects for potential deliverability issues…" The lack of both a plan designation and approval is certainly a deliverability issue.

PARKING AND PROJECT DEFINITION

The city letter argues that I misunderstand the number of passengers that might seek to park at the marina, stating that the project ridership is projected to be 1910 boardings which means approximately 955 unique passengers. While I accept that statement, it remains unclear how many passengers WETA is planning for, or what exactly is the project definition. On April 12, 2023, WETA staff presented the initial stages of planning for the future, with Table 11 a series of forecasts for 2050 ridership. That table has four possible ridership numbers for Berkeley: 1800, 2500, 2600, and 4000. WETA is considering planning for 4000 boardings, 2000 unique passengers, competing for 250 spaces. A fundamental precept of any CEQA analysis is that a stable project description is required, and when WETA's consideration of much greater numbers of passengers, it is clear that one does not yet exist.

To date, the city's plans for managing whatever number of passengers come to a new terminal remains secret. While the city has released, finally, some of the consultant products from their ferry studies, the papers on parking are incomplete and background material continues to be withheld. The city finally released a draft memorandum from the Nelson/Nygaard Project Team dated September 11, 2018. It identifies approximately 1700 spaces in different lots at the marina—although multiple other estimates of parking spaces are still contained in city documents. Two updates have been released, most interesting is the discussion under "Mode Share Development" in the draft" Feasibility Study Ferry Facility at Berkeley Municipal Pier", dated November 23, 2021, and just recently made available. This statement is found under "Berkeley Marina Ferry parking and TDM Survey"

> A baseline mode share estimate was developed (Figure **6Error! Reference source not found**.) bold in original

I have made PRA requests for this reference and for the parking inventories and mode split for the two existing small ferry operations at the marina but have yet to receive any response. Clearly, a plan for managing up to 2000 unique passengers with 250 spaces without devastating recreational use at the marina has not yet been developed and discussed in public meetings.

SECTION 4(F) REVIEW IS REQUIRED

As I have noted before, Berkeley marina is designated a shoreline park priority area by BCDC. Berkeley argues that such a designation is not binding on the city of Berkeley for the purposes of Measure L. But that argument misses the point. BCDC has jurisdiction over the entirety of the area proposed for this grant, and the source of funding Berkeley is seeking comes from the Federal Department of Transportation. As such, the provisions of Section 4(f) are triggered. This is not a new issue; I informed WETA of this more than a decade ago.

This requirement, now codified in 49 U.S.C. §303 and 23 U.S.C. §138, is implemented by the Federal Highway Administration (FHWA) through the regulation 23 CFR 774. It covers both the areas that BCDC considers a park, and the marina as a recreational area, regardless of the BCDC designation or city policies. It covers both the land and the water and prohibits any "take" of these areas unless there are no prudent alternatives. Of course, with timely notice of the city efforts to seek grants from Federal Transportation sources, I could have provided the city with this information.

Very truly yours,

Jim McGrath

Copies: Dee Ridley-Williams, Scott Ferris

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**2024 Comprehensive Investment Plan**

**Summary of Programming Changes**

*Previously Approved Programming*

*$ x 1,000*

**Table 1: Previously Approved Programming - Actions occurring after the 2022 CIP Update approval (approved April 28, 2022)**

| No. | CIP ID | Project Sponsor | Project Title | Fund Source | Fund Type | Phase | Amount | Approval Date |
|---|---|---|---|---|---|---|---|---|
| 1 | 00424 | Alameda | Alameda-Oakland Estuary Water Shuttle Pilot Program | TFCA | Prog Mgr | O&M | $ 584 | 10/27/2022 |
| 2 | 00155 | Alameda CTC | 7th Street Grade Separation and Port Arterial Improvements Project | 2014 MBB | TEP-27 | CON | $ 500 | 5/26/2022 |
| 3 | 00155 | Alameda CTC | 7th Street Grade Separation and Port Arterial Improvements Project | 2014 MBB | TEP-27 | CON | $ 1,800 | 10/27/2022 |
| 4 | 00208 | Alameda CTC | Alameda County Safe Routes to School Program | 2000 MB | Disc-BP | O&M | $ 60 | 6/23/2022 |
| 5 | 00208 | Alameda CTC | Alameda County Safe Routes to School Program | 2014 MBB | TEP-44 | O&M | $ 382 | 4/27/2023 |
| 6 | 00081 | Alameda CTC | East Bay Greenway: Lake Merritt BART to South Hayward BART | TFCA | Prog Mgr | CON | $ 535 | 10/27/2022 |
| 7 | 00081 | Alameda CTC | East Bay Greenway: Lake Merritt BART to South Hayward BART | 2014 MBB | TEP-42 | CON | $ 75 | 7/28/2022 |
| 8 | 00069 | Alameda CTC | I-80 Gilman Street Interchange Improvements | 2014 MBB | Captial | CON | $ 745 | 1/9/2023 |
| 9 | 00132 | Alameda CTC | San Pablo Avenue (SR 123) Multi-Modal Corridor Project | 2014 MBB | TEP-26 | CON | $ 75 | 7/28/2022 |
| 10 | 00132 | Alameda CTC | San Pablo Avenue (SR 123) Multi-Modal Corridor Project (San Pablo Avenue Bus/Bike Lanes Project) | TFCA | Prog Mgr | CON | $ 200 | 10/27/2022 |
| 11 | 00139 | Alameda CTC | South County Access (SR 262/Mission Blvd Cross Connector) | 2014 MBB | TEP-40 | CON | $ 75 | 7/28/2022 |
| 12 | 00280 | Alameda CTC | Toll Revenue Forecasting | I-580 Toll Revenue | Toll Revenue | O&M | $ 415 | 3/24/2022 |
| 13 | 00447 | Alameda CTC | Toll System Arbitration Support | I-580 Toll Revenue | Toll Revenue | CON | $ 250 | 3/24/2022 |
| 14 | 00192 | Alameda CTC | Transportation Demand Management (TDM) Program | TFCA | Prog Mgr | O&M | $ 500 | 10/27/2022 |
| 15 | 00192 | Alameda CTC | Transportation Demand Management (TDM) Program | 2014 MBB | TEP-45 | O&M | $ 399 | 10/27/2022 |
| 16 | 00427 | BATA | West Oakland Link | TFCA | Prog Mgr | CON | $ 344 | 10/27/2022 |
| 17 | 00430 | Dublin | Dublin/Pleasanton BART Station Active Access Improvements | TFCA | Prog Mgr | CON | $ 495 | 10/27/2022 |
| 18 | 00414 | EBCE | Ride Electric Program | TEP-46 | Bike/Ped | O&M | $ 4,000 | 2/23/2023 |
| 19 | 00435 | EBRPD | Oakland Bay Trail Extension | TFCA | Prog Mgr | CON | $ 175 | 10/27/2022 |
| 20 | 00426 | Newark | Old Town PDA Road Diet and Complete Street Improvement Project | TFCA | Prog Mgr | CON | $ 69 | 10/27/2022 |
| 21 | 00444 | Pleasanton | Pleasanton Trip Reduction Program FYs 22-23 and 23-24 | TFCA | Prog Mgr | O&M | $ 58 | 10/27/2022 |
| | | | | | | **Total** | **$ 11,736** | |

**2024 Comprehensive Investment Plan**

**Summary of Programming Changes**

*Technical Adjustments*

*$ x 1,000*

**Table 2A: Programming to Allocation (FY 2023-24 and 2024-2025)**

| No. | CIP ID | Project Sponsor | Project Title | Fund Source | Fund Type | Phase | | Amount |
|---|---|---|---|---|---|---|---|---|
| 1 | 00289 | Alameda CTC | Student Transit Pass Program | 2014 MBB | TEP-07 | O&M | $ | 7,300 |
| 2 | 00300 | ASEB | Regrowth of Transportation Services for Individuals with Dementia | 2000 MB | Disc-PT | O&M | $ | 169 |
| 3 | 00302 | BORP | Accessible Group Trip Transportation for Youth and Adults with Disabilities | 2014 MBB | TEP-12 | O&M | $ | 225 |
| 4 | 00293 | CIL | Community Connections Program (CoCo) | 2000 MB | Disc-PT | O&M | $ | 188 |
| 5 | 00292 | Eden I&R | Mobility Management Through 211 Alameda County | 2000 MB | Disc-PT | O&M | $ | 165 |
| 6 | 00303 | EDI | Fast Accessible Safe Transportation Emergency Repair (FASTER) | 2014 MBB | TEP-12 | O&M | $ | 176 |
| 7 | 00394 | Emeryville | Emery Go-Round Operating Expenses (FY2022-FY2026) | 2010 VRF | Disc-Transit | O&M | $ | 1,000 |
| 8 | 00290 | Fremont | Ride-On Tri-City! Mobility Management and Travel Training Program | 2000 MB | Disc-PT | O&M | $ | 152 |
| 9 | 00298 | LAVTA | Para-Taxi Debit Card | 2000 MB | Disc-PT | O&M | $ | 16 |
| 10 | 00299 | LAVTA | Para-Taxi Operations | 2000 MB | Disc-PT | O&M | $ | 33 |
| 11 | 00296 | LIFE ElderCare | Door Through Door (DthruD) and TNC Transportation for Seniors and Disabled Adults | 2000 MB | Disc-PT | O&M | $ | 250 |
| 12 | 00190 | San Leandro | LINKS Shuttle Operations | 2010 VRF | Disc-Transit | O&M | $ | 371 |
| 13 | 00190 | San Leandro | LINKS Shuttle Operations (FY22/23 & FY 23/24) | TFCA | Prog Mgr | O&M | $ | 57 |
| 14 | 00405 | San Leandro | MacArthur Boulevard Park & Ride | 2010 VRF | Transit | CON | $ | 543 |
| 15 | 00405 | San Leandro | MacArthur Boulevard Park & Ride | TFCA | Prog Mgr | CON | $ | 80 |
| 16 | 00297 | SSPTV | Volunteers Assisting Seniors with Transportation (VAST) | 2000 MB | Disc-PT | O&M | $ | 118 |
| | | | | | | **Total** | **$** | **10,843** |

**2024 Comprehensive Investment Plan**

**Summary of Programming Changes**

*Technical Adjustments*

*$ x 1,000*

**Table 2B: General Technical Adjustments (Phase allocation shifts, reprogramming, deprogramming for completed projects, and corrections)**

| No. | CIP ID | Project Sponsor | Project Title | Fund Source | Fund Type | Phase | Amount | Notes |
|---|---|---|---|---|---|---|---|---|
| 1 | 00195 | Alameda | Alameda Point Bus Rapid Transit - Dedicated Bus Lanes | 2014 MBB | TEP-14 | CON | $ 7,650 | Reprogrammed to FY27-28. |
| 2 | 00209 | Alameda CTC | Goods Movement Emissions Reduction Program | 2014 MBB | TEP-27 | O&M | $ 360 | Reprogrammed to FY27-28. |
| 3 | 00288 | Alameda CTC | Rail Safety Enhancement Program (SEP) | 2014 MBB | TEP-41 | Planning / Scoping | $ (1,304) | Phase allocation shift. |
| 4 | 00288 | Alameda CTC | Rail Safety Enhancement Program (SEP) | 2014 MBB | TEP-23 | PE/Env | $ 1,304 | Phase allocation shift. |
| 5 | 00132 | Alameda CTC | San Pablo Avenue (SR 123) Multi-Modal Corridor Project (San Pablo Avenue Bus/Bike Lanes) | TFCA | Prog Mgr | O&M | $ (200) | Reprogrammed from CIP ID 00132 to CIP ID 00192. |
| 6 | 00071 | Alameda CTC | SR-84/I-680 Interchange and SR-84 Widening | 2014 MBB | TEP-31 | ROW | $ 9,723 | Phase allocation shift. |
| 7 | 00071 | Alameda CTC | SR-84/I-680 Interchange and SR-84 Widening | 2014 MBB | TEP-31 | CON | $ (9,723) | Phase allocation shift. |
| 8 | 00192 | Alameda CTC | Transportation Demand Management (TDM) Program | TFCA | Prog Mgr | O&M | $ 200 | Reprogrammed from CIP ID 00132 to CIP ID 00192. |
| 9 | 00192 | Alameda CTC | Transportation Demand Management (TDM) Program | TFCA | Prog Mgr | O&M | $ (316) | Deallocation of TFCA FY 21-22 balance. |
| 10 | 00165 | Berkeley | Berkeley Citywide Bicycle Parking Program | TFCA | Prog Mgr | Various | $ (43) | Deallocation of balance; project completed. |
| 11 | 00177 | Berkeley | Hearst Ave Complete Streets | TFCA | Prog Mgr | CON | $ (28) | Deallocation of balance; project completed. |
| 12 | 00220 | Berkeley | Milvia Bikeway Project | 2000 MB | Disc-BP | PE/Env | $ (84) | Deallocation of balance; project completed. |
| 13 | 00291 | CRIL | Travel Training: Oh The Places You Will Go! | 2000 MB | Disc-PT | O&M | $ (297) | Deallocation of balance; project completed. |
| 14 | 00290 | Fremont | Ride-On Tri-City! Mobility Management and Travel Training Program | 2000 MB | Disc-PT | O&M | $ (38) | Deallocation of balance; project completed. |
| 15 | 00272 | Fremont | Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19) | 2000 MB | Disc-PT | O&M | $ (18) | Deallocation of balance; project completed. |
| 16 | 00138 | Hayward | I-880/Winton Avenue and A Street Interchanges | 2014 MBB | TEP-40 | Planning / Scoping | $ (108) | Phase allocation shift. |
| 17 | 00138 | Hayward | I-880/Winton Avenue and A Street Interchanges | 2014 MBB | TEP-40 | Final Design (PS&E) | $ 108 | Phase allocation shift. |
| 18 | 00299 | LAVTA | Para-Taxi Operations | 2000 MB | Disc-PT | O&M | $ (33) | Deallocation of balance; project completed. |
| 19 | 00296 | LIFE ElderCare | Door Through Door (DthruD) and TNC Transportation for Seniors and Disabled Adults | 2000 MB | Disc-PT | O&M | $ (98) | Deallocation of balance; project completed. |
| 20 | 00189 | Livermore | Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta) | 2014 MBB | TEP-42 | Final Design (PS&E) | $ (23) | Deallocation of balance; project completed. |
| 21 | 00189 | Livermore | Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta) | 2014 MBB | TEP-42 | CON | $ (1) | Deallocation of balance; project completed. |
| 22 | 00342 | MTC / WOEIP | Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match) | 2014 MBB | TEP-46 | PE/Env | $ 100 | Phase allocation shift. |
| 23 | 00342 | MTC / WOEIP | Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match) | 2014 MBB | TEP-46 | Final Design (PS&E) | $ 100 | Phase allocation shift. |
| 24 | 00342 | MTC / WOEIP | Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match) | 2014 MBB | TEP-46 | CON | $ (200) | Phase allocation shift. |
| 25 | 00323 | Oakland | Broadway Transit Lanes | 2014 MBB | TEP-24 | CON | $ (2,538) | Deallocation of balance; project completed. |
| 26 | 00168 | Oakland | CityRacks, Phase 12 | TFCA | Prog Mgr | Various | $ (7) | Deallocation of balance; project completed. |
| 27 | 00251 | Oakland | E 12th Street Bikeway | 2000 MB | Disc-BP | CON | $ (140) | Fund source changed to TFCA per 2022 CIP Update. |
| 28 | 00188 | Pleasanton | Pleasanton Trip Reduction Program (FY 17/18 - 18/19) | TFCA | Prog Mgr | O&M | $ (65) | Deallocation of balance; project completed. |
| 29 | 00190 | San Leandro | LINKS Shuttle Operations | 2010 VRF | Disc-Transit | O&M | $ (67) | Fund source change to TFCA per 2024 CIP. |

**2024 Comprehensive Investment Plan**

**Summary of Programming Changes**

*New Programming Recommendations for the 2024 CIP Update*

*$ x 1,000*

**Table 3A: 2024 CIP/OBAG Programming Recommendation (Discretionary)**

| No. | CIP ID | Project Sponsor | Project Title | Fund Source | Fund Type | Phase | | Amount |
|---|---|---|---|---|---|---|---|---|
| 1 | 00421 | AC Transit | Fruitvale Corridor | 2010 VRF | Disc-Transit | Planning / Scoping | $ | 75 |
| 2 | 00421 | AC Transit | Fruitvale Corridor | 2010 VRF | Disc-Transit | PE/Env | $ | 283 |
| 3 | 00421 | AC Transit | Fruitvale Corridor | 2010 VRF | Disc-Transit | Final Design (PS&E) | $ | 221 |
| 4 | 00421 | AC Transit | Fruitvale Corridor | 2010 VRF | Disc-Transit | CON | $ | 1,144 |
| 5 | 00421 | AC Transit | Fruitvale Corridor | OBAG | STP/CMAQ | CON | $ | 2,000 |
| 6 | 00446 | AC Transit | High-Priority Bus Stop Improvements Project | 2010 VRF | Disc-Transit | CON | $ | 1,800 |
| 7 | 00409 | ACPWA | Mission Boulevard Phase III Corridor Improvements | OBAG | STP/CMAQ | CON | $ | 4,950 |
| 8 | 00429 | ACPWA | Upper San Lorenzo Creekway | OBAG | STP/CMAQ | CON | $ | 9,621 |
| 9 | 00418 | Alameda | Citywide High-priority Roundabouts | OBAG | STP/CMAQ | CON | $ | 2,325 |
| 10 | 00437 | Alameda | Lincoln Avenue/Marshall Way/Pacific Avenue Corridor Improvement Project | 2014 MBB | TEP-44 | PE/Env | $ | 162 |
| 11 | 00437 | Alameda | Lincoln Avenue/Marshall Way/Pacific Avenue Corridor Improvement Project | 2014 MBB | TEP-44 | Final Design (PS&E) | $ | 405 |
| 12 | 00424 | Alameda | Alameda-Oakland Estuary Water Shuttle Pilot Program | 2010 VRF | Disc-Transit | O&M | $ | 416 |
| 13 | 00132 | Alameda CTC | San Pablo Avenue (SR 123) Multi-Modal Corridor Project (San Pablo Avenue Safety/Bus Bulbs Project) | OBAG | STP/CMAQ | CON | $ | 10,000 |
| 14 | 00132 | Alameda CTC | San Pablo Avenue (SR 123) Multi-Modal Corridor Project (San Pablo Avenue Parallel Bike Project) | OBAG | STP/CMAQ | CON | $ | 10,000 |
| 15 | 00132 | Alameda CTC | San Pablo Avenue (SR 123) Multi-Modal Corridor Project (San Pablo Avenue Bus/Bike Lanes Project) | OBAG | STP/CMAQ | CON | $ | 10,000 |
| 16 | 00208 | Alameda CTC | Alameda County Safe Routes to School Program | OBAG | STP/CMAQ | O&M | $ | 8,883 |
| 17 | 00445 | Alameda CTC | Countywide Planning Activities | OBAG | STP/CMAQ | Planning / Scoping | $ | 2,600 |
| 18 | 00416 | BART | Lake Merritt TOD | 2010 VRF | Disc-Transit | CON | $ | 1,030 |
| 19 | 00416 | BART | Lake Merritt TOD | 2014 MBB | TEP-45 | CON | $ | 6,800 |
| 20 | 00419 | BART | West Oakland BART TOD & Station Modernization | 2014 MBB | TEP-45 | CON | $ | 8,400 |
| 21 | 00427 | BATA | West Oakland Link | OBAG | STP/CMAQ | CON | $ | 4,200 |
| 22 | 00440 | Berkeley | Adeline Corridor Project at Ashby BART Station | 2014 MBB | TEP-44 | PE/Env | $ | 600 |
| 23 | 00422 | Berkeley | Water Transportation / Ferry Project | 2010 VRF | Disc-Transit | PE/Env | $ | 2,246 |
| 24 | 00422 | Berkeley | Water Transportation / Ferry Project | 2010 VRF | Disc-Transit | Final Design (PS&E) | $ | 2,893 |
| 25 | 00428 | Dublin | Tassajara Rd Improvements from N. Dublin Ranch Drive to Quarry Lane School | 2014 MBB | TEP-44 | CON | $ | 872 |
| 26 | 00428 | Dublin | Tassajara Rd Improvements from N. Dublin Ranch Drive to Quarry Lane School | TFCA | Prog Mgr | CON | $ | 128 |
| 27 | 00430 | Dublin | Dublin/Pleasanton BART Station Active Access Improvements | 2014 MBB | TEP-42 | CON | $ | 7,910 |
| 28 | 00435 | EBRPD | Oakland Bay Trail Extension | 2014 MBB | TEP-42 | CON | $ | 925 |
| 29 | 00431 | Emeryville | Doyle Bicycle Improvements - Phase 3 | 2014 MBB | TEP-44 | Final Design (PS&E) | $ | 37 |
| 30 | 00431 | Emeryville | Doyle Bicycle Improvements - Phase 3 | 2014 MBB | TEP-44 | CON | $ | 317 |
| 31 | 00417 | Emeryville | 40th Multimodal Improvements project | 2010 VRF | Disc-Transit | CON | $ | 8,204 |

**2024 Comprehensive Investment Plan**

**Summary of Programming Changes**

*New Programming Recommendations for the 2024 CIP Update*

*$ x 1,000*

**Table 3A: 2024 CIP/OBAG Programming Recommendation (Discretionary)**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 32 | 00417 | Emeryville | 40th Multimodal Improvements project | TFCA | Prog Mgr | CON | $ | 172 |
| 33 | 00423 | Emeryville | Emery Go-Round Operating Expenses (FY26-FY27 and FY27-28) | 2010 VRF | Disc-Transit | O&M | $ | 1,000 |
| 34 | 00436 | Fremont | East Bay Greenway Trail (Irvington to Fremont BART) | 2014 MBB | TEP-42 | Final Design (PS&E) | $ | 1,033 |
| 35 | 00441 | Fremont | Fremont Boulevard/Walnut Avenue Bikeway Project | 2014 MBB | TEP-44 | Final Design (PS&E) | $ | 1,100 |
| 36 | 00420 | LAVTA | Atlantis Operations and Administration Building | 2000 MB | Disc-Transit | CON | $ | 3,000 |
| 37 | 00426 | Newark | Old Town PDA Road Diet and Complete Street Improvement Project | OBAG | STP/CMAQ | CON | $ | 5,141 |
| 38 | 00432 | Oakland | 27th Street and Bay Place Project | 2014 MBB | TEP-44 | CON | $ | 5,101 |
| 39 | 00432 | Oakland | 27th Street and Bay Place Project | 2014 MBB | TEP-45 | CON | $ | 3,200 |
| 40 | 00433 | Oakland | 66th Avenue BART to Bay Trail | 2014 MBB | TEP-42 | Final Design (PS&E) | $ | 2,140 |
| 41 | 00442 | Oakland | LAAMPS Phase Two | 2014 MBB | TEP-44 | Final Design (PS&E) | $ | 1,197 |
| 42 | 00443 | Piedmont | Piedmont Pedestrian Safety Project | 2014 MBB | TEP-44 | CON | $ | 500 |
| 43 | 00399 | Pleasanton | West Las Positas Boulevard Multimodal Reconstruction | 2014 MBB | TEP-44 | CON | $ | 2,300 |
| 44 | 00399 | Pleasanton | West Las Positas Boulevard Multimodal Reconstruction | 2014 MBB | TEP-45 | CON | $ | 5,000 |
| 45 | 00399 | Pleasanton | West Las Positas Boulevard Multimodal Reconstruction | Fed | Earmark | CON | $ | 1,700 |
| 46 | 00434 | San Leandro | Lewelling Boulevard Streetscape | 2014 MBB | TEP-44 | Final Design (PS&E) | $ | 234 |
| 47 | 00434 | San Leandro | Lewelling Boulevard Streetscape | 2014 MBB | TEP-44 | CON | $ | 1,973 |
| 48 | 00438 | San Leandro | Fairway Drive Traffic Calming | 2014 MBB | TEP-44 | Final Design (PS&E) | $ | 58 |
| 49 | 00439 | San Leandro | Hesperian Boulevard Bike Lane Gap Closure | 2014 MBB | TEP-44 | Final Design (PS&E) | $ | 225 |
| 50 | 00190 | San Leandro | LINKS Shuttle Operations | 2010 VRF | Disc-Transit | O&M | $ | 331 |
| 51 | 00190 | San Leandro | LINKS Shuttle Operations | TFCA | Prog Mgr | O&M | $ | 67 |
| 52 | 00191 | Union City | Union City Boulevard Bike Lanes Phase III | 2014 MBB | TEP-42 | CON | $ | 1,751 |
| 53 | 00191 | Union City | Union City Boulevard Bike Lanes Phase III | TFCA | Prog Mgr | CON | $ | 49 |
| | | | | | | **TOTAL** | **$** | **146,719** |

**2024 Comprehensive Investment Plan**

**Summary of Programming Changes**

*New Programming Recommendations for the 2024 CIP Update*

*$ x 1,000*

**Table 3B: New Programming Recommendations**

| No. | CIP ID | Project Sponsor | Project Title | Fund Source | Fund Type | Phase | | Amount |
|---|---|---|---|---|---|---|---|---|
| 1 | 00208 | Alameda CTC | Alameda County Safe Routes to School Program | 2014 MBB | TEP-44 | O&M | $ | 1,396 |
| 2 | 00288 | Alameda CTC | Rail Safety Enhancement Program (SEP) | 2014 MBB | TEP-23 | Final Design (PS&E) | $ | 1,988 |
| 3 | 00288 | Alameda CTC | Rail Safety Enhancement Program (SEP) | 2014 MBB | TEP-23 | ROW | $ | 1,675 |
| 4 | 00132 | Alameda CTC | San Pablo Avenue (SR 123) Multi-Modal Corridor Project (San Pablo Avenue - Jackson St Parallel Bike) | 2014 MBB | TEP-26 | PE/Env | $ | 200 |
| 5 | 00132 | Alameda CTC | San Pablo Avenue (SR 123) Multi-Modal Corridor Project (San Pablo Avenue - Jackson St Parallel Bike) | 2014 MBB | TEP-26 | Final Design (PS&E) | $ | 400 |
| 6 | 00132 | Alameda CTC | San Pablo Avenue (SR 123) Multi-Modal Corridor Project (San Pablo Avenue - Jackson St Parallel Bike) | 2014 MBB | TEP-26 | ROW | $ | 500 |
| 7 | 00418 | Alameda CTC | San Pablo Avenue (SR 123) Multi-Modal Corridor Project (San Pablo Avenue Bus/Bike Lanes Project) | 2014 MBB | TEP-26 | PE/Env | $ | 750 |
| 8 | 00132 | Alameda CTC | San Pablo Avenue (SR 123) Multi-Modal Corridor Project (San Pablo Avenue Bus/Bike Lanes Project) | 2014 MBB | TEP-26 | ROW | $ | 750 |
| 9 | 00132 | Alameda CTC | San Pablo Avenue (SR 123) Multi-Modal Corridor Project (San Pablo Avenue Parallel Bike Improvements) | 2014 MBB | TEP-26 | PE/Env | $ | 250 |
| 10 | 00132 | Alameda CTC | San Pablo Avenue (SR 123) Multi-Modal Corridor Project (San Pablo Avenue Parallel Bike Improvements) | 2014 MBB | TEP-26 | ROW | $ | 250 |
| 11 | 00132 | Alameda CTC | San Pablo Avenue (SR 123) Multi-Modal Corridor Project (San Pablo Avenue Safety Enhancements and Bus Bulbs) | 2014 MBB | TEP-26 | PE/Env | $ | 1,000 |
| 12 | 00132 | Alameda CTC | San Pablo Avenue (SR 123) Multi-Modal Corridor Project (San Pablo Avenue Safety Enhancements and Bus Bulbs) | 2014 MBB | TEP-26 | ROW | $ | 500 |
| 13 | 00289 | Alameda CTC | Student Transit Pass Program | 2014 MBB | TEP-07 | O&M | $ | 8,000 |
| 14 | 00192 | Alameda CTC | Transportation Demand Management (TDM) Program | TFCA | Prog Mgr | O&M | $ | 359 |
| 15 | 00058 | Fremont | Irvington BART Station | 2014 MBB | TEP-17 | Final Design (PS&E) | $ | 7,500 |
| 16 | 00138 | Hayward | I-880/Winton Avenue and A Street Interchanges | 2014 MBB | TEP-40 | Final Design (PS&E) | $ | 1,500 |
| 17 | 00425 | Oakland | Broadway Streetscape and Transit Improvements | 2014 MBB | TEP-24 | Final Design (PS&E) | $ | 3,888 |
| | | | | | | **TOTAL** | **$** | **30,906** |

**Alameda CTC Comprehensive Investment Plan**
**Changes to Current Programming**
**Programming And Allocation Adjustments to previously approved 2022 CIP Update**

| CIP ID | Sponsor | Project Title | PA | Fund Source | Fund Subset | Mode | Phase | Programming and Allocations ($ x 1,000) Programmed Amount | Prior Allocations Prior Thru FY2022-23 | Two-Year Allocation Plan FY2023-24 | Two-Year Allocation Plan FY2024-25 | Future Programming FY2025-26 | Future Programming FY2026-27 | Future Programming FY2027-28 | Total Allocated (Thru FY24-25) | Change Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00421 | AC Transit | Fruitvale Corridor | 1-North | 2010 VRF | Disc-Transit | Transit | Planning / Scoping | 75 | | 75 | | | | | 75 | New programming/allocation (Discretionary). |
| 00421 | AC Transit | Fruitvale Corridor | 1-North | 2010 VRF | Disc-Transit | Transit | PE/Env | 283 | | 283 | | | | | 283 | New programming/allocation (Discretionary). |
| 00421 | AC Transit | Fruitvale Corridor | 1-North | 2010 VRF | Disc-Transit | Transit | Final Design (PS&E) | 221 | | 221 | | | | | 221 | New programming/allocation (Discretionary). |
| 00421 | AC Transit | Fruitvale Corridor | 1-North | 2010 VRF | Disc-Transit | Transit | CON | 1,144 | | | 1,144 | | | | 1,144 | New programming/allocation (Discretionary). |
| 00421 | AC Transit | Fruitvale Corridor | 1-North | OBAG | STP/CMAQ | Transit | CON | 2,000 | | | 2,000 | | | | 2,000 | New programming/allocation (Discretionary). |
| 00446 | AC Transit | High-Priority Bus Stop Improvements Project | Multiple | 2010 VRF | Disc-Transit | Transit | CON | 1,800 | | | 1,800 | | | | 1,800 | New programming/allocation (Discretionary). |
| 00195 | Alameda | Alameda Point Bus Rapid Transit - Dedicated Bus Lanes | 1-North | 2014 MBB | TEP-14 | Transit | CON | | | (7,650) | | | | 7,650 | (7,650) | Technical adjustment; Reprogramming to FY 27-28. |
| 00424 | Alameda | Alameda-Oakland Estuary Water Shuttle Pilot Program | 1-North | 2010 VRF | Disc-Transit | Transit | O&M | 416 | | 416 | | | | | 416 | New programming/allocation (Discretionary). |
| 00424 | Alameda | Alameda-Oakland Estuary Water Shuttle Pilot Program | 1-North | TFCA | Prog Mgr | TFCA | O&M | 584 | | 584 | | | | | 584 | Previously approved programming/allocation on 10/27/22. |
| 00418 | Alameda | Citywide High-priority Roundabouts | 1-North | OBAG | STP/CMAQ | Bike/Ped | CON | 2,325 | | 2,325 | | | | | 2,325 | New programming/allocation (Discretionary). |
| 00437 | Alameda | Lincoln Avenue/Marshall Way/Pacific Avenue Corridor Improvement Project | 1-North | 2014 MBB | TEP-44 | Bike/Ped | PE/Env | 162 | | 162 | | | | | 162 | New programming/allocation (Discretionary). |
| 00437 | Alameda | Lincoln Avenue/Marshall Way/Pacific Avenue Corridor Improvement Project | 1-North | 2014 MBB | TEP-44 | Bike/Ped | Final Design (PS&E) | 405 | | 405 | | | | | 405 | New programming/allocation (Discretionary). |
| 00409 | Alameda County | Mission Boulevard Phase III Corridor Improvements | 2-Central | OBAG | STP/CMAQ | Bike/Ped | CON | 4,950 | | | 4,950 | | | | 4,950 | New programming/allocation (Discretionary). |
| 00429 | Alameda County | Upper San Lorenzo Creekway | 2-Central | OBAG | STP/CMAQ | Bike/Ped | CON | 9,621 | | 9,621 | | | | | 9,621 | New programming/allocation (Discretionary). |
| 00155 | Alameda CTC | 7th Street Grade Separation and Port Arterial Improvements Project | 1-North | 2014 MBB | TEP-27 | Freight | CON | 2,300 | | 2,300 | | | | | 2,300 | Previously approved programming/allocation on 5/26/22 ($0.5M) and 10/27/22 ($1.8M) |
| 00208 | Alameda CTC | Alameda County Safe Routes to School Program | Multiple | 2000 MB | Disc-BP | Bike/Ped | O&M | 60 | | 60 | | | | | 60 | Previously approved programming/allocation on 10/27/22. |
| 00208 | Alameda CTC | Alameda County Safe Routes to School Program | Multiple | 2014 MBB | TEP-44 | Bike/Ped | O&M | 1,778 | | 1,778 | | | | | 1,778 | Previously approved programming/allocation on 4/27/23. New programming/allocation. |
| 00208 | Alameda CTC | Alameda County Safe Routes to School Program | Multiple | STP/CMAQ | STP/CMAQ | Bike/Ped | O&M | 8,883 | | 8,883 | | | | | 8,883 | New programming/allocation (Discretionary). |
| 00445 | Alameda CTC | Countywide Planning Activities | Multiple | OBAG | STP/CMAQ | Bike/Ped | O&M | 2,600 | | 2,600 | | | | | 2,600 | New programming/allocation (Discretionary) |
| 00081 | Alameda CTC | East Bay Greenway: Lake Merritt BART to South Hayward BART | 2-Central | 2014 MBB | TEP-42 | Bike/Ped | CON | 75 | | 75 | | | | | 75 | Previously approved programming/allocation on 7/21/22. |
| 00081 | Alameda CTC | East Bay Greenway: Lake Merritt BART to South Hayward BART | 2-Central | TFCA | Prog Mgr | Bike/Ped | CON | 535 | | 535 | | | | | 535 | Previously approved programming/allocation on 10/27/22. |
| 00209 | Alameda CTC | Goods Movement Emissions Reduction Program | Multiple | 2014 MBB | TEP-27 | Freight | O&M | | | (360) | | 360 | | | (360) | Technical adjustment; Reprogramming to FY 27-28. |
| 00069 | Alameda CTC | I-80 Gilman Street Interchange Improvements | 1-North | 2014 MBB | Capital | HWY | CON | 745 | | 745 | | | | | 745 | Previously approved programming/allocation on 1/9/23. |
| 00288 | Alameda CTC | Rail Safety Enhancement Program (SEP) | Multiple | 2014 MBB | TEP-41 | Freight | Planning / Scoping | (1,304) | (1,304) | | | | | | (1,304) | Technical adjustment; Phase allocation shift. |
| 00288 | Alameda CTC | Rail Safety Enhancement Program (SEP) | Multiple | 2014 MBB | TEP-23 | Freight | PE/Env | 1,304 | 1,304 | | | | | | 1,304 | Technical adjustment; Phase allocation shift. |
| 00288 | Alameda CTC | Rail Safety Enhancement Program (SEP) | Multiple | 2014 MBB | TEP-23 | Freight | Final Design (PS&E) | 1,988 | | 1,988 | | | | | 1,988 | New programming/allocation. |
| 00288 | Alameda CTC | Rail Safety Enhancement Program (SEP) | Multiple | 2014 MBB | TEP-23 | Freight | ROW | 1,675 | | 1,675 | | | | | 1,675 | New programming/allocation. |
| 00132 | Alameda CTC | San Pablo Avenue (SR 123) Multi-Modal Corridor Project | 1-North | 2014 MBB | TEP-26 | LSR | PE/Env | 2,200 | | 2,200 | | | | | 2,200 | New programming/allocation. |

## Alameda CTC Comprehensive Investment Plan
## Changes to Current Programming
### Programming And Allocation Adjustments to previously approved 2022 CIP Update

| | | | | | | | | Programming and Allocations ($ x 1,000) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | | |
| CIP ID | Sponsor | Project Title | PA | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Thru FY2022-23 | FY2023-24 | FY2024-25 | FY2025-26 | FY2026-27 | FY2027-28 | Total Allocated (Thru FY24-25) | Change Notes |
| 00132 | Alameda CTC | San Pablo Avenue (SR 123) Multi-Modal Corridor Project | 1-North | 2014 MBB | TEP-26 | LSR | Final Design (PS&E) | 400 | | 400 | | | | | 400 | New programming/allocation. |
| 00132 | Alameda CTC | San Pablo Avenue (SR 123) Multi-Modal Corridor Project | 1-North | 2014 MBB | TEP-26 | LSR | ROW | 2,000 | | 2,000 | | | | | 2,000 | New programming/allocation. |
| 00132 | Alameda CTC | San Pablo Avenue (SR 123) Multi-Modal Corridor Project | 1-North | 2014 MBB | TEP-26 | LSR | CON | 75 | | 75 | | | | | 75 | Previously approved programming/allocation on 7/21/22. |
| 00132 | Alameda CTC | San Pablo Avenue (SR 123) Multi-Modal Corridor Project | 1-North | TFCA | Prog Mgr | LSR | CON | | | | | | | | | Previously approved programming/allocation on 10/27/22. Technical adjustment to reprogram funds to CIPID 00192 (TDM). |
| 00132 | Alameda CTC | San Pablo Avenue (SR 123) Multi-Modal Corridor Project | 1-North | OBAG | STP/CMAQ | LSR | CON | 30,000 | | 30,000 | | | | | 30,000 | New programming/allocation (Discretionary). |
| 00139 | Alameda CTC | South County Access (SR 262/Mission Blvd Cross Connector) | 3-South | 2014 MBB | TEP-40 | HWY | CON | 75 | | 75 | | | | | 75 | Previously approved programming/allocation on 7/21/22. |
| 00071 | Alameda CTC | SR-84/I-680 Interchange and SR-84 Widening | 4-East | 2014 MBB | TEP-31 | HWY | ROW | 9,723 | 9,723 | | | | | | 9,723 | Technical adjustment; Phase allocation shift. |
| 00071 | Alameda CTC | SR-84/I-680 Interchange and SR-84 Widening | 4-East | 2014 MBB | TEP-31 | HWY | CON | (9,723) | (9,723) | | | | | | (9,723) | Technical adjustment; Phase allocation shift. |
| 00289 | Alameda CTC | Student Transit Pass Program | Multiple | 2014 MBB | TEP-07 | Transit | O&M | 8,000 | | | 8,000 | | | | 8,000 | New programming/allocation. |
| 00280 | Alameda CTC | Toll Revenue Forecasting | 4-East | I-580 Toll Revenue | Toll Revenue | HWY | Planning / Scoping | 415 | 415 | | | | | | 415 | Previously approved programming/allocation on 3/24/22. |
| 00447 | Alameda CTC | Toll System Arbitration Support | 4-East | I-580 Toll Revenue | Toll Revenue | HWY | CON | 250 | 250 | | | | | | 250 | Previously approved programming/allocation on 3/24/22. |
| 00192 | Alameda CTC | Transportation Demand Management (TDM) Program | Multiple | TFCA | Prog Mgr | Transit | O&M | 743 | 384 | 359 | | | | | 743 | Previously approved programming/allocation on 6/23/22.- $500k Technical Adjustment; reprogram from $200k from CIPID00132. Deallocating of TFCA FY 21-22 balance of $316k, and New programming/allocation of $359k. |
| 00192 | Alameda CTC | Transportation Demand Management (TDM) Program | Multiple | 2014 MBB | TEP-45 | Transit | O&M | 399 | | 399 | | | | | 399 | Previously approved programming/allocation on 6/23/22. |
| 00416 | BART | Lake Merritt TOD | 1-North | 2010 VRF | Disc-Transit | Transit | CON | 1,030 | | 1,030 | | | | | 1,030 | New programming/allocation (Discretionary). |
| 00416 | BART | Lake Merritt TOD | 1-North | 2014 MBB | TEP-45 | Transit | CON | 6,800 | | 6,800 | | | | | 6,800 | New programming/allocation (Discretionary). |
| 00419 | BART | West Oakland BART TOD & Station Modernization | 1-North | 2014 MBB | TEP-45 | Transit | CON | 8,400 | | 8,400 | | | | | 8,400 | New programming/allocation (Discretionary). |
| 00427 | BATA | West Oakland Link | 1-North | OBAG | STP/CMAQ | Bike/Ped | CON | 4,200 | | | | 4,200 | | | | New programming/allocation (Discretionary). |
| 00427 | BATA | West Oakland Link | 1-North | TFCA | Prog Mgr | Bike/Ped | CON | 344 | | 344 | | | | | 344 | Previously approved programming/allocation; approved on 10/27/22. |
| 00440 | Berkeley | Adeline Corridor Project at Ashby BART Station | 1-North | 2014 MBB | TEP-44 | Bike/Ped | PE/Env | 600 | | 600 | | | | | 600 | New programming/allocation (Discretionary). |
| 00165 | Berkeley | Berkeley Citywide Bicycle Parking Program | 1-North | TFCA | Prog Mgr | Bike/Ped | Various | (43) | (43) | | | | | | (43) | Technical adjustment; deallocation of balance; project completed. |
| 00177 | Berkeley | Hearst Ave Complete Streets | 1-North | TFCA | Prog Mgr | Bike/Ped | CON | (28) | (28) | | | | | | (28) | Technical adjustment; deallocation of balance; project completed. |
| 00220 | Berkeley | Milvia Bikeway Project | 1-North | 2000 MB | Disc-BP | Bike/Ped | PE/Env | (84) | (84) | | | | | | (84) | Technical adjustment; deallocation of balance; project completed. |
| 00422 | Berkeley | Water Transportation / Ferry Project | 1-North | 2010 VRF | Disc-Transit | Transit | PE/Env | 2,246 | | 2,246 | | | | | 2,246 | New programming/allocation (Discretionary). |
| 00422 | Berkeley | Water Transportation / Ferry Project | 1-North | 2010 VRF | Disc-Transit | Transit | Final Design (PS&E) | 2,893 | | | 2,893 | | | | 2,893 | New programming/allocation (Discretionary). |
| 00291 | CRIL | Travel Training: Oh The Places You Will Go! | 2-Central | 2000 MB | Disc-PT | Paratransit | O&M | (297) | | (297) | | | | | (297) | Technical adjustment; deallocation of balance; project completed. |
| 00430 | Dublin | Dublin/Pleasanton BART Station Active Access Improvements | 4-East | 2014 MBB | TEP-42 | Bike/Ped | CON | 7,910 | | 7,910 | | | | | 7,910 | New programming/allocation (Discretionary). |
| 00430 | Dublin | Dublin/Pleasanton BART Station Active Access Improvements | 4-East | TFCA | Prog Mgr | Bike/Ped | CON | 495 | | 495 | | | | | 495 | Previously approved programming/allocation on 10/27/22. |
| 00428 | Dublin | Tassajara Rd Improvements from N. Dublin Ranch Drive to Quarry Lane School | 4-East | 2014 MBB | TEP-44 | Bike/Ped | CON | 872 | | 872 | | | | | 872 | New programming/allocation (Discretionary). |

**Alameda CTC Comprehensive Investment Plan**
**Changes to Current Programming**
**Programming And Allocation Adjustments to previously approved 2022 CIP Update**

| | | | | | | | | Programming and Allocations ($ x 1,000) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | | |
| CIP ID | Sponsor | Project Title | PA | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Thru FY2022-23 | FY2023-24 | FY2024-25 | FY2025-26 | FY2026-27 | FY2027-28 | Total Allocated (Thru FY24-25) | Change Notes |
| 00428 | Dublin | Tassajara Rd Improvements from N. Dublin Ranch Drive to Quarry Lane School | 4-East | TFCA | Prog Mgr | Bike/Ped | CON | 128 | | 128 | | | | | 128 | New programming/allocation (Discretionary). |
| 00414 | EBCE | Ride Electric Program | Multiple | 2014 MBB | TEP-46 | Bike/Ped | O&M | 4,000 | | 2,000 | 2,000 | | | | 4,000 | Previously approved programming/allocation on 2/23/23. |
| 00435 | EBRPD | Oakland Bay Trail Extension | 1-North | 2014 MBB | TEP-42 | Bike/Ped | CON | 925 | | | 925 | | | | 925 | New programming/allocation (Discretionary). |
| 00435 | EBRPD | Oakland Bay Trail Extension | 1-North | TFCA | Prog Mgr | Bike/Ped | CON | 175 | | | 175 | | | | 175 | Previously approved programming/allocation on 10/27/22. |
| 00417 | Emeryville | 40th Multimodal Improvements project | 1-North | 2010 VRF | Disc-Transit | Transit | CON | 8,204 | | 8,204 | | | | | 8,204 | New programming/allocation (Discretionary). |
| 00417 | Emeryville | 40th Multimodal Improvements project | 1-North | TFCA | Prog Mgr | Transit | CON | 172 | | 172 | | | | | 172 | New programming/allocation (Discretionary). |
| 00431 | Emeryville | Doyle Bicycle Improvements - Phase 3 | 1-North | 2014 MBB | TEP-44 | Bike/Ped | Final Design (PS&E) | 37 | | 37 | | | | | 37 | New programming/allocation (Discretionary). |
| 00431 | Emeryville | Doyle Bicycle Improvements - Phase 3 | 1-North | 2014 MBB | TEP-44 | Bike/Ped | CON | 317 | | | 317 | | | | 317 | New programming/allocation (Discretionary). |
| 00423 | Emeryville | Emery Go-Round Operating Expenses (FY26-FY27 and FY27-28) | 1-North | 2010 VRF | Disc-Transit | Transit | O&M | 1,000 | | | | | 500 | 500 | | New programming/allocation (Discretionary). |
| 00436 | Fremont | East Bay Greenway Trail (Irvington to Fremont BART) | 3-South | 2014 MBB | TEP-42 | Bike/Ped | Final Design (PS&E) | 1,033 | | 1,033 | | | | | 1,033 | New programming/allocation (Discretionary). |
| 00441 | Fremont | Fremont Boulevard/Walnut Avenue Bikeway Project | 3-South | 2014 MBB | TEP-44 | Bike/Ped | Final Design (PS&E) | 1,100 | | 1,100 | | | | | 1,100 | New programming/allocation (Discretionary). |
| 00058 | Fremont | Irvington BART Station | 3-South | 2014 MBB | TEP-17 | Transit | Final Design (PS&E) | 7,500 | | 7,500 | | | | | 7,500 | New programming/allocation. |
| 00290 | Fremont | Ride-On Tri-City! Mobility Management and Travel Training Program | 3-South | 2000 MB | Disc-PT | Paratransit | O&M | (38) | | (38) | | | | | (38) | Technical adjustment; deallocation of balance; project completed. |
| 00272 | Fremont | Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19) | 3-South | 2000 MB | Disc-PT | Paratransit | O&M | (18) | (18) | | | | | | (18) | Technical adjustment; deallocation of balance; project completed. |
| 00138 | Hayward | I-880/Winton Avenue and A Street Interchanges | 2-Central | 2014 MBB | TEP-40 | HWY | Planning / Scoping | (108) | | (108) | | | | | | Technical adjustment; Phase allocation shift. |
| 00138 | Hayward | I-880/Winton Avenue and A Street Interchanges | 2-Central | 2014 MBB | TEP-40 | HWY | Final Design (PS&E) | 1,608 | | 1,608 | | | | | | Technical adjustment; Phase allocation shift. New programming/allocation of TEP-40 ($1.5M). |
| 00420 | LAVTA | Atlantis Operations and Administration Building | 4-East | 2000 MB | Disc-Transit | Transit | CON | 3,000 | | 3,000 | | | | | 3,000 | New programming/allocation (Discretionary). |
| 00299 | LAVTA | Para-Taxi Operations | 4-East | 2000 MB | Disc-PT | Paratransit | O&M | (33) | | (33) | | | | | (33) | Technical adjustment; deallocation of balance; project completed. |
| 00296 | LIFE ElderCare | Door Through Door (DthruD) and TNC Transportation for Seniors and Disabled Adults | 3-South | 2000 MB | Disc-PT | Paratransit | O&M | (98) | | (98) | | | | | (98) | Technical adjustment; deallocation of balance; project completed. |
| 00189 | Livermore | Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta) | 4-East | 2014 MBB | TEP-42 | Bike/Ped | Final Design (PS&E) | (23) | (23) | | | | | | (23) | Technical adjustment; deallocation of balance; project completed. |
| 00189 | Livermore | Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta) | 4-East | 2014 MBB | TEP-42 | Bike/Ped | CON | (1) | (1) | | | | | | (1) | Technical adjustment; deallocation of balance; project completed. |
| 00342 | MTC / WOEIP | Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match) | 1-North | 2014 MBB | TEP-46 | Freight | Planning / Scoping | 100 | | 100 | | | | | 100 | Technical adjustment; phase allocation shift. |
| 00342 | MTC / WOEIP | Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match) | 1-North | 2014 MBB | TEP-46 | Freight | Final Design (PS&E) | 100 | | 100 | | | | | 100 | Technical adjustment; phase allocation shift. |
| 00342 | MTC / WOEIP | Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match) | 1-North | 2014 MBB | TEP-46 | Freight | CON | (200) | (200) | | | | | | (200) | Technical adjustment; phase allocation shift. |
| 00426 | Newark | Old Town PDA Road Diet and Complete Street Improvement Project | 3-South | OBAG | STP/CMAQ | Bike/Ped | CON | 5,141 | | 5,141 | | | | | 5,141 | New programming/allocation (Discretionary). |
| 00426 | Newark | Old Town PDA Road Diet and Complete Street Improvement Project | 3-South | TFCA | Prog Mgr | Bike/Ped | CON | 69 | | 69 | | | | | 69 | Previously approved programming/allocation on 10/27/22. |
| 00432 | Oakland | 27th Street and Bay Place Project | 1-North | 2014 MBB | TEP-44 | Bike/Ped | CON | 5,101 | | 5,101 | | | | | 5,101 | New programming/allocation (Discretionary). |
| 00432 | Oakland | 27th Street and Bay Place Project | 1-North | 2014 MBB | TEP-45 | Bike/Ped | CON | 3,200 | | 3,200 | | | | | 3,200 | New programming/allocation (Discretionary). |

**Alameda CTC Comprehensive Investment Plan**
**Changes to Current Programming**
**Programming And Allocation Adjustments to previously approved 2022 CIP Update**

| | | | | | | | | Programming and Allocations ($ x 1,000) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | | | |
| CIP ID | Sponsor | Project Title | PA | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Thru FY2022-23 | FY2023-24 | FY2024-25 | FY2025-26 | FY2026-27 | FY2027-28 | Total Allocated (Thru FY24-25) | Change Notes |
| 00433 | Oakland | 66th Avenue BART to Bay Trail | 1-North | 2014 MBB | TEP-42 | Bike/Ped | Final Design (PS&E) | 2,140 | | 2,140 | | | | | 2,140 | New programming/allocation (Discretionary). |
| 00425 | Oakland | Broadway Streetscape and Transit Improvements | 1-North | 2014 MBB | TEP-24 | Transit | Final Design (PS&E) | 3,888 | | 3,888 | | | | | 3,888 | New programming/allocation. |
| 00323 | Oakland | Broadway Transit Lanes | 1-North | 2014 MBB | TEP-24 | Transit | CON | (2,538) | | (2,538) | | | | | (2,538) | Technical adjustment; deallocation of balance; project completed. |
| 00168 | Oakland | CityRacks, Phase 12 | 1-North | TFCA | Prog Mgr | Bike/Ped | Various | (7) | (7) | | | | | | (7) | Technical adjustment; deallocation of balance; project completed. |
| 00251 | Oakland | E 12th Street Bikeway | 1-North | 2000 MB | Disc-BP | Bike/Ped | CON | (140) | (140) | | | | | | (140) | Technical adjustment; fund source change to TFCA per 2022 CIP Update. |
| 00442 | Oakland | LAAMPS Phase Two | 1-North | 2014 MBB | TEP-44 | Bike/Ped | Final Design (PS&E) | 1,197 | | 1,197 | | | | | 1,197 | New programming/allocation (Discretionary). |
| 00443 | Piedmont | Piedmont Pedestrian Safety Project | 1-North | 2014 MBB | TEP-44 | Bike/Ped | CON | 500 | | | 500 | | | | 500 | New programming/allocation (Discretionary). |
| 00188 | Pleasanton | Pleasanton Trip Reduction Program (FY 17/18 - 18/19) | 4-East | TFCA | Prog Mgr | Bike/Ped | O&M | (65) | (65) | | | | | | (65) | Technical adjustment; deallocation of balance; project completed. |
| 00444 | Pleasanton | Pleasanton Trip Reduction Program (FY 22/23 - 23/24) | 4-East | TFCA | Prog Mgr | Bike/Ped | O&M | 58 | | 58 | | | | | 58 | Previously approved programming/allocation on 10/27/22. |
| 00399 | Pleasanton | West Las Positas Boulevard Multimodal Reconstruction | 4-East | 2014 MBB | TEP-44 | Bike/Ped | CON | 2,300 | | 2,300 | | | | | 2,300 | New programming/allocation (Discretionary). |
| 00399 | Pleasanton | West Las Positas Boulevard Multimodal Reconstruction | 4-East | 2014 MBB | TEP-45 | Bike/Ped | CON | 5,000 | | 5,000 | | | | | 5,000 | New programming/allocation (Discretionary). |
| 00399 | Pleasanton | West Las Positas Boulevard Multimodal Reconstruction | 4-East | Fed | Earmark | Bike/Ped | CON | 1,700 | | 1,700 | | | | | 1,700 | New programming/allocation (Discretionary). |
| 00438 | San Leandro | Fairway Drive Traffic Calming | 2-Central | 2014 MBB | TEP-44 | Bike/Ped | Final Design (PS&E) | 58 | | 58 | | | | | 58 | New programming/allocation (Discretionary). |
| 00439 | San Leandro | Hesperian Boulevard Bike Lane Gap Closure | 2-Central | 2014 MBB | TEP-44 | Bike/Ped | Final Design (PS&E) | 225 | | 225 | | | | | 225 | New programming/allocation (Discretionary). |
| 00434 | San Leandro | Lewelling Boulevard Streetscape | 2-Central | 2014 MBB | TEP-44 | Bike/Ped | Final Design (PS&E) | 234 | | 234 | | | | | 234 | New programming/allocation (Discretionary). |
| 00434 | San Leandro | Lewelling Boulevard Streetscape | 2-Central | 2014 MBB | TEP-44 | Bike/Ped | CON | 1,973 | | | 1,973 | | | | 1,973 | New programming/allocation (Discretionary). |
| 00190 | San Leandro | LINKS Shuttle Operations | 2-Central | 2010 VRF | Disc-Transit | Transit | O&M | 264 | | | (34) | (33) | 164 | 167 | (34) | Technical adjustment; fund source change VRF to TFCA . New Programming/allocation (discretionary) - $331k. |
| 00190 | San Leandro | LINKS Shuttle Operations (FY 24/25 & FY 25/26) | 2-Central | TFCA | Prog Mgr | Transit | O&M | 67 | | | 34 | 33 | | | 34 | New programming/allocation (Discretionary). |
| 00191 | Union City | Union City Boulevard Bike Lanes Phase 3 | 3-South | 2014 MBB | TEP-42 | Bike/Ped | CON | 1,751 | | 1,751 | | | | | 1,751 | New programming/allocation (Discretionary). |
| 00191 | Union City | Union City Boulevard Bike Lanes Phase 3 | 3-South | TFCA | Prog Mgr | Bike/Ped | CON | 49 | | 49 | | | | | 49 | New programming/allocation (Discretionary). |
| | | | | | | | **Totals** | **185,565** | **440** | **144,907** | **26,677** | **4,200** | **664** | **8,677** | **170,524** | |

| | |
|---|---|
| **Total 2-year Allocations** | **$ 171,584** |
| **Total 5-year Programming** | **$ 185,125** |

**Alameda CTC Comprehensive Investment Plan**
**2024 CIP Update Five-Year Programming and Two-Year Allocation Plan**
**2024 CIP Update Programming and Allocations**

| | | | | | | | | Programming and Allocations ($ x 1,000) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | | |
| CIP ID | Sponsor | Project Title | PA | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Thru FY2022-23 | FY2023-24 | FY2024-25 | FY2025-26 | FY2026-27 | FY2027-28 | Total Allocated (Thru FY24-25) |
| 00050 | AC Transit | AC Transit: East Bay Bus Rapid Transit | 1-North | TFCA | Prog Mgr | Transit | CON | 925 | 925 | | | | | | 925 |
| 00050 | AC Transit | AC Transit: East Bay Bus Rapid Transit | 1-North | 2000 MB | 07A | Transit | Various | 11,510 | 11,510 | | | | | | 11,510 |
| 00050 | AC Transit | AC Transit: East Bay Bus Rapid Transit | 1-North | 2014 MBB | TEP-13 | Transit | CON | 10,000 | 10,000 | | | | | | 10,000 |
| 00007 | AC Transit | Additional Preservation of Existing Services in Communities of Concern | Multiple | Lifeline | STA | Transit | O&M | 1,741 | 1,741 | | | | | | 1,741 |
| 00006 | AC Transit | Ashland and Cherryland Transit Access Improvements (Ala. County) | 2-Central | Lifeline | STA | Transit | CON | 450 | 450 | | | | | | 450 |
| 00193 | AC Transit | Berkeley Southside Pilot Transit Lanes (including Telegraph, Bancroft) | 1-North | 2010 VRF | Disc-Transit | Transit | Various | 300 | 300 | | | | | | 300 |
| 00009 | AC Transit | City of Oakland Broadway Shuttle | 1-North | Lifeline | JARC | Transit | O&M | 405 | 405 | | | | | | 405 |
| 00057 | AC Transit | College/Broadway Corridor Transit Priority | 1-North | 2014 MBB | TEP-16 | Transit | Planning / Scoping | 100 | 100 | | | | | | 100 |
| 00421 | AC Transit | Fruitvale Corridor | 1-North | 2010 VRF | Disc-Transit | Transit | Planning / Scoping | 75 | | 75 | | | | | 75 |
| 00421 | AC Transit | Fruitvale Corridor | 1-North | 2010 VRF | Disc-Transit | Transit | PE/Env | 283 | | 283 | | | | | 283 |
| 00421 | AC Transit | Fruitvale Corridor | 1-North | 2010 VRF | Disc-Transit | Transit | Final Design (PS&E) | 221 | | 221 | | | | | 221 |
| 00421 | AC Transit | Fruitvale Corridor | 1-North | 2010 VRF | Disc-Transit | Transit | CON | 1,144 | | | 1,144 | | | | 1,144 |
| 00421 | AC Transit | Fruitvale Corridor | 1-North | OBAG | STP/CMAQ | Transit | CON | 2,000 | | | 2,000 | | | | 2,000 |
| 00056 | AC Transit | Grand/MacArthur BRT | 1-North | 2014 MBB | TEP-15 | Transit | Planning / Scoping | 97 | 97 | | | | | | 97 |
| 00446 | AC Transit | High-Priority Bus Stop Improvements Project | Multiple | 2010 VRF | Disc-Transit | Transit | CON | 1,800 | | | 1,800 | | | | 1,800 |
| 00171 | AC Transit | Line 97 Corridor Improvements (Signal timing component) | 2-Central | TFCA | Prog Mgr | Transit | Various | 228 | 228 | | | | | | 228 |
| 00381 | AC Transit | Oakland Traffic Management Center | 1-North | 2000 MB | Disc-Transit | Transit | CON | 375 | 375 | | | | | | 375 |
| 00004 | AC Transit | Preservation of Existing Services in Communities of Concern | Multiple | Lifeline | STA | Transit | O&M | 3,583 | 3,583 | | | | | | 3,583 |
| 00004 | AC Transit | Preservation of Existing Services in Communities of Concern | Multiple | Lifeline | JARC | Transit | O&M | 1,417 | 1,417 | | | | | | 1,417 |
| 00379 | AC Transit | Quick Builds | 1-North | STP/CMAQ | STP/CMAQ | Transit | CON | 954 | 954 | | | | | | 954 |
| 00194 | AC Transit | Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors) | 1-North | 2000 MB | Disc-Transit | Transit | Final Design (PS&E) | 447 | 447 | | | | | | 447 |
| 00194 | AC Transit | Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors) | 1-North | 2000 MB | Disc-Transit | Transit | PE/Env | 536 | 536 | | | | | | 536 |

**Alameda CTC Comprehensive Investment Plan**
**2024 CIP Update Five-Year Programming and Two-Year Allocation Plan**
**2024 CIP Update Programming and Allocations**

| | | | | | | | | Programming and Allocations ($ x 1,000) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | | |
| CIP ID | Sponsor | Project Title | PA | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Thru FY2022-23 | FY2023-24 | FY2024-25 | FY2025-26 | FY2026-27 | FY2027-28 | Total Allocated (Thru FY24-25) |
| 00194 | AC Transit | Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors) | 1-North | 2010 VRF | Disc-Transit | Transit | CON | 4,018 | 4,018 | | | | | | 4,018 |
| 00380 | AC Transit | Tempo Quick Build Transit Lane Delineation | 1-North | STP/CMAQ | STP/CMAQ | Transit | CON | 300 | 300 | | | | | | 300 |
| 00087 | Alameda | Alameda City Complete Streets | 1-North | OBAG | STP | Bike/Ped | CON | 505 | 505 | | | | | | 505 |
| 00345 | Alameda | Alameda Commercial and Slow Streets Program | 1-North | 2000 MB | Disc-BP | Bike/Ped | CON | 75 | 75 | | | | | | 75 |
| 00195 | Alameda | Alameda Point Bus Rapid Transit - Dedicated Bus Lanes | 1-North | 2014 MBB | TEP-14 | Transit | Planning / Scoping | 450 | 450 | | | | | | 450 |
| 00195 | Alameda | Alameda Point Bus Rapid Transit - Dedicated Bus Lanes | 1-North | 2014 MBB | TEP-14 | Transit | PE/Env | 450 | 450 | | | | | | 450 |
| 00195 | Alameda | Alameda Point Bus Rapid Transit - Dedicated Bus Lanes | 1-North | 2014 MBB | TEP-14 | Transit | Final Design (PS&E) | 450 | 450 | | | | | | 450 |
| 00195 | Alameda | Alameda Point Bus Rapid Transit - Dedicated Bus Lanes | 1-North | 2014 MBB | TEP-14 | Transit | CON | 7,650 | | | | | | 7,650 | |
| 00424 | Alameda | Alameda-Oakland Estuary Water Shuttle Pilot Program | 1-North | 2010 VRF | Disc-Transit | Transit | O&M | 416 | | 416 | | | | | 416 |
| 00424 | Alameda | Alameda-Oakland Estuary Water Shuttle Pilot Program | 1-North | TFCA | Prog Mgr | TFCA | O&M | 584 | | 584 | | | | | 584 |
| 00196 | Alameda | Central Avenue Complete Street | 1-North | STP/CMAQ | STP/CMAQ | LSR | CON | 3,487 | 3,487 | | | | | | 3,487 |
| 00197 | Alameda | City Wide Street Resurfacing - Pavement Management | 1-North | STP/CMAQ | LSR | LSR | CON | 827 | 827 | | | | | | 827 |
| 00418 | Alameda | Citywide High-priority Roundabouts | 1-North | OBAG | STP/CMAQ | Bike/Ped | CON | 2,325 | | 2,325 | | | | | 2,325 |
| 00198 | Alameda | Clement Avenue Complete Street | 1-North | STP/CMAQ | STP/CMAQ | LSR | PE/Env | 124 | 124 | | | | | | 124 |
| 00198 | Alameda | Clement Avenue Complete Street | 1-North | STP/CMAQ | STP/CMAQ | LSR | Final Design (PS&E) | 443 | 443 | | | | | | 443 |
| 00198 | Alameda | Clement Avenue Complete Street | 1-North | STP/CMAQ | STP/CMAQ | LSR | CON | 4,451 | 4,451 | | | | | | 4,451 |
| 00199 | Alameda | Clement Avenue East Extension and Tilden Way | 1-North | 2014 MBB | TEP-26 | LSR | Planning / Scoping | 244 | 244 | | | | | | 244 |
| 00199 | Alameda | Clement Avenue East Extension and Tilden Way | 1-North | 2014 MBB | TEP-26 | LSR | PE/Env | 244 | 244 | | | | | | 244 |
| 00199 | Alameda | Clement Avenue East Extension and Tilden Way | 1-North | 2014 MBB | TEP-26 | LSR | Final Design (PS&E) | 434 | 434 | | | | | | 434 |
| 00199 | Alameda | Clement Avenue East Extension and Tilden Way | 1-North | 2014 MBB | TEP-26 | LSR | ROW | 1,097 | 1,097 | | | | | | 1,097 |
| 00199 | Alameda | Clement Avenue East Extension and Tilden Way | 1-North | 2014 MBB | TEP-26 | LSR | CON | 6,376 | 6,376 | | | | | | 6,376 |
| 00397 | Alameda | Cross Alameda Trail Gap-Closing Connectors | 1-North | 2000 MB | Disc-BP | Bike/Ped | CON | 192 | 192 | | | | | | 192 |

**Alameda CTC Comprehensive Investment Plan**
**2024 CIP Update Five-Year Programming and Two-Year Allocation Plan**
**2024 CIP Update Programming and Allocations**

| CIP ID | Sponsor | Project Title | PA | Fund Source | Fund Subset | Mode | Phase | Programming and Allocations ($ x 1,000) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | |
| | | | | | | | | Programmed Amount | Prior Thru FY2022-23 | FY2023-24 | FY2024-25 | FY2025-26 | FY2026-27 | FY2027-28 | Total Allocated (Thru FY24-25) |
| 00397 | Alameda | Cross Alameda Trail Gap-Closing Connectors | 1-North | TFCA | Prog Mgr | Bike/Ped | CON | 100 | 100 | | | | | | 100 |
| 00358 | Alameda | Implement 8 School Safety Assessments in Alameda | 1-North | 2000 MB | Disc-BP | Bike/Ped | CON | 84 | 84 | | | | | | 84 |
| 00437 | Alameda | Lincoln Avenue/Marshall Way/Pacific Avenue Corridor Improvement Project | 1-North | 2014 MBB | TEP-44 | Bike/Ped | PE/Env | 162 | | 162 | | | | | 162 |
| 00437 | Alameda | Lincoln Avenue/Marshall Way/Pacific Avenue Corridor Improvement Project | 1-North | 2014 MBB | TEP-44 | Bike/Ped | Final Design (PS&E) | 405 | | 405 | | | | | 405 |
| 00314 | Alameda | Otis Drive Traffic Calming and Safety Improvement Project | 1-North | TFCA | Prog Mgr | Transit | CON | 175 | 175 | | | | | | 175 |
| 00200 | Alameda | Seaplane Lagoon Ferry Terminal | 1-North | 2014 MBB | TEP-45 | Transit | CON | 8,200 | 8,200 | | | | | | 8,200 |
| 00335 | Alameda | West End Bike Ped Bridge Project | 1-North | 2014 MBB | TEP-37 | Bike/Ped | Planning / Scoping | 1,555 | 1,555 | | | | | | 1,555 |
| 00201 | Alameda County | Alameda County Parking Demand and Management Strategy Study | 2-Central | 2000 MB | Disc-TCD | Transit | Planning / Scoping | 88 | 88 | | | | | | 88 |
| 00088 | Alameda County | Alameda Co-Various Streets and Roads Preservation | 4-East | OBAG | STP | LSR | CON | 1,565 | 1,565 | | | | | | 1,565 |
| 00377 | Alameda County | Anita Avenue Streetscape Improvements | 2-Central | STP/CMAQ | STP/CMAQ | Bike/Ped | CON | 2,000 | 2,000 | | | | | | 2,000 |
| 00202 | Alameda County | East 14th St. Corridor Improvement Project Phase II (San Leandro Area) | 2-Central | 2014 MBB | TEP-26 | LSR | CON | 7,600 | 7,600 | | | | | | 7,600 |
| 00202 | Alameda County | East 14th St. Corridor Improvement Project Phase II (San Leandro Area) | 2-Central | TFCA | Prog Mgr | Bike/Ped | CON | 245 | 245 | | | | | | 245 |
| 00162 | Alameda County | East Castro Valley Boulevard Class II Bike Lanes | 4-East | TFCA | Prog Mgr | Bike/Ped | Various | 62 | 62 | | | | | | 62 |
| 00329 | Alameda County | East Lewelling Blvd Class 4 Bike Lanes | 2-Central | TFCA | Prog Mgr | Bike/Ped | CON | 137 | 137 | | | | | | 137 |
| 00396 | Alameda County | East Lewelling Blvd Streetscape Improvements Phase II | 2-Central | 2010 VRF | Disc-BP | Bike/Ped | CON | 1,950 | 1,950 | | | | | | 1,950 |
| 00319 | Alameda County | Hesperian Blvd Class 2 Bike Lanes | 2-Central | TFCA | Prog Mgr | Bike/Ped | CON | 137 | 137 | | | | | | 137 |
| 00127 | Alameda County | Hesperian Blvd Corridor Improvement (A St - I880) | 2-Central | 2014 MBB | TEP-26 | LSR | CON | 7,000 | 7,000 | | | | | | 7,000 |
| 00203 | Alameda County | Meekland Avenue Corridor Improvement Phase II (Cherryland/Ashland Area) | 2-Central | STP/CMAQ | STP/CMAQ | LSR | CON | 9,300 | 9,300 | | | | | | 9,300 |
| 00409 | Alameda County | Mission Boulevard Phase III Corridor Improvements | 2-Central | 2000 MB | Disc-BP | Bike/Ped | CON | 1,852 | 1,852 | | | | | | 1,852 |
| 00409 | Alameda County | Mission Boulevard Phase III Corridor Improvements | 2-Central | TFCA | Prog Mgr | Bike/Ped | CON | 98 | 98 | | | | | | 98 |
| 00409 | Alameda County | Mission Boulevard Phase III Corridor Improvements | 2-Central | OBAG | STP/CMAQ | Bike/Ped | CON | 4,950 | | | 4,950 | | | | 4,950 |
| 00204 | Alameda County | Pavement Preservation - Various Roadways in Central Unincorporated Alameda County | 4-East | STP/CMAQ | LSR | LSR | CON | 2,171 | 2,171 | | | | | | 2,171 |

**Alameda CTC Comprehensive Investment Plan**
**2024 CIP Update Five-Year Programming and Two-Year Allocation Plan**
**2024 CIP Update Programming and Allocations**

| CIP ID | Sponsor | Project Title | PA | Fund Source | Fund Subset | Mode | Phase | Programming and Allocations ($ x 1,000) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | |
| | | | | | | | | Programmed Amount | Prior Thru FY2022-23 | FY2023-24 | FY2024-25 | FY2025-26 | FY2026-27 | FY2027-28 | Total Allocated (Thru FY24-25) |
| 00205 | Alameda County | Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS) | 2-Central | STP/CMAQ | LSR | LSR | CON | 1,779 | 1,779 | | | | | | 1,779 |
| 00357 | Alameda County | Sidewalk & Intersection Improvements to access Royal Sunset High School | 2-Central | 2000 MB | Disc-BP | Bike/Ped | CON | 136 | 136 | | | | | | 136 |
| 00344 | Alameda County | Unincorporated Alameda County Bicycle Route Signage | 2-Central | 2000 MB | Disc-BP | Bike/Ped | CON | 40 | 40 | | | | | | 40 |
| 00429 | Alameda County | Upper San Lorenzo Creekway | 2-Central | OBAG | STP/CMAQ | Bike/Ped | CON | 9,621 | | 9,621 | | | | | 9,621 |
| 00217 | Alameda County / LAVTA | Dublin/Pleasanton BART Parking Expansion | 4-East | 2010 VRF | Disc-Transit | Transit | CON | 7,000 | 7,000 | | | | | | 7,000 |
| 00155 | Alameda CTC | 7th Street Grade Separation and Port Arterial Improvements Project | 1-North | 2014 MBB | TEP-27 | Freight | Planning / Scoping | 4 | 4 | | | | | | 4 |
| 00155 | Alameda CTC | 7th Street Grade Separation and Port Arterial Improvements Project | 1-North | 2014 MBB | TEP-27 | Freight | PE/Env | 12,348 | 12,348 | | | | | | 12,348 |
| 00155 | Alameda CTC | 7th Street Grade Separation and Port Arterial Improvements Project | 1-North | 2014 MBB | TEP-27 | Freight | Final Design (PS&E) | 29,881 | 29,881 | | | | | | 29,881 |
| 00155 | Alameda CTC | 7th Street Grade Separation and Port Arterial Improvements Project | 1-North | 2014 MBB | TEP-27 | Freight | ROW | 51,646 | 51,646 | | | | | | 51,646 |
| 00155 | Alameda CTC | 7th Street Grade Separation and Port Arterial Improvements Project | 1-North | 2014 MBB | TEP-27 | Freight | CON | 38,741 | 36,441 | 2,300 | | | | | 38,741 |
| 00155 | Alameda CTC | 7th Street Grade Separation and Port Arterial Improvements Project | 1-North | 2014 MBB | TEP-23 | Freight | CON | 25,500 | 25,500 | | | | | | 25,500 |
| 00155 | Alameda CTC | 7th Street Grade Separation and Port Arterial Improvements Project | 1-North | 2014 MBB | TEP-41 | Freight | CON | 2,000 | 2,000 | | | | | | 2,000 |
| 00155 | Alameda CTC | 7th Street Grade Separation and Port Arterial Improvements Project | 1-North | SB-1 | LPP | Freight | CON | 3,800 | 3,800 | | | | | | 3,800 |
| 00053 | Alameda CTC | Affordable Student Transit Pass Programs | Multiple | 2014 MBB | TEP-08 | Transit | O&M | 15,000 | 15,000 | | | | | | 15,000 |
| 00054 | Alameda CTC | Affordable Transit for Seniors and People with Disabilities - Needs Assessment | Multiple | 2014 MBB | TEP-12 | Paratransit | Planning / Scoping | 1 | 1 | | | | | | 1 |
| 00174 | Alameda CTC | Alameda County Guaranteed Ride Home and Countywide TDM Information Services Program | Multiple | TFCA | Prog Mgr | Transit | O&M | 270 | 270 | | | | | | 270 |
| 00120 | Alameda CTC | Alameda County Rail Strategy Study | Multiple | 2014 MBB | TEP-27 | Freight | Planning / Scoping | 170 | 170 | | | | | | 170 |
| 00120 | Alameda CTC | Alameda County Rail Strategy Study (Rail Safety Enhancement Program) | Multiple | 2014 MBB | TEP-27 | Freight | PE/Env | 80 | 80 | | | | | | 80 |
| 00208 | Alameda CTC | Alameda County Safe Routes to School Program | Multiple | 2000 MB | Disc-BP | Bike/Ped | O&M | 1,849 | 1,789 | 60 | | | | | 1,849 |
| 00208 | Alameda CTC | Alameda County Safe Routes to School Program | Multiple | 2014 MBB | TEP-44 | Bike/Ped | O&M | 1,778 | | 1,778 | | | | | 1,778 |
| 00208 | Alameda CTC | Alameda County Safe Routes to School Program | Multiple | 2000 MB | Disc-BP | Bike/Ped | CON | | | | | | | | |
| 00208 | Alameda CTC | Alameda County Safe Routes to School Program | Multiple | STP/CMAQ | STP/CMAQ | Bike/Ped | O&M | 17,875 | 8,992 | 8,883 | | | | | 17,875 |

**Alameda CTC Comprehensive Investment Plan**
**2024 CIP Update Five-Year Programming and Two-Year Allocation Plan**
**2024 CIP Update Programming and Allocations**

| CIP ID | Sponsor | Project Title | PA | Fund Source | Fund Subset | Mode | Phase | Programming and Allocations ($ x 1,000) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | |
| | | | | | | | | Programmed Amount | Prior Thru FY2022-23 | FY2023-24 | FY2024-25 | FY2025-26 | FY2026-27 | FY2027-28 | Total Allocated (Thru FY24-25) |
| 00407 | Alameda CTC | Alameda County Safe Routes to Schools | Multiple | STP/CMAQ | STP/CMAQ | Bike/Ped | Planning / Scoping | 1,500 | 1,500 | | | | | | 1,500 |
| 00343 | Alameda CTC | Alameda CTC STIP Administration (Planning, Programming and Monitoring) | Multiple | STIP | RIP | Multiple | Various | 315 | 315 | | | | | | 315 |
| 00206 | Alameda CTC | Comprehensive Multimodal Monitoring | Multiple | 2010 VRF | Disc-Transit | Transit | Planning / Scoping | 1,250 | 1,250 | | | | | | 1,250 |
| 00019 | Alameda CTC | Countywide Bicycle Pedestrian Planning/Promotion | Multiple | 2000 MB | Disc-BP | Bike/Ped | O&M | 8 | 8 | | | | | | 8 |
| 00163 | Alameda CTC | Countywide Bicycling, Transit and Carpool Promotion Programs | Multiple | TFCA | Prog Mgr | Multiple | O&M | 210 | 210 | | | | | | 210 |
| 00313 | Alameda CTC | Countywide Model Update | Multiple | 2010 VRF | Disc-Transit | Transit | Planning / Scoping | 800 | 800 | | | | | | 800 |
| 00445 | Alameda CTC | Countywide Planning Activities | Multiple | OBAG | STP/CMAQ | Bike/Ped | Planning / Scoping | 2,600 | | 2,600 | | | | | 2,600 |
| 00408 | Alameda CTC | CTA Planning & Programming | Multiple | STP/CMAQ | STP/CMAQ | Bike/Ped | Planning / Scoping | 354 | 354 | | | | | | 354 |
| 00406 | Alameda CTC | CTA Planning & Programming (for Various Youth and Adult Bicycle Promotion & Education) | Multiple | STP/CMAQ | STP/CMAQ | Bike/Ped | Planning / Scoping | 160 | 160 | | | | | | 160 |
| 00081 | Alameda CTC | East Bay Greenway: Lake Merritt BART to South Hayward BART | 2-Central | 2014 MBB | TEP-42 | Bike/Ped | PE/Env | 4,371 | 4,371 | | | | | | 4,371 |
| 00081 | Alameda CTC | East Bay Greenway: Lake Merritt BART to South Hayward BART | 2-Central | 2014 MBB | TEP-42 | Bike/Ped | Final Design (PS&E) | 12,400 | 12,400 | | | | | | 12,400 |
| 00081 | Alameda CTC | East Bay Greenway: Lake Merritt BART to South Hayward BART | 2-Central | 2014 MBB | TEP-42 | Bike/Ped | ROW | 1,479 | 1,479 | | | | | | 1,479 |
| 00081 | Alameda CTC | East Bay Greenway: Lake Merritt BART to South Hayward BART | 2-Central | 2014 MBB | TEP-42 | Bike/Ped | CON | 75 | | 75 | | | | | 75 |
| 00081 | Alameda CTC | East Bay Greenway: Lake Merritt BART to South Hayward BART | 2-Central | TFCA | Prog Mgr | Bike/Ped | CON | 535 | | 535 | | | | | 535 |
| 00084 | Alameda CTC | East-West Connector in Fremont & Union City | 3-South | 1986 MB | MB226 | LSR | CON | 19,350 | 19,350 | | | | | | 19,350 |
| 00209 | Alameda CTC | Goods Movement Emissions Reduction Program | Multiple | 2014 MBB | TEP-27 | Freight | O&M | 360 | | | | | | 360 | |
| 00131 | Alameda CTC | I-580 Freeway Corridor Management System (FCMS) | 4-East | 2014 MBB | TEP-26 | HWY | Planning / Scoping | 17 | 17 | | | | | | 17 |
| 00278 | Alameda CTC | I-580 Toll System Upgrade | 4-East | I-580 Toll Revenue | Toll Revenue | HWY | Planning / Scoping | 402 | 402 | | | | | | 402 |
| 00278 | Alameda CTC | I-580 Toll System Upgrade | 4-East | I-580 Toll Revenue | Toll Revenue | HWY | CON | 16,598 | 16,598 | | | | | | 16,598 |
| 00118 | Alameda CTC | I-680 Sunol Express Lanes | 3-South | 2014 MBB | TEP-35 | HWY | CON | | | | | | | | |
| 00118 | Alameda CTC | I-680 Sunol Express Lanes | 3-South | 2000 MB | 08B | HWY | Final Design (PS&E) | 4,500 | 4,500 | | | | | | 4,500 |
| 00118 | Alameda CTC | I-680 Sunol Express Lanes | 3-South | 2000 MB | 08B | HWY | CON | 100,000 | 100,000 | | | | | | 100,000 |

**Alameda CTC Comprehensive Investment Plan**
**2024 CIP Update Five-Year Programming and Two-Year Allocation Plan**
**2024 CIP Update Programming and Allocations**

| CIP ID | Sponsor | Project Title | PA | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Allocations: Prior Thru FY2022-23 | Two-Year Allocation Plan: FY2023-24 | Two-Year Allocation Plan: FY2024-25 | Future Programming: FY2025-26 | Future Programming: FY2026-27 | Future Programming: FY2027-28 | Total Allocated (Thru FY24-25) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | **Programming and Allocations ($ x 1,000)** | | | | | | | |
| 00075 | Alameda CTC | I-680 Sunol Express Lanes: SR-237 to SR84 | 3-South | 2014 MBB | TEP-35 | HWY | Planning / Scoping | 1,230 | 1,230 | | | | | | 1,230 |
| 00075 | Alameda CTC | I-680 Sunol Express Lanes: SR-237 to SR84 | 3-South | 2014 MBB | TEP-35 | HWY | Final Design (PS&E) | 2,792 | 2,792 | | | | | | 2,792 |
| 00075 | Alameda CTC | I-680 Sunol Express Lanes: SR-237 to SR84 | 3-South | 2014 MBB | TEP-35 | HWY | CON | 1,767 | 1,767 | | | | | | 1,767 |
| 00210 | Alameda CTC | I-680 Sunol Express Lanes: SR84 to Alcosta | 4-East | 2014 MBB | TEP-35 | HWY | Planning / Scoping | 20,000 | 20,000 | | | | | | 20,000 |
| 00210 | Alameda CTC | I-680 Sunol Express Lanes: SR84 to Alcosta | 4-East | 2014 MBB | TEP-35 | HWY | PE/Env | 6,503 | 6,503 | | | | | | 6,503 |
| 00210 | Alameda CTC | I-680 Sunol Express Lanes: SR84 to Alcosta | 4-East | 2014 MBB | TEP-35 | HWY | Final Design (PS&E) | 21,000 | 21,000 | | | | | | 21,000 |
| 00210 | Alameda CTC | I-680 Sunol Express Lanes: SR84 to Alcosta | 4-East | 2014 MBB | TEP-35 | HWY | ROW | 6,708 | 6,708 | | | | | | 6,708 |
| 00210 | Alameda CTC | I-680 Sunol Express Lanes: SR84 to Alcosta | 4-East | STIP | RIP | HWY | CON | 5,793 | 5,793 | | | | | | 5,793 |
| 00117 | Alameda CTC | I-680 Sunol SB Express Lane | 3-South | 2000 MB | 08A | HWY | O&M | 4,500 | 4,500 | | | | | | 4,500 |
| 00117 | Alameda CTC | I-680 Sunol SB Express Lane | 3-South | 2000 MB | 08A | HWY | CON | 20,000 | 20,000 | | | | | | 20,000 |
| 00070 | Alameda CTC | I-80 Ashby Interchange Improvements | 1-North | 2014 MBB | TEP-30 | HWY | Planning / Scoping | 12 | 12 | | | | | | 12 |
| 00070 | Alameda CTC | I-80 Ashby Interchange Improvements | 1-North | 2014 MBB | TEP-30 | HWY | PE/Env | 5,838 | 5,838 | | | | | | 5,838 |
| 00070 | Alameda CTC | I-80 Ashby Interchange Improvements | 1-North | 2014 MBB | TEP-30 | HWY | Final Design (PS&E) | 12,150 | 12,150 | | | | | | 12,150 |
| 00070 | Alameda CTC | I-80 Ashby Interchange Improvements | 1-North | STIP | RIP | HWY | CON | 50 | 50 | | | | | | 50 |
| 00069 | Alameda CTC | I-80 Gilman Street Interchange Improvements | 1-North | 2014 MBB | TEP-29 | HWY | PE/Env | 4,182 | 4,182 | | | | | | 4,182 |
| 00069 | Alameda CTC | I-80 Gilman Street Interchange Improvements | 1-North | 2014 MBB | TEP-29 | HWY | Final Design (PS&E) | 7,200 | 7,200 | | | | | | 7,200 |
| 00069 | Alameda CTC | I-80 Gilman Street Interchange Improvements | 1-North | 2014 MBB | TEP-26 | HWY | Final Design (PS&E) | 841 | 841 | | | | | | 841 |
| 00069 | Alameda CTC | I-80 Gilman Street Interchange Improvements | 1-North | 2014 MBB | TEP-29 | HWY | ROW | 353 | 353 | | | | | | 353 |
| 00069 | Alameda CTC | I-80 Gilman Street Interchange Improvements | 1-North | 2014 MBB | TEP-26 | HWY | ROW | 5,300 | 5,300 | | | | | | 5,300 |
| 00069 | Alameda CTC | I-80 Gilman Street Interchange Improvements | 1-North | 2014 MBB | TEP-27 | HWY | ROW | 15 | 15 | | | | | | 15 |
| 00069 | Alameda CTC | I-80 Gilman Street Interchange Improvements | 1-North | 2014 MBB | TEP-27 | HWY | CON | 2,385 | 2,385 | | | | | | 2,385 |
| 00069 | Alameda CTC | I-80 Gilman Street Interchange Improvements | 1-North | 2014 MBB | TEP-26 | HWY | CON | 10,231 | 10,231 | | | | | | 10,231 |

**Alameda CTC Comprehensive Investment Plan**
**2024 CIP Update Five-Year Programming and Two-Year Allocation Plan**
**2024 CIP Update Programming and Allocations**

| | | | | | | | | Programming and Allocations ($ x 1,000) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | | |
| CIP ID | Sponsor | Project Title | PA | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Thru FY2022-23 | FY2023-24 | FY2024-25 | FY2025-26 | FY2026-27 | FY2027-28 | Total Allocated (Thru FY24-25) |
| 00069 | Alameda CTC | I-80 Gilman Street Interchange Improvements | 1-North | 2014 MBB | TEP-29 | HWY | CON | 265 | 265 | | | | | | 265 |
| 00069 | Alameda CTC | I-80 Gilman Street Interchange Improvements | 1-North | 2014 MBB | Capital | HWY | CON | 745 | | 745 | | | | | 745 |
| 00279 | Alameda CTC | I-880 Davis Street Interchange | 2-Central | 2014 MBB | TEP-26 | HWY | Final Design (PS&E) | 172 | 172 | | | | | | 172 |
| 00279 | Alameda CTC | I-880 Davis Street Interchange | 2-Central | 2014 MBB | TEP-26 | HWY | CON | 368 | 368 | | | | | | 368 |
| 00078 | Alameda CTC | I-880 Industrial Parkway Interchange West Improvements | 3-South | 2014 MBB | TEP-39 | HWY | Planning / Scoping | 825 | 825 | | | | | | 825 |
| 00078 | Alameda CTC | I-880 Industrial Parkway Interchange West Improvements | 3-South | 2014 MBB | TEP-39 | HWY | PE/Env | 4,750 | 4,750 | | | | | | 4,750 |
| 00077 | Alameda CTC | I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements | 3-South | 2014 MBB | TEP-38 | HWY | Planning / Scoping | 100 | 100 | | | | | | 100 |
| 00077 | Alameda CTC | I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements | 3-South | 2014 MBB | TEP-38 | HWY | PE/Env | 275 | 275 | | | | | | 275 |
| 00077 | Alameda CTC | I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements | 3-South | 2014 MBB | TEP-38 | HWY | Final Design (PS&E) | 10,425 | 10,425 | | | | | | 10,425 |
| 00077 | Alameda CTC | I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements | 3-South | 2014 MBB | TEP-39 | HWY | Final Design (PS&E) | 5,125 | 5,125 | | | | | | 5,125 |
| 00077 | Alameda CTC | I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements | 3-South | STIP | RIP | HWY | CON | 50 | 50 | | | | | | 50 |
| 00136 | Alameda CTC | I-880/23rd-29th Avenue Interchange Improvements | 1-North | 2014 MBB | TEP-40 | HWY | ROW | 895 | 895 | | | | | | 895 |
| 00136 | Alameda CTC | I-880/23rd-29th Avenue Interchange Improvements | 1-North | 2014 MBB | TEP-40 | HWY | CON | 7,105 | 7,105 | | | | | | 7,105 |
| 00159 | Alameda CTC | Matching Program for Last Mile Connection Technology Programs | Multiple | 2014 MBB | TEP-46 | Transit | Various | 200 | 200 | | | | | | 200 |
| 00157 | Alameda CTC | Modal Plans Implementation: Alameda Countywide Goods Movement Plan | Multiple | 2014 MBB | TEP-41 | Freight | Various | 300 | 300 | | | | | | 300 |
| 00156 | Alameda CTC | Modal Plans Implementation: E. 14th and Mission Blvd Corridors | 3-South | 2014 MBB | TEP-26 | Multiple | Planning / Scoping | 4,700 | 4,700 | | | | | | 4,700 |
| 00211 | Alameda CTC | NextGen Technology Pilot Initiative | Multiple | 2014 MBB | TEP-46 | Multiple | Planning / Scoping | 1,000 | 1,000 | | | | | | 1,000 |
| 00287 | Alameda CTC | Oakland Alameda Access Project | 1-North | 2014 MBB | TEP-37 | HWY | PE/Env | 5,800 | 5,800 | | | | | | 5,800 |
| 00287 | Alameda CTC | Oakland Alameda Access Project | 1-North | 2014 MBB | TEP-37 | HWY | Final Design (PS&E) | 12,000 | 12,000 | | | | | | 12,000 |
| 00287 | Alameda CTC | Oakland Alameda Access Project | 1-North | 2014 MBB | TEP-37 | HWY | ROW | 5,966 | 5,966 | | | | | | 5,966 |
| 00287 | Alameda CTC | Oakland Alameda Access Project | 1-North | STIP | RIP | HWY | CON | 50 | 50 | | | | | | 50 |
| 00161 | Alameda CTC | Overall Planning/Monitoring Services | Multiple | 2014 MBB | TEP-46 | Multiple | O&M | 100 | 100 | | | | | | 100 |

**Alameda CTC Comprehensive Investment Plan**
**2024 CIP Update Five-Year Programming and Two-Year Allocation Plan**
**2024 CIP Update Programming and Allocations**

| CIP ID | Sponsor | Project Title | PA | Fund Source | Fund Subset | Mode | Phase | Programming and Allocations ($ x 1,000) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | |
| | | | | | | | | Programmed Amount | Prior Thru FY2022-23 | FY2023-24 | FY2024-25 | FY2025-26 | FY2026-27 | FY2027-28 | Total Allocated (Thru FY24-25) |
| 00288 | Alameda CTC | Rail Safety Enhancement Program (SEP) | Multiple | 2014 MBB | TEP-41 | Freight | Planning / Scoping | | | | | | | | |
| 00288 | Alameda CTC | Rail Safety Enhancement Program (SEP) | Multiple | 2014 MBB | TEP-23 | Freight | PE/Env | 2,204 | 2,204 | | | | | | 2,204 |
| 00288 | Alameda CTC | Rail Safety Enhancement Program (SEP) | Multiple | 2014 MBB | TEP-23 | Freight | Final Design (PS&E) | 1,988 | | 1,988 | | | | | 1,988 |
| 00288 | Alameda CTC | Rail Safety Enhancement Program (SEP) | Multiple | 2014 MBB | TEP-23 | Freight | ROW | 1,675 | | 1,675 | | | | | 1,675 |
| 00288 | Alameda CTC | Rail Safety Enhancement Program (SEP) | Multiple | 2014 MBB | TEP-41 | Freight | Final Design (PS&E) | 5,696 | 5,696 | | | | | | 5,696 |
| 00412 | Alameda CTC | Route 84 Expressway - South Segment | 4-East | 2000 MB | 24 | HWY | Various | (6,000) | (6,000) | | | | | | (6,000) |
| 00412 | Alameda CTC | Route 84 Expressway - South Segment | 4-East | 2014 MBB | TEP-32 | HWY | ROW | 10,000 | 10,000 | | | | | | 10,000 |
| 00132 | Alameda CTC | San Pablo Avenue (SR 123) Multi-Modal Corridor Project | 1-North | 2014 MBB | TEP-26 | LSR | Planning / Scoping | 5,336 | 5,336 | | | | | | 5,336 |
| 00132 | Alameda CTC | San Pablo Avenue (SR 123) Multi-Modal Corridor Project | 1-North | 2014 MBB | TEP-26 | LSR | PE/Env | 5,694 | 3,494 | 2,200 | | | | | 5,694 |
| 00132 | Alameda CTC | San Pablo Avenue (SR 123) Multi-Modal Corridor Project | 1-North | 2014 MBB | TEP-26 | LSR | Final Design (PS&E) | 7,420 | 7,020 | 400 | | | | | 7,420 |
| 00132 | Alameda CTC | San Pablo Avenue (SR 123) Multi-Modal Corridor Project | 1-North | 2014 MBB | TEP-26 | LSR | ROW | 2,000 | | 2,000 | | | | | 2,000 |
| 00132 | Alameda CTC | San Pablo Avenue (SR 123) Multi-Modal Corridor Project | 1-North | 2014 MBB | TEP-26 | LSR | CON | 75 | | 75 | | | | | 75 |
| 00132 | Alameda CTC | San Pablo Avenue (SR 123) Multi-Modal Corridor Project | 1-North | TFCA | Prog Mgr | LSR | CON | | | | | | | | |
| 00132 | Alameda CTC | San Pablo Avenue (SR 123) Multi-Modal Corridor Project | 1-North | OBAG | STP/CMAQ | LSR | CON | 30,000 | | 30,000 | | | | | 30,000 |
| 00139 | Alameda CTC | South County Access (SR 262/Mission Blvd Cross Connector) | 3-South | 2014 MBB | TEP-40 | HWY | Planning / Scoping | 3,500 | 3,500 | | | | | | 3,500 |
| 00139 | Alameda CTC | South County Access (SR 262/Mission Blvd Cross Connector) | 3-South | 2014 MBB | TEP-40 | HWY | PE/Env | 5,500 | 5,500 | | | | | | 5,500 |
| 00139 | Alameda CTC | South County Access (SR 262/Mission Blvd Cross Connector) | 3-South | 2014 MBB | TEP-40 | HWY | CON | 75 | | 75 | | | | | 75 |
| 00072 | Alameda CTC | SR-84 Expressway Widening (Pigeon Pass to Jack London) | 4-East | 2014 MBB | TEP-32 | HWY | CON | | | | | | | | |
| 00413 | Alameda CTC | SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road | 4-East | 2000 MB | 24 | HWY | Final Design (PS&E) | 400 | 400 | | | | | | 400 |
| 00413 | Alameda CTC | SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road | 4-East | 2000 MB | 24 | HWY | CON | 5,600 | 5,600 | | | | | | 5,600 |
| 00071 | Alameda CTC | SR-84/I-680 Interchange and SR-84 Widening | 4-East | 2014 MBB | TEP-31 | HWY | PE/Env | 1,731 | 1,731 | | | | | | 1,731 |
| 00071 | Alameda CTC | SR-84/I-680 Interchange and SR-84 Widening | 4-East | 2014 MBB | TEP-31 | HWY | Final Design (PS&E) | 9,324 | 9,324 | | | | | | 9,324 |

**Alameda CTC Comprehensive Investment Plan**
**2024 CIP Update Five-Year Programming and Two-Year Allocation Plan**
**2024 CIP Update Programming and Allocations**

| | | | | | | | | Programming and Allocations ($ x 1,000) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | | |
| CIP ID | Sponsor | Project Title | PA | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Thru FY2022-23 | FY2023-24 | FY2024-25 | FY2025-26 | FY2026-27 | FY2027-28 | Total Allocated (Thru FY24-25) |
| 00071 | Alameda CTC | SR-84/I-680 Interchange and SR-84 Widening | 4-East | 2014 MBB | TEP-31 | HWY | ROW | 30,038 | 30,038 | | | | | | 30,038 |
| 00071 | Alameda CTC | SR-84/I-680 Interchange and SR-84 Widening | 4-East | 2014 MBB | TEP-31 | HWY | CON | 80,907 | 80,907 | | | | | | 80,907 |
| 00071 | Alameda CTC | SR-84/I-680 Interchange and SR-84 Widening | 4-East | 2014 MBB | TEP-26 | HWY | ROW | 546 | 546 | | | | | | 546 |
| 00071 | Alameda CTC | SR-84/I-680 Interchange and SR-84 Widening | 4-East | 2014 MBB | TEP-26 | HWY | CON | 854 | (3,946) | | | | | | (3,946) |
| 00071 | Alameda CTC | SR-84/I-680 Interchange and SR-84 Widening | 4-East | SB-1 | LPP | HWY | CON | 8,600 | 8,600 | | | | | | 8,600 |
| 00289 | Alameda CTC | Student Transit Pass Program | Multiple | 2014 MBB | TEP-07 | Transit | O&M | 31,500 | 16,200 | 7,300 | 8,000 | | | | 31,500 |
| 00178 | Alameda CTC | Sustainable Communities Technical Assistance Program (SCTAP) | Multiple | 2000 MB | Disc-TCD | Bike/Ped | Planning / Scoping | 200 | 200 | | | | | | 200 |
| 00280 | Alameda CTC | Toll Revenue Forecasting | 4-East | I-580 Toll Revenue | Toll Revenue | HWY | Planning / Scoping | 1,290 | 1,290 | | | | | | 1,290 |
| 00447 | Alameda CTC | Toll System Arbitration Support | 4-East | I-580 Toll Revenue | Toll Revenue | HWY | CON | 250 | 250 | | | | | | 250 |
| 00192 | Alameda CTC | Transportation Demand Management (TDM) Program | Multiple | TFCA | Prog Mgr | Transit | O&M | 2,510 | 2,151 | 359 | | | | | 2,510 |
| 00192 | Alameda CTC | Transportation Demand Management (TDM) Program | Multiple | 2014 MBB | TEP-45 | Transit | O&M | 1,403 | 1,004 | 399 | | | | | 1,403 |
| 00033 | Alameda CTC | Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown | Multiple | 2000 MB | Disc-PT | Paratransit | O&M | 109 | 109 | | | | | | 109 |
| 00176 | Alameda CTC | Countywide SR2S Program (FY 16/17 and FY 17/18) | Multiple | TFCA | Prog Mgr | Multiple | O&M | 100 | 100 | | | | | | 100 |
| 00395 | Albany | Lower Codornices Creek Restoration Project Phase IV | 1-North | 2000 MB | Disc-BP | Bike/Ped | CON | 741 | 741 | | | | | | 741 |
| 00395 | Albany | Lower Codornices Creek Restoration Project Phase IV | 1-North | TFCA | Prog Mgr | Bike/Ped | CON | 85 | 85 | | | | | | 85 |
| 00164 | Albany | Marin Ave Class 2 Bike Lane Gap Closure | 1-North | TFCA | Prog Mgr | Bike/Ped | Various | 95 | 95 | | | | | | 95 |
| 00214 | Albany | San Pablo Avenue and Buchanan Street Pedestrian Improvements | 1-North | STP/CMAQ | LSR | Bike/Ped | CON | 340 | 340 | | | | | | 340 |
| 00346 | Albany | Solano and Marin Ave Sidewalk Improvements | 1-North | 2000 MB | Disc-BP | Bike/Ped | CON | 75 | 75 | | | | | | 75 |
| 00300 | ASEB | Regrowth of Transportation Services for Individuals with Dementia | 1-North | 2000 MB | Disc-PT | Paratransit | O&M | 797 | 628 | 169 | | | | | 797 |
| 00021 | ASEB | Special Transportation Services for Individuals with Dementia | 1-North | 2000 MB | Disc-PT | Paratransit | O&M | 400 | 400 | | | | | | 400 |
| 00339 | BAAQMD / CEC | Hydrogen Fuel Drayage Trucks and Fueling Pilot Program (NorCAL Drayage) | 1-North | 2014 MBB | TEP-46 | Freight | CON | 3,640 | 3,640 | | | | | | 3,640 |
| 00304 | BART | 19th Street Oakland BART Modernization | 1-North | 2014 MBB | TEP-19 | Transit | CON | 17,650 | 17,650 | | | | | | 17,650 |

**Alameda CTC Comprehensive Investment Plan**
**2024 CIP Update Five-Year Programming and Two-Year Allocation Plan**
**2024 CIP Update Programming and Allocations**

| CIP ID | Sponsor | Project Title | PA | Fund Source | Fund Subset | Mode | Phase | Programming and Allocations ($ x 1,000) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | |
| | | | | | | | | Programmed Amount | Prior Thru FY2022-23 | FY2023-24 | FY2024-25 | FY2025-26 | FY2026-27 | FY2027-28 | Total Allocated (Thru FY24-25) |
| 00005 | BART | A Quicker, Safer Trip to the Library to Promote Literacy (Oakland Public Library) | 1-North | Lifeline | STA | Transit | O&M | 250 | 250 | | | | | | 250 |
| 00215 | BART | BART to Livermore | 4-East | TCRP | TCRP | Transit | PE/Env | 1,700 | 1,700 | | | | | | 1,700 |
| 00215 | BART | BART to Livermore | 4-East | 2000 MB | 26 | Transit | PE/Env | 1,400 | 1,400 | | | | | | 1,400 |
| 00172 | BART | BART West Oakland Bike Locker Plaza | 1-North | TFCA | Prog Mgr | Transit | Various | 55 | 55 | | | | | | 55 |
| 00216 | BART | Bay Fair Connection | 2-Central | 2014 MBB | TEP-18 | Transit | Planning / Scoping | 500 | 500 | | | | | | 500 |
| 00059 | BART | Bay Fair Connector/BART Metro | 2-Central | 2014 MBB | TEP-18 | Transit | Planning / Scoping | 85 | 85 | | | | | | 85 |
| 00058 | BART | Irvington BART Station | 3-South | 2014 MBB | TEP-17 | Transit | Planning / Scoping | 2,760 | 2,760 | | | | | | 2,760 |
| 00058 | BART | Irvington BART Station | 3-South | 2014 MBB | TEP-17 | Transit | Final Design (PS&E) | 23,950 | 16,450 | 7,500 | | | | | 23,950 |
| 00416 | BART | Lake Merritt TOD | 1-North | 2010 VRF | Disc-Transit | Transit | CON | 1,030 | | 1,030 | | | | | 1,030 |
| 00416 | BART | Lake Merritt TOD | 1-North | 2014 MBB | TEP-45 | Transit | CON | 6,800 | | 6,800 | | | | | 6,800 |
| 00341 | BART | Vehicle Overhaul and Heavy Repairs Shop (VOHRS) | 2-Central | 2014 MBB | TEP-18 | Transit | Final Design (PS&E) | 5,000 | 5,000 | | | | | | 5,000 |
| 00318 | BART | West Oakland BART Station Bike Locker Expansion | 1-North | TFCA | Prog Mgr | Transit | CON | 100 | 100 | | | | | | 100 |
| 00419 | BART | West Oakland BART TOD & Station Modernization | 1-North | 2014 MBB | TEP-45 | Transit | CON | 8,400 | | 8,400 | | | | | 8,400 |
| 00427 | BATA | West Oakland Link | 1-North | OBAG | STP/CMAQ | Bike/Ped | CON | 4,200 | | | | 4,200 | | | |
| 00427 | BATA | West Oakland Link | 1-North | TFCA | Prog Mgr | Bike/Ped | CON | 344 | | 344 | | | | | 344 |
| 00218 | Berkeley | 9th Street Bicycle Boulevard Pathway Extension Phase II | 1-North | 2010 VRF | Disc-BP | Bike/Ped | PE/Env | 29 | 29 | | | | | | 29 |
| 00218 | Berkeley | 9th Street Bicycle Boulevard Pathway Extension Phase II | 1-North | 2010 VRF | Disc-BP | Bike/Ped | Planning / Scoping | 49 | 49 | | | | | | 49 |
| 00218 | Berkeley | 9th Street Bicycle Boulevard Pathway Extension Phase II | 1-North | 2010 VRF | Disc-BP | Bike/Ped | Final Design (PS&E) | 59 | 59 | | | | | | 59 |
| 00218 | Berkeley | 9th Street Bicycle Boulevard Pathway Extension Phase II | 1-North | 2010 VRF | Disc-BP | Bike/Ped | CON | 613 | 613 | | | | | | 613 |
| 00440 | Berkeley | Adeline Corridor Project at Ashby BART Station | 1-North | 2014 MBB | TEP-44 | Bike/Ped | PE/Env | 600 | | 600 | | | | | 600 |
| 00410 | Berkeley | Adeline Street Transportation Improvements | 1-North | 2010 VRF | Disc-Transit | Transit | PE/Env | 495 | 495 | | | | | | 495 |
| 00165 | Berkeley | Berkeley Citywide Bicycle Parking Program | 1-North | TFCA | Prog Mgr | Bike/Ped | Various | 94 | 94 | | | | | | 94 |

**Alameda CTC Comprehensive Investment Plan**
**2024 CIP Update Five-Year Programming and Two-Year Allocation Plan**
**2024 CIP Update Programming and Allocations**

| | | | | | | | | Programming and Allocations ($ x 1,000) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | | |
| CIP ID | Sponsor | Project Title | PA | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Thru FY2022-23 | FY2023-24 | FY2024-25 | FY2025-26 | FY2026-27 | FY2027-28 | Total Allocated (Thru FY24-25) |
| 00184 | Berkeley | Berkeley Citywide Bike Parking Program | 1-North | TFCA | Prog Mgr | Bike/Ped | CON | | | | | | | | |
| 00347 | Berkeley | Berkeley Healthy Streets Program Expansion | 1-North | 2000 MB | Disc-BP | Bike/Ped | CON | 52 | 52 | | | | | | 52 |
| 00330 | Berkeley | Citywide Bicycle Parking Program | 1-North | TFCA | Prog Mgr | Bike/Ped | CON | 117 | 117 | | | | | | 117 |
| 00177 | Berkeley | Hearst Ave Complete Streets | 1-North | TFCA | Prog Mgr | Bike/Ped | CON | 60 | 60 | | | | | | 60 |
| 00097 | Berkeley | Hearst Avenue Complete Streets | 1-North | OBAG | STP | Bike/Ped | CON | 2,256 | 2,256 | | | | | | 2,256 |
| 00220 | Berkeley | Milvia Bikeway Project | 1-North | 2000 MB | Disc-BP | Bike/Ped | PE/Env | 266 | 266 | | | | | | 266 |
| 00400 | Berkeley | Ohlone Greenway Modernization & Safety | 1-North | 2010 VRF | Disc-BP | Bike/Ped | PE/Env | 61 | 61 | | | | | | 61 |
| 00400 | Berkeley | Ohlone Greenway Modernization & Safety | 1-North | 2010 VRF | Disc-BP | Bike/Ped | Final Design (PS&E) | 153 | 153 | | | | | | 153 |
| 00400 | Berkeley | Ohlone Greenway Modernization & Safety | 1-North | 2010 VRF | Disc-BP | Bike/Ped | CON | 1,057 | 1,057 | | | | | | 1,057 |
| 00222 | Berkeley | Railroad Crossing Safety Improvement Project | 1-North | 2014 MBB | TEP-27 | Freight | PE/Env | 220 | 220 | | | | | | 220 |
| 00089 | Berkeley | Shattuck Complete Streets and De-couplet | 1-North | OBAG | STP | Bike/Ped | CON | 2,777 | 2,777 | | | | | | 2,777 |
| 00223 | Berkeley | Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton) | 1-North | STP/CMAQ | STP/CMAQ | LSR | PE/Env | 387 | 387 | | | | | | 387 |
| 00223 | Berkeley | Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton) | 1-North | STP/CMAQ | STP/CMAQ | LSR | Final Design (PS&E) | 613 | 613 | | | | | | 613 |
| 00223 | Berkeley | Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton) | 1-North | STP/CMAQ | STP/CMAQ | LSR | CON | 7,335 | 7,335 | | | | | | 7,335 |
| 00392 | Berkeley | Telegraph Avenue Multimodal Corridor | 1-North | 2000 MB | Disc-TCD | Transit | Planning / Scoping | 110 | 110 | | | | | | 110 |
| 00392 | Berkeley | Telegraph Avenue Multimodal Corridor | 1-North | 2000 MB | Disc-TCD | Transit | PE/Env | 180 | 180 | | | | | | 180 |
| 00359 | Berkeley | Washington Elementary – Bancroft Way Project | 1-North | 2000 MB | Disc-BP | Bike/Ped | Final Design (PS&E) | 22 | 22 | | | | | | 22 |
| 00359 | Berkeley | Washington Elementary – Bancroft Way Project | 1-North | 2000 MB | Disc-BP | Bike/Ped | CON | 52 | 52 | | | | | | 52 |
| 00422 | Berkeley | Water Transportation / Ferry Project | 1-North | 2010 VRF | Disc-Transit | Transit | PE/Env | 2,246 | | 2,246 | | | | | 2,246 |
| 00422 | Berkeley | Water Transportation / Ferry Project | 1-North | 2010 VRF | Disc-Transit | Transit | Final Design (PS&E) | 2,893 | | | 2,893 | | | | 2,893 |
| 00022 | BORP | Accessible Group Trip Transportation for Youth and Adults with Disabilities | 1-North | 2000 MB | Disc-PT | Paratransit | O&M | 535 | 535 | | | | | | 535 |
| 00302 | BORP | Accessible Group Trip Transportation for Youth and Adults with Disabilities | 1-North | 2014 MBB | TEP-12 | Paratransit | O&M | 1,004 | 779 | 225 | | | | | 1,004 |

**Alameda CTC Comprehensive Investment Plan**
**2024 CIP Update Five-Year Programming and Two-Year Allocation Plan**
**2024 CIP Update Programming and Allocations**

| CIP ID | Sponsor | Project Title | PA | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Allocations: Prior Thru FY2022-23 | Two-Year Allocation Plan: FY2023-24 | Two-Year Allocation Plan: FY2024-25 | Future Programming: FY2025-26 | Future Programming: FY2026-27 | Future Programming: FY2027-28 | Total Allocated (Thru FY24-25) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | **Programming and Allocations ($ x 1,000)** | | | | | | | |
| 00269 | BORP | Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19) | 1-North | 2014 MBB | TEP-12 | Paratransit | O&M | 306 | 306 | | | | | | 306 |
| 00293 | CIL | Community Connections Program (CoCo) | 1-North | 2000 MB | Disc-PT | Paratransit | O&M | 940 | 752 | 188 | | | | | 940 |
| 00270 | CIL | Community Connections: A Mobility Management Partnership (CoCo) (FY 17/18 and FY 18/19) | 1-North | 2000 MB | Disc-PT | Paratransit | O&M | 500 | 500 | | | | | | 500 |
| 00023 | CIL | Mobility Matters Project | 1-North | 2000 MB | Disc-PT | Paratransit | O&M | 679 | 679 | | | | | | 679 |
| 00291 | CRIL | Travel Training: Oh The Places You Will Go! | 2-Central | 2000 MB | Disc-PT | Paratransit | O&M | 189 | 486 | (297) | | | | | 189 |
| 00173 | CSU East Bay | CSUEB Campus Shuttle II, FYs 15/16 (non-peak) & 16/17 (all hrs) | 2-Central | TFCA | Prog Mgr | Transit | Various | 123 | 123 | | | | | | 123 |
| 00320 | CSU East Bay | CSUEB/Hayward BART - 2nd Shuttle Operations | 2-Central | TFCA | Prog Mgr | Transit | O&M | 215 | 215 | | | | | | 215 |
| 00182 | CSU East Bay | CSUEB/Hayward BART - 2nd Shuttle Operations (FY 17/18 - 18/19) | 2-Central | TFCA | Prog Mgr | Transit | O&M | 128 | 128 | | | | | | 128 |
| 00295 | Drivers for Survivors | Drivers for Survivors Volunteer Driver Program | 3-South | 2000 MB | Disc-PT | Paratransit | O&M | 582 | 388 | | | | | | 388 |
| 00274 | Drivers for Survivors | Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19) | 3-South | 2014 MBB | TEP-12 | Paratransit | O&M | 220 | 220 | | | | | | 220 |
| 00224 | Dublin | City of Dublin Street Rehab | 4-East | STP/CMAQ | LSR | LSR | CON | 661 | 661 | | | | | | 661 |
| 00123 | Dublin | Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line) | 4-East | 2014 MBB | TEP-26 | LSR | CON | 11,200 | 11,200 | | | | | | 11,200 |
| 00403 | Dublin | Downtown Dublin Streetscape Plan Implementation | 4-East | 2000 MB | Disc-TCD | Bike/Ped | Final Design (PS&E) | 41 | 41 | | | | | | 41 |
| 00403 | Dublin | Downtown Dublin Streetscape Plan Implementation | 4-East | 2010 VRF | Disc-BP | Bike/Ped | CON | 226 | 226 | | | | | | 226 |
| 00124 | Dublin | Dublin Blvd. Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd) | 4-East | 2014 MBB | TEP-26 | LSR | CON | 3,000 | 3,000 | | | | | | 3,000 |
| 00225 | Dublin | Dublin Boulevard - North Canyons Parkway Extension | 4-East | 2014 MBB | TEP-26 | LSR | PE/Env | 2,374 | 2,374 | | | | | | 2,374 |
| 00225 | Dublin | Dublin Boulevard - North Canyons Parkway Extension | 4-East | 2014 MBB | TEP-26 | LSR | Final Design (PS&E) | 5,374 | 5,374 | | | | | | 5,374 |
| 00090 | Dublin | Dublin Boulevard Preservation | 4-East | OBAG | STP | LSR | CON | 470 | 470 | | | | | | 470 |
| 00430 | Dublin | Dublin/Pleasanton BART Station Active Access Improvements | 4-East | 2014 MBB | TEP-42 | Bike/Ped | CON | 7,910 | | 7,910 | | | | | 7,910 |
| 00430 | Dublin | Dublin/Pleasanton BART Station Active Access Improvements | 4-East | TFCA | Prog Mgr | Bike/Ped | CON | 495 | | 495 | | | | | 495 |
| 00226 | Dublin | Iron Horse Trail Crossing at Dublin Boulevard | 4-East | 2014 MBB | TEP-42 | Bike/Ped | PE/Env | 166 | 166 | | | | | | 166 |
| 00226 | Dublin | Iron Horse Trail Crossing at Dublin Boulevard | 4-East | 2014 MBB | TEP-42 | Bike/Ped | Final Design (PS&E) | 1,128 | 1,128 | | | | | | 1,128 |

**Alameda CTC Comprehensive Investment Plan**
**2024 CIP Update Five-Year Programming and Two-Year Allocation Plan**
**2024 CIP Update Programming and Allocations**

| CIP ID | Sponsor | Project Title | PA | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Allocations: Prior Thru FY2022-23 | Two-Year Allocation Plan: FY2023-24 | Two-Year Allocation Plan: FY2024-25 | Future Programming: FY2025-26 | Future Programming: FY2026-27 | Future Programming: FY2027-28 | Total Allocated (Thru FY24-25) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | **Programming and Allocations ($ x 1,000)** | | | | | | | |
| 00226 | Dublin | Iron Horse Trail Crossing at Dublin Boulevard | 4-East | 2014 MBB | TEP-42 | Bike/Ped | CON | 4,751 | 4,751 | | | | | | 4,751 |
| 00226 | Dublin | Iron Horse Trail Crossing at Dublin Boulevard | 4-East | TFCA | Prog Mgr | Bike/Ped | CON | 856 | 856 | | | | | | 856 |
| 00052 | Dublin | Iron Horse Transit Route - Dougherty Road | 4-East | 2000 MB | 09 | Multiple | CON | 6,267 | 6,267 | | | | | | 6,267 |
| 00348 | Dublin | Regional Street Improvement Project | 4-East | 2000 MB | Disc-BP | Bike/Ped | CON | 75 | 75 | | | | | | 75 |
| 00361 | Dublin | Safe Routes to School - Crosswalk Improvements Project | 4-East | 2000 MB | Disc-BP | Bike/Ped | Final Design (PS&E) | 94 | 94 | | | | | | 94 |
| 00402 | Dublin | Safe Routes to School Improvements Dublin | 4-East | 2010 VRF | Disc-BP | Bike/Ped | Final Design (PS&E) | 110 | 110 | | | | | | 110 |
| 00402 | Dublin | Safe Routes to School Improvements Dublin | 4-East | 2010 VRF | Disc-BP | Bike/Ped | CON | 390 | 390 | | | | | | 390 |
| 00166 | Dublin | San Ramon Road Arterial Mgmt | 4-East | TFCA | Prog Mgr | LSR | Various | 146 | 146 | | | | | | 146 |
| 00428 | Dublin | Tassajara Rd Improvements from N. Dublin Ranch Drive to Quarry Lane School | 4-East | 2014 MBB | TEP-44 | Bike/Ped | CON | 872 | | 872 | | | | | 872 |
| 00428 | Dublin | Tassajara Rd Improvements from N. Dublin Ranch Drive to Quarry Lane School | 4-East | TFCA | Prog Mgr | Bike/Ped | CON | 128 | | 128 | | | | | 128 |
| 00315 | Dublin | Tassajara Road Arterial Management Project | 4-East | TFCA | Prog Mgr | Transit | CON | 146 | 146 | | | | | | 146 |
| 00414 | EBCE | Ride Electric Program | Multiple | 2014 MBB | TEP-46 | Bike/Ped | O&M | 4,000 | | 2,000 | 2,000 | | | | 4,000 |
| 00435 | EBRPD | Oakland Bay Trail Extension | 1-North | 2014 MBB | TEP-42 | Bike/Ped | CON | 925 | | | 925 | | | | 925 |
| 00435 | EBRPD | Oakland Bay Trail Extension | 1-North | TFCA | Prog Mgr | Bike/Ped | CON | 175 | | | 175 | | | | 175 |
| 00227 | EBRPD | San Francisco Bay Trail - Albany Beach to Buchanan | 1-North | 2014 MBB | TEP-42 | Bike/Ped | CON | 642 | 642 | | | | | | 642 |
| 00228 | EBRPD | San Francisco Bay Trail - Doolittle Drive | 1-North | 2014 MBB | TEP-42 | Bike/Ped | CON | 2,833 | 2,833 | | | | | | 2,833 |
| 00292 | Eden I&R | Mobility Management Through 211 Alameda County | 2-Central | 2000 MB | Disc-PT | Paratransit | O&M | 747 | 582 | 165 | | | | | 747 |
| 00273 | Eden I&R | Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19) | 3-South | 2000 MB | Disc-PT | Paratransit | O&M | 296 | 296 | | | | | | 296 |
| 00303 | EDI | Fast Accessible Safe Transportation Emergency Repair (FASTER) | 1-North | 2014 MBB | TEP-12 | Paratransit | O&M | 952 | 776 | 176 | | | | | 952 |
| 00417 | Emeryville | 40th Multimodal Improvements project | 1-North | 2010 VRF | Disc-Transit | Transit | CON | 8,204 | | 8,204 | | | | | 8,204 |
| 00417 | Emeryville | 40th Multimodal Improvements project | 1-North | TFCA | Prog Mgr | Transit | CON | 172 | | 172 | | | | | 172 |
| 00391 | Emeryville | 40th Street Transit-Only Lanes and Multimodal Enhancements | 1-North | 2000 MB | Disc-TCD | Transit | Final Design (PS&E) | 2,000 | 2,000 | | | | | | 2,000 |

**Alameda CTC Comprehensive Investment Plan**
**2024 CIP Update Five-Year Programming and Two-Year Allocation Plan**
**2024 CIP Update Programming and Allocations**

| | | | | | | | | Programming and Allocations ($ x 1,000) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | | |
| CIP ID | Sponsor | Project Title | PA | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Thru FY2022-23 | FY2023-24 | FY2024-25 | FY2025-26 | FY2026-27 | FY2027-28 | Total Allocated (Thru FY24-25) |
| 00024 | Emeryville | 8-To-Go Demand Response Door to Door Shuttle | 1-North | 2000 MB | Disc-PT | Paratransit | O&M | 174 | 174 | | | | | | 174 |
| 00271 | Emeryville | 8-To-Go: A City Based Door-to-Door Paratransit Service (FY 17/18 and FY 18/19) | 1-North | 2014 MBB | TEP-12 | Paratransit | O&M | 52 | 52 | | | | | | 52 |
| 00185 | Emeryville | Bay Area Bike Share (BABS) Expansion to Emeryville | 1-North | TFCA | Prog Mgr | Bike/Ped | CON | 180 | 180 | | | | | | 180 |
| 00431 | Emeryville | Doyle Bicycle Improvements - Phase 3 | 1-North | 2014 MBB | TEP-44 | Bike/Ped | Final Design (PS&E) | 37 | | 37 | | | | | 37 |
| 00431 | Emeryville | Doyle Bicycle Improvements - Phase 3 | 1-North | 2014 MBB | TEP-44 | Bike/Ped | CON | 317 | | | 317 | | | | 317 |
| 00230 | Emeryville | Emery Go Round General Benefit Operations | 1-North | 2014 MBB | TEP-45 | Transit | O&M | 2,500 | 2,500 | | | | | | 2,500 |
| 00394 | Emeryville | Emery Go-Round Operating Expenses (FY2022-FY2026) | 1-North | 2010 VRF | Disc-Transit | Transit | O&M | 2,000 | 500 | 500 | 500 | 500 | | | 1,500 |
| 00423 | Emeryville | Emery Go-Round Operating Expenses (FY26-FY27 and FY27-28) | 2-Central | 2010 VRF | Disc-Transit | Transit | O&M | 1,000 | | | | | 500 | 500 | |
| 00301 | Emeryville | Emeryville Senior Center Group Trips Bus Purchase | 1-North | 2000 MB | Disc-PT | Paratransit | O&M | 132 | 132 | | | | | | 132 |
| 00411 | Emeryville | Emeryville Transportation Investments | Multiple | 2014 MBB | TEP-45 | Transit | Planning / Scoping | 225 | 225 | | | | | | 225 |
| 00231 | Emeryville | Frontage Road, 65th Street and Powell Street Slurry Seal | 1-North | STP/CMAQ | LSR | LSR | CON | | | | | | | | |
| 00232 | Emeryville | North Hollis Parking and Transportation Demand Management (TDM) Program | 1-North | 2000 MB | Disc-TCD | Transit | CON | 930 | 930 | | | | | | 930 |
| 00284 | Emeryville | Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets | 1-North | CMA-TIP | Other | Freight | CON | 1,380 | 1,380 | | | | | | 1,380 |
| 00284 | Emeryville | Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets (TCEP Match) | 1-North | 2014 MBB | TEP-41 | Freight | CON | 1,800 | 1,800 | | | | | | 1,800 |
| 00349 | Emeryville | Shared Doyle Street Quick-Build Project | 1-North | 2000 MB | Disc-BP | Bike/Ped | CON | 75 | 75 | | | | | | 75 |
| 00141 | Emeryville | South Bayfront Bridge | 1-North | 2000 MB | Disc-BP | Bike/Ped | CON | 1,895 | 1,895 | | | | | | 1,895 |
| 00141 | Emeryville | South Bayfront Bridge | 1-North | TFCA | Prog Mgr | Bike/Ped | CON | 105 | 105 | | | | | | 105 |
| 00350 | Fremont | Centerville Complete Streets Pilot Road Diet | 3-South | 2000 MB | Disc-BP | Bike/Ped | CON | 75 | 75 | | | | | | 75 |
| 00233 | Fremont | City of Fremont Pavement Rehabilitation Project | 3-South | STP/CMAQ | LSR | LSR | CON | 2,760 | 2,760 | | | | | | 2,760 |
| 00234 | Fremont | Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA | 3-South | STP/CMAQ | STP/CMAQ | LSR | PE/Env | 386 | 386 | | | | | | 386 |
| 00234 | Fremont | Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA | 3-South | STP/CMAQ | STP/CMAQ | LSR | Final Design (PS&E) | 799 | 799 | | | | | | 799 |
| 00234 | Fremont | Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA | 3-South | STP/CMAQ | STP/CMAQ | LSR | CON | 6,510 | 6,510 | | | | | | 6,510 |

**Alameda CTC Comprehensive Investment Plan**
**2024 CIP Update Five-Year Programming and Two-Year Allocation Plan**
**2024 CIP Update Programming and Allocations**

| | | | | | | | | Programming and Allocations ($ x 1,000) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | | |
| CIP ID | Sponsor | Project Title | PA | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Thru FY2022-23 | FY2023-24 | FY2024-25 | FY2025-26 | FY2026-27 | FY2027-28 | Total Allocated (Thru FY24-25) |
| 00436 | Fremont | East Bay Greenway Trail (Irvington to Fremont BART) | 3-South | 2014 MBB | TEP-42 | Bike/Ped | Final Design (PS&E) | 1,033 | | 1,033 | | | | | 1,033 |
| 00235 | Fremont | East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail) | 3-South | 2014 MBB | TEP-42 | Bike/Ped | PE/Env | 1,901 | 1,901 | | | | | | 1,901 |
| 00235 | Fremont | East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail) | 3-South | 2014 MBB | TEP-42 | Bike/Ped | Final Design (PS&E) | 3,553 | 3,553 | | | | | | 3,553 |
| 00322 | Fremont | Former State Route 84 Pavement Rehabilitation | 3-South | 2014 MBB | TEP-21 | LSR | CON | 2,000 | 2,000 | | | | | | 2,000 |
| 00362 | Fremont | Fremont Boulevard/Country Drive Protected Intersection Project | 3-South | 2000 MB | Disc-BP | Bike/Ped | CON | 267 | 267 | | | | | | 267 |
| 00374 | Fremont | Fremont Boulevard/Grimmer Boulevard Improvement Project | 3-South | STP/CMAQ | STP/CMAQ | Bike/Ped | CON | 1,415 | 1,415 | | | | | | 1,415 |
| 00441 | Fremont | Fremont Boulevard/Walnut Avenue Bikeway Project | 3-South | 2014 MBB | TEP-44 | Bike/Ped | Final Design (PS&E) | 1,100 | | 1,100 | | | | | 1,100 |
| 00373 | Fremont | Fremont Boulevard/Walnut Avenue Protected Intersection Project | 3-South | STP/CMAQ | STP/CMAQ | Bike/Ped | CON | 1,271 | 1,271 | | | | | | 1,271 |
| 00091 | Fremont | Fremont City Center Multi-Modal Improvements | 3-South | OBAG | STP | Multiple | CON | 1,288 | 1,288 | | | | | | 1,288 |
| 00186 | Fremont | Fremont Signal Timing Optimization: Paseo Padre Pkwy, Fremont Blvd, Decoto Rd, and Auto Mall Pkwy | 3-South | TFCA | Prog Mgr | LSR | CON | 646 | 646 | | | | | | 646 |
| 00305 | Fremont | I-680 Interchange Modernization & Area Imprvts. (Mission Blvd, Washington, Auto Mall Pkwy, Auto Mall Pkwy / WarmSprings Intersection) | 3-South | 2014 MBB | TEP-21 | HWY | Planning / Scoping | 3,000 | 3,000 | | | | | | 3,000 |
| 00309 | Fremont | I-880 Bridge at Pacific Commons Trail | 3-South | 2014 MBB | TEP-21 | Bike/Ped | PE/Env | 2,100 | 2,100 | | | | | | 2,100 |
| 00306 | Fremont | I-880/Decoto Interchange Modernization | 3-South | 2014 MBB | TEP-21 | HWY | Planning / Scoping | 1,000 | 1,000 | | | | | | 1,000 |
| 00306 | Fremont | I-880/Decoto Interchange Modernization | 3-South | 2014 MBB | TEP-21 | HWY | PE/Env | 2,000 | 2,000 | | | | | | 2,000 |
| 00308 | Fremont | Niles/Nursery Avenue Railroad Crossing Safety and Quiet Zone | 3-South | 2014 MBB | TEP-21 | Freight | CON | 977 | 977 | | | | | | 977 |
| 00290 | Fremont | Ride-On Tri-City! Mobility Management and Travel Training Program | 3-South | 2000 MB | Disc-PT | Paratransit | O&M | 693 | 579 | 114 | | | | | 693 |
| 00236 | Fremont | Safe and Smart Corridor Along Fremont Boulevard | 3-South | 2014 MBB | TEP-26 | LSR | PE/Env | 443 | 443 | | | | | | 443 |
| 00236 | Fremont | Safe and Smart Corridor Along Fremont Boulevard | 3-South | 2014 MBB | TEP-26 | LSR | Final Design (PS&E) | 1,328 | 1,328 | | | | | | 1,328 |
| 00236 | Fremont | Safe and Smart Corridor Along Fremont Boulevard | 3-South | 2014 MBB | TEP-26 | LSR | CON | 7,525 | 7,525 | | | | | | 7,525 |
| 00153 | Fremont | Scoping: Fremont BART Station West Side Enhancement | 3-South | 2014 MBB | TEP-45 | Transit | Planning / Scoping | 42 | 42 | | | | | | 42 |
| 00154 | Fremont | Scoping: I-880 Bike and Ped Bridge and Trail Connector to Warm Springs BART Station to Bay Trail | 3-South | 2014 MBB | TEP-45 | Bike/Ped | Planning / Scoping | 42 | 42 | | | | | | 42 |
| 00143 | Fremont | Scoping: Route 84 Relinquishment and Centerville Streetscape on Fremont Blvd. | 3-South | 2014 MBB | TEP-26 | Multiple | Planning / Scoping | 41 | 41 | | | | | | 41 |

**Alameda CTC Comprehensive Investment Plan**
**2024 CIP Update Five-Year Programming and Two-Year Allocation Plan**
**2024 CIP Update Programming and Allocations**

| | | | | | | | | Programming and Allocations ($ x 1,000) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | | |
| CIP ID | Sponsor | Project Title | PA | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Thru FY2022-23 | FY2023-24 | FY2024-25 | FY2025-26 | FY2026-27 | FY2027-28 | Total Allocated (Thru FY24-25) |
| 00152 | Fremont | Scoping: Union Pacific Railroad Trail Corridor (South Portion of East Bay Greenway) | 3-South | 2014 MBB | TEP-42 | Multiple | Planning / Scoping | 42 | 42 | | | | | | 42 |
| 00179 | Fremont | South Fremont Arterial Management (FY 17/18 - 18/19) | 3-South | TFCA | Prog Mgr | LSR | CON | 425 | 425 | | | | | | 425 |
| 00025 | Fremont | Tri-City Mobility Management and Travel Training Program | 3-South | 2000 MB | Disc-PT | Paratransit | O&M | 431 | 431 | | | | | | 431 |
| 00272 | Fremont | Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19) | 3-South | 2000 MB | Disc-PT | Paratransit | O&M | 280 | 280 | | | | | | 280 |
| 00027 | Fremont | Tri-City Taxi Voucher Program | 3-South | 2000 MB | Disc-PT | Paratransit | O&M | 450 | 450 | | | | | | 450 |
| 00026 | Fremont | Tri-City Volunteer Driver Programs | 3-South | 2000 MB | Disc-PT | Paratransit | O&M | 549 | 549 | | | | | | 549 |
| 00238 | Fremont | Walnut Avenue Protected Bikeway in City Center/Downtown PDA | 3-South | 2014 MBB | TEP-45 | Bike/Ped | CON | 5,000 | 5,000 | | | | | | 5,000 |
| 00140 | Fremont | Warm Springs BART Station - West Side Access | 3-South | 2014 MBB | TEP-45 | Transit | CON | 25,000 | 25,000 | | | | | | 25,000 |
| 00140 | Fremont | Warm Springs BART Station - West Side Access | 3-South | 2014 MBB | TEP-21 | Transit | CON | 5,000 | 5,000 | | | | | | 5,000 |
| 00310 | Fremont/ Ala. County | Niles Canyon Trail Phase I | 3-South | 2014 MBB | TEP-21 | Bike/Ped | PE/Env | 750 | 750 | | | | | | 750 |
| 00310 | Fremont/ Ala. County | Niles Canyon Trail Phase I | 3-South | 2014 MBB | TEP-21 | Bike/Ped | Final Design (PS&E) | 250 | 250 | | | | | | 250 |
| 00307 | Fremont/ Union City | Decoto Boulevard Complete Streets w/Transit Priority Project | 3-South | 1986 MB | MB226 | LSR | Final Design (PS&E) | 3,500 | 3,500 | | | | | | 3,500 |
| 00312 | Fremont/ Union City | Dumbarton to Quarry Lakes Trail | 3-South | 2014 MBB | TEP-21 | Bike/Ped | PE/Env | 2,000 | 2,000 | | | | | | 2,000 |
| 00363 | Hayward | Cesar Chavez Middle School – Safe Routes to School | 2-Central | 2000 MB | Disc-BP | Bike/Ped | CON | 162 | 162 | | | | | | 162 |
| 00092 | Hayward | Hayward - Industrial Boulevard Preservation | 2-Central | OBAG | STP | LSR | CON | 1,265 | 1,265 | | | | | | 1,265 |
| 00138 | Hayward | I-880/Winton Avenue and A Street Interchanges | 2-Central | 2014 MBB | TEP-40 | HWY | Planning / Scoping | 939 | 1,047 | (108) | | | | | 939 |
| 00138 | Hayward | I-880/Winton Avenue and A Street Interchanges | 2-Central | 2014 MBB | TEP-40 | HWY | Final Design (PS&E) | 1,608 | | 1,608 | | | | | 1,608 |
| 00138 | Hayward | I-880/Winton Avenue and A Street Interchanges | 2-Central | 2014 MBB | TEP-40 | HWY | PE/Env | 4,261 | 4,261 | | | | | | 4,261 |
| 00138 | Hayward | I-880/Winton Avenue and A Street Interchanges | 2-Central | STIP | RIP | HWY | CON | 50 | 50 | | | | | | 50 |
| 00241 | Hayward | Main Street Complete Street Project | 2-Central | STP/CMAQ | STP/CMAQ | LSR | Final Design (PS&E) | 175 | 175 | | | | | | 175 |
| 00241 | Hayward | Main Street Complete Street Project | 2-Central | STP/CMAQ | STP/CMAQ | LSR | CON | 1,500 | 1,500 | | | | | | 1,500 |
| 00126 | Hayward | Mission Blvd. Phases 2 & 3 (Complete Streets) | 2-Central | 2014 MBB | TEP-26 | LSR | CON | 23,162 | 23,162 | | | | | | 23,162 |

**Alameda CTC Comprehensive Investment Plan**
**2024 CIP Update Five-Year Programming and Two-Year Allocation Plan**
**2024 CIP Update Programming and Allocations**

| | | | | | | | | Programming and Allocations ($ x 1,000) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | | |
| CIP ID | Sponsor | Project Title | PA | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Thru FY2022-23 | FY2023-24 | FY2024-25 | FY2025-26 | FY2026-27 | FY2027-28 | Total Allocated (Thru FY24-25) |
| 00351 | Hayward | Patrick Avenue Traffic Calming Improvement Project | 2-Central | 2000 MB | Disc-BP | Bike/Ped | CON | 75 | 75 | | | | | | 75 |
| 00242 | Hayward | SR-92 Clawiter-Whitesell Interchange | 2-Central | 2014 MBB | TEP-26 | HWY | Planning / Scoping | 440 | 440 | | | | | | 440 |
| 00243 | Hayward | Winton Avenue - Complete Street Project | 2-Central | STP/CMAQ | LSR | LSR | Final Design (PS&E) | 88 | 88 | | | | | | 88 |
| 00243 | Hayward | Winton Avenue - Complete Street Project | 2-Central | STP/CMAQ | LSR | LSR | CON | | | | | | | | |
| 00283 | LARPD/TVC | Valley Trails Connection Project | 4-East | CMA-TIP | Other | Bike/Ped | CON | 110 | 110 | | | | | | 110 |
| 00389 | LAVTA | Atlantis O&M Facility Bridging Documents | 4-East | 2010 VRF | Disc-Transit | Transit | Final Design (PS&E) | 541 | 541 | | | | | | 541 |
| 00420 | LAVTA | Atlantis Operations and Administration Building | 4-East | 2000 MB | Disc-Transit | Transit | CON | 3,000 | | 3,000 | | | | | 3,000 |
| 00175 | LAVTA | LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17 | 4-East | TFCA | Prog Mgr | Transit | O&M | 275 | 275 | | | | | | 275 |
| 00321 | LAVTA | LAVTA Rte 30 BRT Operations, FYs 19/20 and 20/21 | 4-East | TFCA | Prog Mgr | Transit | O&M | 477 | 477 | | | | | | 477 |
| 00183 | LAVTA | LAVTA Rte 30R Operations (FY 17/18 - 18/19) | 4-East | TFCA | Prog Mgr | Transit | O&M | 318 | 318 | | | | | | 318 |
| 00298 | LAVTA | Para-Taxi Debit Card | 4-East | 2000 MB | Disc-PT | Paratransit | O&M | 87 | 71 | 16 | | | | | 87 |
| 00299 | LAVTA | Para-Taxi Operations | 4-East | 2000 MB | Disc-PT | Paratransit | O&M | 107 | 107 | | | | | | 107 |
| 00378 | LAVTA | Passenger Facilities Enhancements | 4-East | STP/CMAQ | STP/CMAQ | Transit | CON | 2,000 | 2,000 | | | | | | 2,000 |
| 00160 | LAVTA | Pilot Transit Program for Last Mile Connections | 4-East | 2000 MB | Disc-Transit | Transit | O&M | 51 | 51 | | | | | | 51 |
| 00244 | LAVTA | Pleasanton BRT Corridor Enhancement Project (Route 10R) | 4-East | 2000 MB | Disc-Transit | Transit | Final Design (PS&E) | 152 | 152 | | | | | | 152 |
| 00244 | LAVTA | Pleasanton BRT Corridor Enhancement Project (Route 10R) | 4-East | 2000 MB | Disc-Transit | Transit | CON | 1,262 | 1,262 | | | | | | 1,262 |
| 00340 | LAVTA | Rapid Bus Stop Improvement Project | 4-East | RM2 | Other | Transit | Various | 2,300 | 2,300 | | | | | | 2,300 |
| 00334 | LAVTA | Route 30R Weekday Operations | 4-East | TFCA | Prog Mgr | Bike/Ped | CON | 490 | 490 | | | | | | 490 |
| 00245 | LAVTA | Wheels Forward/2020 Plan | 4-East | 2000 MB | Disc-Transit | Transit | Planning / Scoping | 220 | 220 | | | | | | 220 |
| 00008 | LAVTA | WHEELS Route 14 Operating Assistance | 4-East | Lifeline | STA | Transit | O&M | 388 | 388 | | | | | | 388 |
| 00008 | LAVTA | WHEELS Route 14 Operating Assistance | 4-East | Lifeline | JARC | Transit | O&M | 129 | 129 | | | | | | 129 |
| 00276 | LAVTA | Para-Taxi Program (FY 17/18 and FY 18/19) | 4-East | 2014 MBB | TEP-12 | Paratransit | O&M | 22 | 22 | | | | | | 22 |

**Alameda CTC Comprehensive Investment Plan**
**2024 CIP Update Five-Year Programming and Two-Year Allocation Plan**
**2024 CIP Update Programming and Allocations**

| | | | | | | | | Programming and Allocations ($ x 1,000) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | | |
| CIP ID | Sponsor | Project Title | PA | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Thru FY2022-23 | FY2023-24 | FY2024-25 | FY2025-26 | FY2026-27 | FY2027-28 | Total Allocated (Thru FY24-25) |
| 00296 | LIFE ElderCare | Door Through Door (DthruD) and TNC Transportation for Seniors and Disabled Adults | 3-South | 2000 MB | Disc-PT | Paratransit | O&M | 925 | 773 | 152 | | | | | 925 |
| 00275 | LIFE ElderCare | VIP Rides Program (FY 17/18 and FY 18/19) | 3-South | 2014 MBB | TEP-12 | Paratransit | O&M | 275 | 275 | | | | | | 275 |
| 00352 | Livermore | Downtown Livermore Bicycle Parking Project | 4-East | 2000 MB | Disc-BP | Bike/Ped | CON | 75 | 75 | | | | | | 75 |
| 00189 | Livermore | Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta) | 4-East | 2014 MBB | TEP-42 | Bike/Ped | PE/Env | 20 | 20 | | | | | | 20 |
| 00189 | Livermore | Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta) | 4-East | 2014 MBB | TEP-42 | Bike/Ped | Planning / Scoping | 30 | 30 | | | | | | 30 |
| 00189 | Livermore | Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta) | 4-East | 2014 MBB | TEP-42 | Bike/Ped | Final Design (PS&E) | 137 | 137 | | | | | | 137 |
| 00189 | Livermore | Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta) | 4-East | TFCA | Prog Mgr | Bike/Ped | CON | 193 | 193 | | | | | | 193 |
| 00189 | Livermore | Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta) | 4-East | 2014 MBB | TEP-42 | Bike/Ped | CON | 1,406 | 1,406 | | | | | | 1,406 |
| 00364 | Livermore | Lawrence Elementary School Safe Routes to School Improvements | 4-East | 2000 MB | Disc-BP | Bike/Ped | Final Design (PS&E) | 17 | 17 | | | | | | 17 |
| 00364 | Livermore | Lawrence Elementary School Safe Routes to School Improvements | 4-East | 2000 MB | Disc-BP | Bike/Ped | CON | 84 | 84 | | | | | | 84 |
| 00246 | Livermore | Livermore Annual Pavement Maintenance - MTS Routes | 4-East | STP/CMAQ | LSR | LSR | CON | 1,382 | 1,382 | | | | | | 1,382 |
| 00404 | Livermore | Robertson Park/Concannon and Epson/Concannon Crossing Improvements | 4-East | 2000 MB | Disc-BP | Bike/Ped | Final Design (PS&E) | 81 | 81 | | | | | | 81 |
| 00404 | Livermore | Robertson Park/Concannon and Epson/Concannon Crossing Improvements | 4-East | 2000 MB | Disc-BP | Bike/Ped | CON | 242 | 242 | | | | | | 242 |
| 00247 | Livermore | Vasco Road/I-580 Interchange Improvements | 4-East | 2014 MBB | TEP-34 | HWY | PE/Env | 1,380 | 1,380 | | | | | | 1,380 |
| 00102 | MTC | Regional Planning Activities and PPM - Alameda | Multiple | OBAG | STP | Multiple | PE/Env | 1,034 | 1,034 | | | | | | 1,034 |
| 00342 | MTC / WOEIP | Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match) | 1-North | 2014 MBB | TEP-46 | Freight | PE/Env | 100 | | 100 | | | | | 100 |
| 00342 | MTC / WOEIP | Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match) | 1-North | 2014 MBB | TEP-46 | Freight | Final Design (PS&E) | 100 | | 100 | | | | | 100 |
| 00342 | MTC / WOEIP | Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match) | 1-North | 2014 MBB | TEP-46 | Freight | CON | 400 | 400 | | | | | | 400 |
| 00328 | MTC / Alameda CTC | Bay Bridge Bicycle/Pedestrain LINK | 1-North | 2000 MB | Disc-BP | Transit | Final Design (PS&E) | 3,000 | 3,000 | | | | | | 3,000 |
| 00324 | MTC / Alameda CTC | I-580 WB HOV Extension | 4-East | 2010 VRF | Disc-Transit | Transit | Planning / Scoping | 75 | 75 | | | | | | 75 |
| 00324 | MTC / Alameda CTC | I-580 WB HOV Extension | 4-East | 2010 VRF | Disc-Transit | Transit | PE/Env | 325 | 325 | | | | | | 325 |
| 00324 | MTC / Alameda CTC | I-580 WB HOV Extension | 4-East | 2010 VRF | Disc-Transit | Transit | Final Design (PS&E) | 350 | 350 | | | | | | 350 |

**Alameda CTC Comprehensive Investment Plan**
**2024 CIP Update Five-Year Programming and Two-Year Allocation Plan**
**2024 CIP Update Programming and Allocations**

| | | | | | | | | Programming and Allocations ($ x 1,000) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | | |
| CIP ID | Sponsor | Project Title | PA | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Thru FY2022-23 | FY2023-24 | FY2024-25 | FY2025-26 | FY2026-27 | FY2027-28 | Total Allocated (Thru FY24-25) |
| 00324 | MTC / Alameda CTC | I-580 WB HOV Extension | 4-East | 2010 VRF | Disc-Transit | Transit | CON | | | | | | | | |
| 00326 | MTC / Alameda CTC | I-80 DAA and Near-term improvements | 1-North | 2010 VRF | Disc-Transit | Transit | Planning / Scoping | 200 | 200 | | | | | | 200 |
| 00326 | MTC / Alameda CTC | I-80 DAA and Near-term improvements | 1-North | 2010 VRF | Disc-Transit | Transit | PE/Env | 300 | 300 | | | | | | 300 |
| 00325 | MTC / Alameda CTC | I-80 HOV Lane Extension (Emeryville Crescent) | 1-North | 2010 VRF | Disc-Transit | Transit | Planning / Scoping | 200 | 200 | | | | | | 200 |
| 00325 | MTC / Alameda CTC | I-80 HOV Lane Extension (Emeryville Crescent) | 1-North | 2010 VRF | Disc-Transit | Transit | PE/Env | 500 | 500 | | | | | | 500 |
| 00325 | MTC / Alameda CTC | I-80 HOV Lane Extension (Emeryville Crescent) | 1-North | 2010 VRF | Disc-Transit | Transit | Final Design (PS&E) | 800 | 800 | | | | | | 800 |
| 00325 | MTC / Alameda CTC | I-80 HOV Lane Extension (Emeryville Crescent) | 1-North | 2010 VRF | Disc-Transit | Transit | CON | 1,500 | 1,500 | | | | | | 1,500 |
| 00327 | MTC / Alameda CTC | I-80 Powell Interchange | 1-North | 2010 VRF | Disc-Transit | Transit | Planning / Scoping | 250 | 250 | | | | | | 250 |
| 00327 | MTC / Alameda CTC | I-80 Powell Interchange | 1-North | 2010 VRF | Disc-Transit | Transit | CON | 2,500 | 2,500 | | | | | | 2,500 |
| 00116 | Newark | Central Avenue Overpass | 3-South | 2000 MB | 025 | LSR | Final Design (PS&E) | 3,253 | 3,253 | | | | | | 3,253 |
| 00116 | Newark | Central Avenue Overpass | 3-South | 2000 MB | 025 | LSR | CON | 11,134 | 11,134 | | | | | | 11,134 |
| 00116 | Newark | Central Avenue Overpass | 3-South | 2000 MB | 025 | LSR | ROW | 1,667 | 1,667 | | | | | | 1,667 |
| 00401 | Newark | Cherry Street Class IV Separated Bikeways | 3-South | 2000 MB | Disc-BP | Bike/Ped | CON | 323 | 323 | | | | | | 323 |
| 00401 | Newark | Cherry Street Class IV Separated Bikeways | 3-South | TFCA | Prog Mgr | Bike/Ped | CON | 130 | 130 | | | | | | 130 |
| 00099 | Newark | Enterprise Drive Complete Streets and Road Diet | 3-South | OBAG | STP | Bike/Ped | CON | 454 | 454 | | | | | | 454 |
| 00353 | Newark | Jarvis Avenue Class II Buffered Bike Lanes | 3-South | 2000 MB | Disc-BP | Bike/Ped | CON | 75 | 75 | | | | | | 75 |
| 00366 | Newark | Newark Safe Routes to School Improvements | 3-South | 2000 MB | Disc-BP | Bike/Ped | CON | 43 | 43 | | | | | | 43 |
| 00426 | Newark | Old Town PDA Road Diet and Complete Street Improvement Project | 3-South | OBAG | STP/CMAQ | Bike/Ped | CON | 5,141 | | 5,141 | | | | | 5,141 |
| 00426 | Newark | Old Town PDA Road Diet and Complete Street Improvement Project | 3-South | TFCA | Prog Mgr | Bike/Ped | CON | 69 | | 69 | | | | | 69 |
| 00248 | Newark | Thornton Avenue Pavement Rehabilitation (I-880 to Olive Street) | 3-South | STP/CMAQ | LSR | LSR | CON | 592 | 592 | | | | | | 592 |
| 00125 | Oakland | 14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital | 1-North | 2014 MBB | TEP-26 | LSR | Final Design (PS&E) | 1,300 | 1,300 | | | | | | 1,300 |
| 00125 | Oakland | 14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital | 1-North | 2014 MBB | TEP-26 | LSR | CON | 5,300 | 5,300 | | | | | | 5,300 |

**Alameda CTC Comprehensive Investment Plan**
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**2024 CIP Update Programming and Allocations**

| | | | | | | | | Programming and Allocations ($ x 1,000) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | | |
| CIP ID | Sponsor | Project Title | PA | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Thru FY2022-23 | FY2023-24 | FY2024-25 | FY2025-26 | FY2026-27 | FY2027-28 | Total Allocated (Thru FY24-25) |
| 00375 | Oakland | 14th Street Complete Streets Project | 1-North | STP/CMAQ | STP/CMAQ | Bike/Ped | CON | 1,000 | 1,000 | | | | | | 1,000 |
| 00432 | Oakland | 27th Street and Bay Place Project | 1-North | 2014 MBB | TEP-44 | Bike/Ped | CON | 5,101 | | 5,101 | | | | | 5,101 |
| 00432 | Oakland | 27th Street and Bay Place Project | 1-North | 2014 MBB | TEP-45 | Bike/Ped | CON | 3,200 | | 3,200 | | | | | 3,200 |
| 00249 | Oakland | 27th Street Complete Streets | 1-North | 2014 MBB | TEP-45 | LSR | PE/Env | 225 | 225 | | | | | | 225 |
| 00249 | Oakland | 27th Street Complete Streets | 1-North | 2014 MBB | TEP-45 | LSR | Final Design (PS&E) | 1,725 | 1,725 | | | | | | 1,725 |
| 00433 | Oakland | 66th Avenue BART to Bay Trail | 1-North | 2014 MBB | TEP-42 | Bike/Ped | Final Design (PS&E) | 2,140 | | 2,140 | | | | | 2,140 |
| 00103 | Oakland | 7th Street West Oakland Transit Village, Phase II | 1-North | OBAG | CMAQ | Bike/Ped | CON | 3,288 | 3,288 | | | | | | 3,288 |
| 00167 | Oakland | Broadway "B" Shuttle - Non-Peak (10am-3pm) Operations, FY 15/16 | 1-North | TFCA | Prog Mgr | Transit | O&M | 210 | 210 | | | | | | 210 |
| 00180 | Oakland | Broadway Shuttle Operations | 1-North | 2014 MBB | TEP-45 | Transit | O&M | 1,650 | 1,650 | | | | | | 1,650 |
| 00180 | Oakland | Broadway Shuttle Operations | 1-North | TFCA | Prog Mgr | Transit | O&M | 790 | 790 | | | | | | 790 |
| 00180 | Oakland | Broadway Shuttle Operations (FY 16/17 - 17/18) | 1-North | TFCA | Prog Mgr | Transit | O&M | 367 | 367 | | | | | | 367 |
| 00425 | Oakland | Broadway Streetscape and Transit Improvements | 1-North | 2014 MBB | TEP-24 | Transit | Final Design (PS&E) | 3,888 | | 3,888 | | | | | 3,888 |
| 00323 | Oakland | Broadway Transit Lanes | 1-North | 2014 MBB | TEP-24 | Transit | CON | 1,462 | 4,000 | (2,538) | | | | | 1,462 |
| 00168 | Oakland | CityRacks, Phase 12 | 1-North | TFCA | Prog Mgr | Bike/Ped | Various | 117 | 117 | | | | | | 117 |
| 00354 | Oakland | Citywide Bicycle/Pedestrian Rapid Response Enhancements | 1-North | 2000 MB | Disc-BP | Bike/Ped | CON | 75 | 75 | | | | | | 75 |
| 00251 | Oakland | E 12th Street Bikeway | 1-North | 2000 MB | Disc-BP | Bike/Ped | PE/Env | | | | | | | | |
| 00251 | Oakland | E 12th Street Bikeway | 1-North | 2000 MB | Disc-BP | Bike/Ped | Final Design (PS&E) | 250 | 250 | | | | | | 250 |
| 00251 | Oakland | E 12th Street Bikeway | 1-North | 2000 MB | Disc-BP | Bike/Ped | CON | 1,110 | 1,110 | | | | | | 1,110 |
| 00251 | Oakland | E 12th Street Bikeway | 1-North | TFCA | Prog Mgr | Bike/Ped | CON | | | | | | | | |
| 00331 | Oakland | E. 12th St Bike Lanes | 1-North | TFCA | Prog Mgr | Bike/Ped | CON | 215 | 215 | | | | | | 215 |
| 00376 | Oakland | East Bay Greenway Segment II | 1-North | STP/CMAQ | STP/CMAQ | Bike/Ped | CON | 1,000 | 1,000 | | | | | | 1,000 |
| 00252 | Oakland | East Oakland Community Streets Plan | 1-North | 2014 MBB | TEP-45 | LSR | Planning / Scoping | 100 | 100 | | | | | | 100 |

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**2024 CIP Update Programming and Allocations**

| | | | | | | | | Programming and Allocations ($ x 1,000) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | | |
| CIP ID | Sponsor | Project Title | PA | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Thru FY2022-23 | FY2023-24 | FY2024-25 | FY2025-26 | FY2026-27 | FY2027-28 | Total Allocated (Thru FY24-25) |
| 00253 | Oakland | Fruitvale Ave Gap Closure | 1-North | 2014 MBB | TEP-44 | Bike/Ped | CON | 1,634 | 1,634 | | | | | | 1,634 |
| 00137 | Oakland | I-880/42nd-High Street Access Improvements | 1-North | 2014 MBB | TEP-40 | HWY | CON | 10,000 | 10,000 | | | | | | 10,000 |
| 00442 | Oakland | LAAMPS Phase Two | 1-North | 2014 MBB | TEP-44 | Bike/Ped | Final Design (PS&E) | 1,197 | | 1,197 | | | | | 1,197 |
| 00093 | Oakland | Lake Merritt BART Bikeways | 1-North | OBAG | STP | Bike/Ped | CON | 571 | 571 | | | | | | 571 |
| 00095 | Oakland | Lakeside Complete Streets and Road Diet | 1-North | OBAG | STP | Bike/Ped | CON | 4,446 | 4,446 | | | | | | 4,446 |
| 00095 | Oakland | Lakeside Complete Streets and Road Diet | 1-North | OBAG | CMAQ | Bike/Ped | CON | 2,554 | 2,554 | | | | | | 2,554 |
| 00254 | Oakland | Lakeside Family Streets | 1-North | STP/CMAQ | STP/CMAQ | LSR | PE/Env | 80 | 80 | | | | | | 80 |
| 00254 | Oakland | Lakeside Family Streets | 1-North | STP/CMAQ | STP/CMAQ | LSR | Final Design (PS&E) | 320 | 320 | | | | | | 320 |
| 00254 | Oakland | Lakeside Family Streets | 1-North | STP/CMAQ | STP/CMAQ | LSR | CON | 4,392 | 4,392 | | | | | | 4,392 |
| 00255 | Oakland | Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape | 1-North | 2010 VRF | Disc-BP | Bike/Ped | CON | 2,500 | 2,500 | | | | | | 2,500 |
| 00367 | Oakland | Lincoln Elementary Safe Routes to School | 1-North | 2000 MB | Disc-BP | Bike/Ped | Final Design (PS&E) | 60 | 60 | | | | | | 60 |
| 00367 | Oakland | Lincoln Elementary Safe Routes to School | 1-North | 2000 MB | Disc-BP | Bike/Ped | CON | 125 | 125 | | | | | | 125 |
| 00367 | Oakland | Lincoln Elementary Safe Routes to School | 1-North | CMA-TIP | CMA-TIP | Bike/Ped | CON | 200 | 200 | | | | | | 200 |
| 00256 | Oakland | MacArthur Smart City Corridor Project, Phase I | 1-North | 2014 MBB | TEP-46 | LSR | Final Design (PS&E) | 1,500 | 1,500 | | | | | | 1,500 |
| 00256 | Oakland | MacArthur Smart City Corridor Project, Phase I | 1-North | 2014 MBB | TEP-46 | LSR | CON | 9,500 | 9,500 | | | | | | 9,500 |
| 00100 | Oakland | Oakland - Peralta and MLK Blvd Streetscape Phase I | 1-North | OBAG | CMAQ | Bike/Ped | CON | 5,452 | 5,452 | | | | | | 5,452 |
| 00122 | Oakland | Oakland Army Base Infrastructure Improvements - Truck Parking | 1-North | 2014 MBB | TEP-26 | Freight | CON | 5,000 | 5,000 | | | | | | 5,000 |
| 00121 | Oakland | Oakland Army Base Roadway Infrastructure Improvements | 1-North | 2014 MBB | TEP-26 | Freight | CON | 41,000 | 41,000 | | | | | | 41,000 |
| 00064 | Oakland | Oakland Broadway Corridor Transit | 1-North | 2014 MBB | TEP-24 | Transit | Planning / Scoping | 50 | 50 | | | | | | 50 |
| 00187 | Oakland | Oakland Citywide Bike Parking Program, Phase 13 | 1-North | TFCA | Prog Mgr | Bike/Ped | CON | 100 | 100 | | | | | | 100 |
| 00094 | Oakland | Oakland Complete Streets | 1-North | OBAG | STP | LSR | CON | 3,384 | 3,384 | | | | | | 3,384 |
| 00258 | Oakland | Oakland LSR Paving Program | 1-North | STP/CMAQ | LSR | LSR | PE/Env | 734 | 734 | | | | | | 734 |

**Alameda CTC Comprehensive Investment Plan**
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**2024 CIP Update Programming and Allocations**

| | | | | | | | | Programming and Allocations ($ x 1,000) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | |
| CIP ID | Sponsor | Project Title | PA | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Thru FY2022-23 | FY2023-24 | FY2024-25 | FY2025-26 | FY2026-27 | FY2027-28 | Total Allocated (Thru FY24-25) |
| 00258 | Oakland | Oakland LSR Paving Program | 1-North | STP/CMAQ | LSR | LSR | CON | 4,161 | 4,161 | | | | | | 4,161 |
| 00259 | Oakland | OakMob Transportation Demand Management (TDM) | 1-North | 2014 MBB | TEP-45 | Transit | O&M | 215 | 215 | | | | | | 215 |
| 00028 | Oakland | Taxi-Up & Go Project | 1-North | 2000 MB | Disc-PT | Paratransit | O&M | 350 | 350 | | | | | | 350 |
| 00384 | Oakland | West Oakland Transit Improvements | 1-North | 2010 VRF | Disc-Transit | Transit | Planning / Scoping | 200 | 200 | | | | | | 200 |
| 00384 | Oakland | West Oakland Transit Improvements | 1-North | 2010 VRF | Disc-Transit | Transit | PE/Env | 98 | 98 | | | | | | 98 |
| 00384 | Oakland | West Oakland Transit Improvements | 1-North | 2010 VRF | Disc-Transit | Transit | Final Design (PS&E) | 207 | 207 | | | | | | 207 |
| 00384 | Oakland | West Oakland Transit Improvements | 1-North | 2010 VRF | Disc-Transit | Transit | ROW | 21 | 21 | | | | | | 21 |
| 00384 | Oakland | West Oakland Transit Improvements | 1-North | 2010 VRF | Disc-Transit | Transit | CON | 1,398 | 1,398 | | | | | | 1,398 |
| 00260 | Piedmont | Oakland Avenue Improvements | 1-North | STP/CMAQ | LSR | LSR | CON | 168 | 168 | | | | | | 168 |
| 00286 | Piedmont | Oakland Avenue Pedestrian Bridge Railing Project | 1-North | CMA-TIP | Other | LSR | CON | 208 | 208 | | | | | | 208 |
| 00370 | Piedmont | Oakland Avenue Pedestrian Enhancement Project | 1-North | 2000 MB | Disc-BP | Bike/Ped | Final Design (PS&E) | 19 | 19 | | | | | | 19 |
| 00101 | Piedmont | Piedmont Complete Streets (CS) | 1-North | OBAG | STP | Bike/Ped | CON | 129 | 129 | | | | | | 129 |
| 00285 | Piedmont | Piedmont LSR Exchange Projects | 1-North | CMA-TIP | Other | LSR | CON | (208) | (208) | | | | | | (208) |
| 00443 | Piedmont | Piedmont Pedestrian Safety Project | 1-North | 2014 MBB | TEP-44 | Bike/Ped | CON | 500 | | | 500 | | | | 500 |
| 00332 | Piedmont/ EBCE | EV Charging in Piedmont | 1-North | TFCA | Prog Mgr | Bike/Ped | CON | 120 | 120 | | | | | | 120 |
| 00316 | Pleasanton | Citywide Trip Reduction Program | 4-East | TFCA | Prog Mgr | Transit | O&M | 80 | 80 | | | | | | 80 |
| 00355 | Pleasanton | Division Street/St. Mary's Street Cycle Track and Buffered Bike Lanes Project | 4-East | 2000 MB | Disc-BP | Bike/Ped | CON | 62 | 62 | | | | | | 62 |
| 00029 | Pleasanton | Downtown Route Shuttle (DTR) | 4-East | 2000 MB | Disc-PT | Paratransit | O&M | 148 | 148 | | | | | | 148 |
| 00262 | Pleasanton | Pavement Rehabilitation Hacienda Business Park | 4-East | STP/CMAQ | LSR | LSR | CON | 1,095 | 1,095 | | | | | | 1,095 |
| 00104 | Pleasanton | Pleasanton Complete Streets | 4-East | OBAG | STP | Bike/Ped | CON | 832 | 832 | | | | | | 832 |
| 00188 | Pleasanton | Pleasanton Trip Reduction Program (FY 17/18 - 18/19) | 4-East | TFCA | Prog Mgr | Bike/Ped | O&M | 65 | 65 | | | | | | 65 |
| 00444 | Pleasanton | Pleasanton Trip Reduction Program (FY 22/23 - 23/24) | 4-East | TFCA | Prog Mgr | Bike/Ped | O&M | 58 | | 58 | | | | | 58 |

**Alameda CTC Comprehensive Investment Plan**
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**2024 CIP Update Programming and Allocations**

| CIP ID | Sponsor | Project Title | PA | Fund Source | Fund Subset | Mode | Phase | Programming and Allocations ($ x 1,000) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | | |
| | | | | | | | | Programmed Amount | Prior Thru FY2022-23 | FY2023-24 | FY2024-25 | FY2025-26 | FY2026-27 | FY2027-28 | Total Allocated (Thru FY24-25) |
| 00169 | Pleasanton | Pleasanton Trip Reduction Program, FYs 15/16 & 16/17 | 4-East | TFCA | Prog Mgr | Transit | O&M | 53 | 53 | | | | | | 53 |
| 00263 | Pleasanton | Stoneridge at I-680 Interchange improvements | 4-East | 2014 MBB | TEP-26 | HWY | CON | 5,200 | 5,200 | | | | | | 5,200 |
| 00399 | Pleasanton | West Las Positas Bikeway Improvements (Phase 1 and 2) | 4-East | 2000 MB | Disc-BP | Bike/Ped | CON | 717 | 717 | | | | | | 717 |
| 00399 | Pleasanton | West Las Positas Bikeway Improvements (Phase 1 and 2) | 4-East | TFCA | Prog Mgr | Bike/Ped | CON | 150 | 150 | | | | | | 150 |
| 00399 | Pleasanton | West Las Positas Boulevard Multimodal Reconstruction | 4-East | 2014 MBB | TEP-44 | Bike/Ped | CON | 2,300 | | 2,300 | | | | | 2,300 |
| 00399 | Pleasanton | West Las Positas Boulevard Multimodal Reconstruction | 4-East | 2014 MBB | TEP-45 | Bike/Ped | CON | 5,000 | | 5,000 | | | | | 5,000 |
| 00399 | Pleasanton | West Las Positas Boulevard Multimodal Reconstruction | 4-East | Fed | Earmark | Bike/Ped | CON | 1,700 | | 1,700 | | | | | 1,700 |
| 00151 | Port of Oakland | Scoping: 7th Street Grade Separation East | 1-North | 2014 MBB | TEP-27 | Multiple | Planning / Scoping | 6 | 6 | | | | | | 6 |
| 00144 | Port of Oakland | Scoping: Airport Drive Overlay | 1-North | 2014 MBB | TEP-26 | Multiple | Planning / Scoping | 42 | 42 | | | | | | 42 |
| 00150 | Port of Oakland | Scoping: Airport Perimeter Dike | 1-North | 2014 MBB | TEP-27 | Multiple | Planning / Scoping | 30 | 30 | | | | | | 30 |
| 00147 | Port of Oakland | Scoping: Middle Harbor Road Improvements | 1-North | 2014 MBB | TEP-27 | Multiple | Planning / Scoping | 22 | 22 | | | | | | 22 |
| 00149 | Port of Oakland | Scoping: Outer Harbor Intermodal Terminal (OHIT) Phase 2 | 1-North | 2014 MBB | TEP-27 | Multiple | Planning / Scoping | 50 | 50 | | | | | | 50 |
| 00146 | Port of Oakland | Scoping: Port Area ITS Deployment | 1-North | 2014 MBB | TEP-27 | Multiple | Planning / Scoping | 22 | 22 | | | | | | 22 |
| 00148 | Port of Oakland | Scoping: Port Terminal Lighting Upgrade | 1-North | 2014 MBB | TEP-27 | Multiple | Planning / Scoping | 6 | 6 | | | | | | 6 |
| 00145 | Port of Oakland | Scoping: Port Terminal Seismic Monitoring Program | 1-North | 2014 MBB | TEP-26 | Freight | Planning / Scoping | 7 | 7 | | | | | | 7 |
| 00398 | San Leandro | Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr | 2-Central | 2000 MB | Disc-TCD | Bike/Ped | CON | 1,387 | 1,387 | | | | | | 1,387 |
| 00398 | San Leandro | Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr | 2-Central | TFCA | Prog Mgr | Bike/Ped | CON | 92 | 92 | | | | | | 92 |
| 00264 | San Leandro | E.14th St/Hesperian Blvd/150th Ave Intersection Improvements | 2-Central | 2014 MBB | TEP-26 | LSR | CON | 1,821 | | | | 1,821 | | | |
| 00438 | San Leandro | Fairway Drive Traffic Calming | 2-Central | 2014 MBB | TEP-44 | Bike/Ped | Final Design (PS&E) | 58 | | 58 | | | | | 58 |
| 00439 | San Leandro | Hesperian Boulevard Bike Lane Gap Closure | 2-Central | 2014 MBB | TEP-44 | Bike/Ped | Final Design (PS&E) | 225 | | 225 | | | | | 225 |
| 00356 | San Leandro | Lewelling Blvd Pedestrian Safety Rapid Flashing Beacons Project | 2-Central | 2000 MB | Disc-BP | Bike/Ped | CON | 75 | 75 | | | | | | 75 |
| 00434 | San Leandro | Lewelling Boulevard Streetscape | 2-Central | 2014 MBB | TEP-44 | Bike/Ped | Final Design (PS&E) | 234 | | 234 | | | | | 234 |

**Alameda CTC Comprehensive Investment Plan**
**2024 CIP Update Five-Year Programming and Two-Year Allocation Plan**
**2024 CIP Update Programming and Allocations**

| CIP ID | Sponsor | Project Title | PA | Fund Source | Fund Subset | Mode | Phase | Programming and Allocations ($ x 1,000) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | | |
| | | | | | | | | Programmed Amount | Prior Thru FY2022-23 | FY2023-24 | FY2024-25 | FY2025-26 | FY2026-27 | FY2027-28 | Total Allocated (Thru FY24-25) |
| 00434 | San Leandro | Lewelling Boulevard Streetscape | 2-Central | 2014 MBB | TEP-44 | Bike/Ped | CON | 1,973 | | | 1,973 | | | | 1,973 |
| 00190 | San Leandro | LINKS Shuttle (FY 17/18 - 18/19) | 2-Central | TFCA | Prog Mgr | Transit | O&M | 130 | 130 | | | | | | 130 |
| 00190 | San Leandro | LINKS Shuttle Operations | 2-Central | 2014 MBB | TEP-45 | Transit | O&M | 1,020 | 1,020 | | | | | | 1,020 |
| 00190 | San Leandro | LINKS Shuttle Operations | 2-Central | 2010 VRF | Disc-Transit | Transit | O&M | 1,007 | 149 | 154 | 183 | 190 | 164 | 167 | 486 |
| 00190 | San Leandro | LINKS Shuttle Operations (FY 24/25 & FY 25/26) | 2-Central | TFCA | Prog Mgr | Transit | O&M | 67 | | | 34 | 33 | | | 34 |
| 00190 | San Leandro | LINKS Shuttle Operations (FY20/21 & 21/22) | 2-Central | TFCA | Prog Mgr | Transit | O&M | 128 | 128 | | | | | | 128 |
| 00190 | San Leandro | LINKS Shuttle Operations (FY22/23 & FY 23/24) | 2-Central | TFCA | Prog Mgr | Transit | O&M | 114 | 57 | 57 | | | | | 114 |
| 00405 | San Leandro | MacArthur Boulevard Park & Ride | 2-Central | 2010 VRF | Disc-Transit | Transit | CON | 543 | | 543 | | | | | 543 |
| 00405 | San Leandro | MacArthur Boulevard Park & Ride | 2-Central | TFCA | Prog Mgr | Transit | CON | 80 | | 80 | | | | | 80 |
| 00096 | San Leandro | San Leandro Boulevard Preservation | 1-North | OBAG | STP | LSR | CON | 804 | 804 | | | | | | 804 |
| 00170 | San Leandro | San Leandro LINKS shuttle, FYs 15/16 and 16/17 | 2-Central | TFCA | Prog Mgr | Transit | O&M | 50 | 50 | | | | | | 50 |
| 00067 | San Leandro | San Leandro Streets Rehabilitation | 2-Central | 2014 MBB | TEP-26 | LSR | CON | 30,000 | 30,000 | | | | | | 30,000 |
| 00265 | San Leandro | Washington Avenue Rehabilitation | 2-Central | STP/CMAQ | LSR | LSR | PE/Env | 73 | 73 | | | | | | 73 |
| 00265 | San Leandro | Washington Avenue Rehabilitation | 2-Central | STP/CMAQ | LSR | LSR | CON | 975 | 975 | | | | | | 975 |
| 00030 | SHS | Rides for Seniors | 2-Central | 2000 MB | Disc-PT | Paratransit | O&M | 235 | 235 | | | | | | 235 |
| 00051 | SJRRC | ACE Capital | 4-East | 2000 MB | 01 | Transit | Various | 13,184 | 13,184 | | | | | | 13,184 |
| 00382 | SJRRC | Newark-Albrae Siding Connection Project | 3-South | 2010 VRF | Disc-Transit | Transit | Final Design (PS&E) | 235 | 235 | | | | | | 235 |
| 00382 | SJRRC | Newark-Albrae Siding Connection Project | 3-South | 2010 VRF | Disc-Transit | Transit | CON | 1,765 | 1,765 | | | | | | 1,765 |
| 00031 | SSPTV | Volunteer Assisted Senior Transportation Program | 4-East | 2000 MB | Disc-PT | Paratransit | O&M | 325 | 325 | | | | | | 325 |
| 00277 | SSPTV | Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19) | 4-East | 2014 MBB | TEP-12 | Paratransit | O&M | 210 | 210 | | | | | | 210 |
| 00297 | SSPTV | Volunteers Assisting Seniors with Transportation (VAST) | 4-East | 2000 MB | Disc-PT | Paratransit | O&M | 701 | 583 | 118 | | | | | 701 |
| 00267 | Union City | Bicycle and Pedestrian Master Plan Update | 3-South | 2000 MB | Disc-BP | Bike/Ped | Planning / Scoping | 150 | 150 | | | | | | 150 |
| 00266 | Union City | Dyer Road Pavement Rehabilitation | 3-South | STP/CMAQ | LSR | LSR | CON | 872 | 872 | | | | | | 872 |

**Alameda CTC Comprehensive Investment Plan**
**2024 CIP Update Five-Year Programming and Two-Year Allocation Plan**
**2024 CIP Update Programming and Allocations**

| | | | | | | | | Programming and Allocations ($ x 1,000) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | | |
| CIP ID | Sponsor | Project Title | PA | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Thru FY2022-23 | FY2023-24 | FY2024-25 | FY2025-26 | FY2026-27 | FY2027-28 | Total Allocated (Thru FY24-25) |
| 00333 | Union City | East-West Connector / Quarry Lakes Parkway | 3-South | 1986 MB | MB226 | LSR | Final Design (PS&E) | 6,700 | 6,700 | | | | | | 6,700 |
| 00010 | Union City | Operations Support for Route 2 | 3-South | Lifeline | STA | Transit | O&M | 220 | 220 | | | | | | 220 |
| 00371 | Union City | Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School | 3-South | 2000 MB | Disc-BP | Bike/Ped | Final Design (PS&E) | 10 | 10 | | | | | | 10 |
| 00372 | Union City | Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School | 3-South | 2000 MB | Disc-BP | Bike/Ped | CON | 71 | 71 | | | | | | 71 |
| 00191 | Union City | Union City Boulevard Bike Lanes Phase 2 | 3-South | 2014 MBB | TEP-44 | Bike/Ped | PE/Env | 5 | 5 | | | | | | 5 |
| 00191 | Union City | Union City Boulevard Bike Lanes Phase 2 | 3-South | 2014 MBB | TEP-44 | Bike/Ped | Final Design (PS&E) | 780 | 780 | | | | | | 780 |
| 00191 | Union City | Union City Boulevard Bike Lanes Phase 2 | 3-South | 2014 MBB | TEP-44 | Bike/Ped | CON | 5,779 | 5,779 | | | | | | 5,779 |
| 00191 | Union City | Union City Boulevard Bike Lanes Phase 2 | 3-South | CMA-TIP | Other | Bike/Ped | CON | 1,100 | 1,100 | | | | | | 1,100 |
| 00191 | Union City | Union City Boulevard Bike Lanes Phase 2 | 3-South | TFCA | Prog Mgr | Bike/Ped | CON | 136 | 136 | | | | | | 136 |
| 00191 | Union City | Union City Boulevard Bike Lanes Phase 3 | 3-South | 2014 MBB | TEP-42 | Bike/Ped | CON | 1,751 | | 1,751 | | | | | 1,751 |
| 00191 | Union City | Union City Boulevard Bike Lanes Phase 3 | 3-South | TFCA | Prog Mgr | Bike/Ped | CON | 49 | | 49 | | | | | 49 |
| 00390 | Union City | Union City Electric Bus Infrastructure | 3-South | TFCA | Prog Mgr | Transit | CON | 1,500 | 1,500 | | | | | | 1,500 |
| 00317 | Union City | Union City IDEA Grant Traffic Signal Control Improvement | 4-East | TFCA | Prog Mgr | Transit | CON | 221 | 221 | | | | | | 221 |
| 00062 | Union City | Union City Intermodal Station | 3-South | 2014 MBB | TEP-22 | Transit | Planning / Scoping | 51 | 51 | | | | | | 51 |
| 00294 | USOAC | Senior Public Transportation Training and Education Program | 1-North | 2000 MB | Disc-PT | Paratransit | O&M | 419 | 307 | 112 | | | | | 419 |
| 00282 | Various | Lifeline Cycle 5 Program | Multiple | Lifeline | Various | Transit | Various | 4,789 | 4,789 | | | | | | 4,789 |
| 00281 | Various | State Transportation Improvement Program | Multiple | STIP | RIP | HWY | Various | 48,813 | 48,813 | | | | | | 48,813 |
| | | | | | | | | **1,609,963** | **1,398,335** | **163,155** | **27,394** | **6,744** | **664** | **8,677** | **1,588,884** |

| | |
|---|---|
| **Total 2-year Allocations** | **$ 190,549** |
| **Total 5-year Programming** | **$ 206,634** |

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**SAMPLE RESOLUTION NO.**

**A RESOLUTION OF THE GOVERNING BODY OF THE [INSERT AGENCY NAME] ACCEPTING FUNDS FROM THE ALAMEDA COUNTY TRANSPORTATION COMMISSION FOR THE [INSERT PROJECT TITLE]**

**WHEREAS**, the Alameda County Transportation Commission ("ALAMEDA CTC") administers funding programs for projects and programs that benefit the Alameda County transportation system, consisting of 2000 Measure B, 2010 Vehicle Registration Fee ("VRF"), 2014 Measure BB, CMA-TIP, and Transportation Fund for Clean Air Programs, and such funding is collectively defined as and shall be referenced herein as the "ALAMEDA CTC ADMINISTERED FUNDS"; and

**WHEREAS,** INSERT AGENCY NAME ("FUND RECIPIENT") submitted a funding application ("APPLICATION") to the ALAMEDA COUNTY TRANSPORTATION COMMISSION ("ALAMEDA CTC") for INSERT PROJECT TITLE ("PROJECT"); and

**WHEREAS,** the PROJECT will implement [INSERT PROJECT DESCRIPTION]; and

**WHEREAS,** by action of the ALAMEDA CTC Commission at its meeting held on May 25, 2023, ALAMEDA CTC awarded $XX in ALAMEDA CTC ADMINISTERED FUNDS to the FUND RECIPIENT for the implementation and delivery of the [INSERT AWARDED PHASE(S)] phase(s) ("AWARDED PHASE(S)") of PROJECT; and

**WHEREAS**, prior to receipt of any ALAMEDA CTC ADMINISTERED FUNDS, FUND RECIPIENT shall be required to enter into a Project Funding Agreement with ALAMEDA CTC for the PROJECT ("AGREEMENT") based on ALAMEDA CTC's form therefor, which AGREEMENT shall set forth certain project-specific requirements applicable to the PROJECT; and

**WHEREAS**, as part of the requirements to receive ALAMEDA CTC ADMINISTERED FUNDS awarded to the PROJECT, ALAMEDA CTC requires a resolution accepting the awarded funding to be adopted by the FUND RECIPIENT's governing body confirming the following:

1. FUND RECIPIENT's commitment to secure matching funds against the awarded ALAMEDA CTC ADMINISTERED FUNDS; and
2. FUND RECIPIENT's commitment to provide any additional funding required to deliver the AWARDED PHASE(S) OF PROJECT, with an understanding the same shall not be funded with additional ALAMEDA CTC ADMINISTERED FUNDS; and
3. FUND RECIPIENT's commitment to implement the AWARDED PHASE(S) of PROJECT as described in the funding application and the subsequent funding agreement between ALAMEDA CTC and the FUND RECIPIENT; and
4. FUND RECIPIENT's commitment to comply with the AGREEMENT; and
5. FUND RECIPIENT's commitment to comply with the applicable requirements set forth in ALAMEDA CTC's Local Business Contract Equity ("LBCE") Program for professional services and construction contracts funded with Measure B, Measure BB, and/or VRF funds, and abide by the LBCE procedures in the applicable solicitations and contracts.

**NOW, THEREFORE, BE IT RESOLVED** that FUND RECIPIENT agrees to accept award of $XX in ALAMEDA CTC ADMINISTERED FUNDS; and be it further

**RESOLVED** that FUND RECIPIENT, by adopting this resolution, does hereby state that:

1. FUND RECIPIENT will provide a minimum of $XX in matching funds anticipated to be from XYZ Sources; and
2. FUND RECIPIENT understands that FUND RECIPIENT shall be responsible to provide any additional funding required to deliver the AWARDED PHASE(S) OF PROJECT, and the same shall not be funded with additional ALAMEDA CTC ADMINISTERED FUNDS; and
3. AWARDED PHASE(S) of PROJECT will be implemented as described in the APPLICATION, AGREEMENT, and in this resolution; and
4. FUND RECIPIENT will comply with the AGREEMENT; and
5. FUND RECIPIENT will comply with the applicable requirements set forth in ALAMEDA CTC's LBCE Program; and therefore, be it further

**RESOLVED** that FUND RECIPIENT hereby confirms that there is no pending or threatened litigation that might in any way adversely affect FUND RECIPIENT's ability to implement and deliver the proposed PROJECT; and be it further

**RESOLVED** that FUND RECIPIENT authorizes its City Manager/Administrator/General Manager, or designee, to execute the AGREEMENT; and be it further

**RESOLVED** that FUND RECIPIENT shall provide ALAMEDA CTC with a fully-executed copy of this Resolution.

Duly passed and adopted by _____ at the governing body meeting held on [day of week], [date], 202X in [city], California by the following votes:

**AYES:** **NOES:** **ABSTAIN:** **ABSENT:**

**SIGNED:** **ATTEST:**

_____ _____

[Insert name and title of council chair] [Insert name and title of secretary or clerk]

| | |
|---|---|
| **DATE:** | May 18, 2023 |
| **TO:** | Alameda County Transportation Commission |
| **FROM:** | Patricia Reavey, Deputy Executive Director of Finance and Administration<br>Lily Balinton, Director of Finance |
| **SUBJECT:** | Approve the Alameda CTC FY2023-24 Proposed Budget |

## Recommendation

It is recommended that the Commission approve the Alameda CTC Proposed Budget for FY2023-24.

## Summary

The Alameda CTC FY2023-24 Proposed Consolidated Budget demonstrates a sustainable, balanced budget utilizing projected revenues and fund balance in some funds to fund total expenditures. The Proposed Budget has been prepared based on the modified accrual basis of accounting, which is consistent with the basis of accounting utilized to prepare the agency's audited financial statements. It has been segregated by fund type and includes an adjustment column in order to eliminate interagency revenues and expenditures on a consolidated basis. The fund types included are General Funds, Express Lanes Fund, Special Revenue Funds, Exchange Fund, Debt Service Funds, and Capital Projects Funds.

The Proposed Budget is summarized in Attachment A of this staff report and contains projected revenues totaling $520.3 million and anticipated expenditures of $478.5 million. Salaries and benefits expenditures are nominal as compared to total budgeted expenditures. These revenue and expenditure totals constitute a net increase in fund balance of $41.9 million for a projected consolidated ending fund balance of $662.1 million.

Approval of the Proposed Capital Program budget is requested for the total amount found in the "Proposed FY2023-24 Capital Budget w/ Estimated Rollover" column on the attached FY2023-24 Proposed Capital Program Budget sheet (Attachment B). This column includes both the additional capital budget amount requested for FY2023-24 as well as an estimated rollover balance from the adopted FY2022-23 budget. The capital program amount carried forward to the Proposed Consolidated Budget sheet (Attachment A) does not include the roll

forward budget authority because the expenditure amount is still included in the approved budget for FY2022-23 and, therefore, is already netted out of the projected roll forward fund balance from the FY2022-23 adopted budget. During the mid-year budget update process, the roll forward fund balance will be updated to actual based on audited financial statements. Consequently, the capital program budget amount on the FY2023-24 Proposed Consolidated Mid-Year Budget Update spreadsheet, which will come to the Commission for approval later in FY2023-24, will be for the full capital program budget including both the actual roll forward balance from FY2022-23 and any additional requested capital budget for FY2023-24. This methodology is necessary to ensure accurate and reliable fund balance information in the Alameda CTC budget.

Direct local distribution (DLD) expenditures are distributed using a formula established in the 2014 Transportation Expenditure Plan (2014 TEP) and are estimated in the Proposed Budget based on projected sales tax revenues. Approval of DLD expenditures is requested based on actual revenues received, regardless of sales tax revenue projected, in order to allow staff to continue to pass through the DLD funding required in the 2014 TEP to the member agencies on a monthly basis.

The Proposed Budget includes revenues and expenditures necessary to provide vital programs and planning projects for Alameda County and to deliver significant capital projects that expand access and improve mobility in Alameda County consistent with the Comprehensive Investment Plan (CIP).

In January 2014, the Commission adopted a General Fund Balance Reserve Policy to conform to best practices in mitigating risk for the agency. The policy was developed in accordance with best practice recommendations by the Government Finance Officers' Association. Alameda CTC has included the General Fund balance reserve amount in this budget which is calculated based on two months' worth of expenditures in the General Fund and one month's worth of expenditures in all other funds and amounts to $40.9 million. The Express Lanes Fund includes a maintenance reserve carried over from prior years of $5.0 million, and the operational risk reserve in this fund remains at the goal level of $20.0 million, which was established in the approved I-580 Express Lane 20 Year Expenditure Plan. The reserves in this budget are in line with best practices and are necessary to ensure financial stability and the ability to fund maintenance when needed on the I-580 Express Lanes and to cover unanticipated expenses, such as those related to commitments in the operations and maintenance agreement with Caltrans, and loss of revenue due to unexpected events such as the COVID-19 pandemic, catastrophic failure of the toll lane systems, or a natural disaster, which are not covered by insurance. The total amount of all reserves in the Proposed Budget is $65.9 million which is 9.4 percent of total expenditures including the roll forward capital budget.

**Background**

Development of the Proposed Budget for FY2023-24 focused on the mission and core functions of Alameda CTC that will enable Alameda CTC to plan, fund and deliver transportation

programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. It includes funding to support the agency's key initiatives related to:

- Community
  - Deliver safe, community-supported multimodal projects
  - Increase accessibility for all transportation users
  - Modernize infrastructure
- Economy
  - Advance projects to support economic vitality, jobs, safety and access
  - Meet/exceed Local Business Contract Equity Program goals
  - Strengthen partnerships to expand employment, services and education
- Equity
  - Expand community engagement
  - Advance multimodal projects that promote equity
  - Expand senior and youth safety and access programs
- Clean Mobility
  - Support emerging technologies (alternative fuels, reduce GHG emissions)
  - Implement projects and programs resulting in sustainable transportation and land use strategies
  - Expand clean transportation
- Accountability
  - Develop sustainable and balanced budgets
  - Ensure transparency
  - Contracting to support economic stability, jobs and local and small businesses

The Proposed Budget includes funding for all approved agency positions filled or planned to be filled in FY2023-24. Salaries and benefits in the Proposed Budget account for 1.5 percent of budgeted expenditures including roll forward capital budget authority.

The Measure BB Salary and Benefits Limitation ratio and Administrative Cost Limitation ratio were calculated based on the revenues and expenditures in the Proposed Budget and were found to be compliant with requirements in the 2014 Transportation Expenditure Plan and the Public Utility Code.

**Fiscal Impact:** The fiscal impact if the FY2023-24 Proposed Consolidated Budget is approved will be to provide resources of $520.3 million and authorize expenditures of $478.5 million, with an overall increase in fund balance of $41.9 million for a projected ending fund balance of $662.1 million of which $65.9 million is reserved per the adopted fund balance reserve policy and for freeway maintenance and to mitigate operational risk.

**Attachments:**

A. Alameda CTC Fiscal Year 2023-24 Proposed Consolidated Budget
B. Alameda CTC Fiscal Year 2023-24 Proposed Capital Program Budget

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**Alameda County Transportation Commission**
**Fiscal Year 2023-24**
**Proposed Consolidated Budget**

| | General Funds | Express Lanes Fund | Special Revenue Funds | Exchange Fund | Debt Service Fund | Capital Projects Funds | Inter-Agency Adjustments/ Eliminations | Total |
|---|---|---|---|---|---|---|---|---|
| **Projected Beginning Fund Balance:** | $ 116,064,852 | $ 29,101,653 | $ 243,306,710 | $ 7,031,346 | $ 2,800,000 | $ 221,970,079 | $ - | $ 620,274,640 |
| **Revenues:** | | | | | | | | |
| Sales Tax Revenues | $ 16,060,000 | $ - | $ 290,803,633 | $ - | $ - | $ 94,636,367 | $ - | $ 401,500,000 |
| Investment Income | 2,650,000 | 1,000,000 | 5,425,000 | 450,000 | - | 8,000,000 | - | 17,525,000 |
| Member Agency Fees | 1,644,786 | - | - | - | - | - | - | 1,644,786 |
| VRF Funds | - | - | 12,000,000 | - | - | - | - | 12,000,000 |
| TFCA Funds | - | - | 2,050,308 | - | - | - | - | 2,050,308 |
| Toll Revenues | - | 10,300,000 | - | - | - | - | - | 10,300,000 |
| Toll Violation and Penalty Revenue | - | 1,600,000 | - | - | - | - | - | 1,600,000 |
| Other Revenues | - | - | 13,100 | - | - | - | (13,100) | - |
| Regional/State/Federal Grants | 2,369,725 | - | 3,096,310 | - | - | 64,458,940 | - | 69,924,975 |
| Local and Other Grants | - | - | - | - | - | 3,765,435 | - | 3,765,435 |
| Total Revenues | 22,724,511 | 12,900,000 | 313,388,351 | 450,000 | - | 170,860,742 | (13,100) | 520,310,504 |
| **Expenditures:** | | | | | | | | |
| Administration | | | | | | | | |
| Salaries and Benefits | 3,398,771 | - | - | - | - | 9,287 | - | 3,408,058 |
| General Office Expenses | 2,870,966 | - | 400 | - | - | 9,800 | (400) | 2,880,766 |
| Travel Expense | 52,000 | - | - | - | - | - | - | 52,000 |
| Debt Service | - | - | - | - | 9,047,500 | - | - | 9,047,500 |
| Professional Services | 2,860,508 | - | - | - | - | 230,000 | - | 3,090,508 |
| Commission and Community Support | 223,825 | - | 12,700 | - | - | - | (12,700) | 223,825 |
| Contingency | 500,000 | - | - | - | - | - | - | 500,000 |
| Freeway Operations | | | | | | | | |
| Salaries and Benefits | - | 294,217 | - | - | - | - | - | 294,217 |
| Operating Expenditures | - | 5,652,000 | - | - | - | - | - | 5,652,000 |
| Special Project Expenditures | - | 4,090,000 | - | - | - | - | - | 4,090,000 |
| Planning | | | | | | | | |
| Salaries and Benefits | 1,587,273 | - | - | - | - | - | - | 1,587,273 |
| Transportation Planning/Transportation Expenditure Plan | 140,000 | - | 1,460,000 | - | - | - | - | 1,600,000 |
| Programs | | | | | | | | |
| Salaries and Benefits | 135,087 | - | 3,055,108 | 102,618 | - | - | (131,534) | 3,161,280 |
| Programs Management and Support | 990,000 | - | 1,377,500 | - | - | - | - | 2,367,500 |
| Safe Routes to School Programs | - | - | 3,344,629 | - | - | - | - | 3,344,629 |
| VRF Programming | - | - | 18,752,000 | - | - | - | - | 18,752,000 |
| Measure BB Direct Local Distribution | - | - | 183,218,112 | - | - | - | - | 183,218,112 |
| Grant Awards | - | - | 25,357,000 | - | - | - | - | 25,357,000 |
| TFCA Programming | - | - | 3,632,873 | - | - | - | - | 3,632,873 |
| Capital Projects | | | | | | | | |
| Salaries and Benefits | - | 15,482 | - | - | - | 2,047,570 | (77,335) | 1,985,718 |
| Capital Project Expenditures | - | 838,467 | 2,500,000 | - | - | 200,870,469 | - | 204,208,936 |
| Indirect Cost Recovery/Allocation | | | | | | | | |
| Indirect Cost Recovery from Capital, Spec Rev & Exch Funds | (208,868) | - | - | - | - | - | 208,868 | - |
| **Total Expenditures** | 12,549,562 | 10,890,166 | 242,710,322 | 102,618 | 9,047,500 | 203,167,126 | (13,100) | 478,454,195 |
| **Interfund Transfer** | - | - | (9,047,500) | - | 9,047,500 | - | - | - |
| **Net Change in Fund Balance** | 10,174,949 | 2,009,834 | 61,630,528 | 347,382 | - | (32,306,384) | - | 41,856,309 |
| **Projected Ending Fund Balance** | 126,239,801 | 31,111,487 | 304,937,238 | 7,378,728 | 2,800,000 | 189,663,695 | - | 662,130,949 |
| **Freeway Maintenance Contributions** | - | 5,000,000 | - | - | - | - | - | 5,000,000 |
| **Fund Balance/Operational Reserves** | 40,918,051 | 20,000,000 | - | - | - | - | - | 60,918,051 |
| **Projected Net Fund Balance** | $ 85,321,730 | $ 6,111,487 | $ 304,937,238 | $ 7,378,728 | $ 2,800,000 | $ 189,663,695 | - | $ 596,212,877 |

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**Alameda County Transportation Commission**
**Fiscal Year 2023-24**
**Proposed Capital Programs Budget**

| Capital Programs | (A) Adopted FY 2022-23 Capital Budget | (B) Estimated FY 2022-23 Expenditures | (A) - (B) = (C) Estimated FY 2022-23 Rollover to FY 2023-24 | (D) Proposed FY 2023-24 Capital Budget Request | (C) + (D) = (E) Proposed FY 2023-24 Capital Budget w/ Estimated Rollover | Funding | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Total Local | Total Regional | Total State | Total Federal |
| 1986 Measure B Capital Program | $ 7,792,305 | $ 1,687,973 | $ 6,104,333 | $ 2,597,604 | $ 8,701,937 | $ 8,701,937 | $ - | $ - | $ - |
| 2000 Measure B Capital Program | 42,485,702 | 9,380,022 | 33,105,680 | 9,010,000 | 42,115,680 | 42,115,680 | - | - | - |
| 2000 Measure B SRF Discretionary Capital Progr | 105,000 | - | 105,000 | - | 105,000 | 105,000 | - | - | - |
| 2014 Measure BB Capital Program | 328,059,893 | 167,804,571 | 160,255,322 | 173,545,000 | 333,800,322 | 275,782,053 | 300,000 | 57,611,000 | 107,268 |
| 2014 Measure BB SRF Discretionary Capital Prog | 12,461,627 | 2,715,825 | 9,745,802 | 2,500,000 | 12,245,802 | 12,245,802 | - | - | - |
| Non-Sales Tax Capital Program | 8,796,493 | 3,370,440 | 5,426,052 | 10,765,435 | 16,191,487 | 6,936,748 | 8,627,813 | 626,926 | - |
| Non-Sales Tax Exchange Fund Capital Program | 3,909,020 | 435,301 | 3,473,719 | - | 3,473,719 | 3,473,719 | - | - | - |
| Non-Sales Tax SRF Capital Program | 776,308 | - | 776,308 | 7,000,000 | 7,776,308 | 7,776,308 | - | - | - |
| Express Lanes Capital Program | 626,870 | 251,049 | 375,821 | 853,949 | 1,229,771 | 1,229,771 | - | - | - |
| | $ 405,013,219 | $ 185,645,181 | $ 219,368,038 | $ 206,271,988 | $ 425,640,026 | $ 358,367,018 | $ 8,927,813 | $ 58,237,926 | $ 107,268 |

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| | |
|---|---|
| **DATE:** | May 18, 2023 |
| **TO:** | Alameda County Transportation Commission |
| **FROM:** | Jhay Delos Reyes, Acting Director of Project Delivery |
| **SUBJECT:** | Rail Safety Enhancement Program – Phase A – Adoption of Initial Study/Mitigated Negative Declarations for the railroad crossings at (1) Virginia Street and Hearst Avenue, and (2) Cedar Street, Addison Street and Bancroft Way |

**Recommendation**

It is recommended that the Commission take the following actions to facilitate project development for the Rail Safety Enhancement Program (RSEP) – Phase A (RSEP-A, Project Number 1392.104):

Initial Study/Mitigated Negative Declaration (IS/MND) #1 at Virginia and Hearst

1) Adopt the Final Initial Study (IS) / Mitigated Negative Declaration (MND) prepared pursuant to the provisions of the California Environmental Quality Act (CEQA) for the railroad crossings at Virginia Street and Hearst Avenue in Berkeley
2) Find on the basis of the record, including IS/MND #1, that the project will not have a significant effect on the environment
3) Adopt the Mitigation Monitoring and Reporting Program (MMRP) for the project

IS/MND #2 at Cedar, Addison and Bancroft

4) Adopt the Final IS/MND prepared pursuant to the provisions of CEQA for the railroad crossings at Cedar Street, Addison Street and Bancroft Way in Berkeley
5) Find on the basis of the record, including IS/MND #2, that the project will not have a significant effect on the environment
6) Adopt the MMRP for the project

**Summary**

The Alameda County Transportation Commission (Alameda CTC) is the Project Sponsor and Implementing Agency for the RSEP. RSEP was developed from the Countywide Goods Movement Plan, and the prioritization framework to select the at-grade crossings came from the Rail Strategy Study approved by the Commission in 2016 and 2018 respectively. The safety improvements for at-grade crossings in RSEP is divided into two phases, RSEP-

A and RSEP-B. RSEP-A focuses on near-term delivery in three to five years since the beginning of the program in 2020.

Currently Alameda CTC is focusing on RSEP-A which constructs pedestrian and roadway improvements at 28 rail crossings and two trespass areas on the Union Pacific Railroad (UPRR) corridors within Alameda County. The environmental phase delivery approach has Alameda CTC serving as the lead agency under CEQA, and environmental clearance for RSEP-A was divided into seven clearance documents: four IS/MNDs and three Categorical Exemptions (CEs). Due to the award of the federal Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant in June 2022, a National Environmental Policy Act (NEPA) Categorical Exclusion (CE) will be completed in summer 2023.

This item covers two of the four IS/MNDs. IS/MND #1 evaluates improvements at the Hearst and Virginia at-grade crossings on the Martinez Subdivision in the City of Berkeley. IS/MND#2 evaluates improvements on Cedar Street, Addison Street and Bancroft Way at-grade crossings on the Martinez Subdivision in the City of Berkeley. IS/MND #3 & #4 will be presented to the Commission in June 2023.

The Draft IS/MND #1 was released on March 15, 2023 and the public was provided a 30-day review period, consistent with the CEQA guidelines, which closed on April 13, 2023. There were no comments received on the Draft IS/MND #1 for public review. Accordingly, the Final IS/MND #1 does not include any changes in impact significance from the Draft IS/MND.

The Draft IS/MND #2 was released on April 3, 2023 and the public was provided a 30-day review period, consistent with the CEQA guidelines, which closed on May 2, 2023. There were no comments received on the Draft IS/MND #2 for public review. Accordingly, the Final IS/MND #2 does not include any changes in impact significance from the Draft IS/MND.

The Final IS/MND#1 and #2 and their respective MMRPs are posted on Alameda CTC's website. Today's action approves the necessary project readiness documents for grants applications and the Commission will take future actions committing Alameda CTC to RSEP-A as described in the environmental documents for construction.

Information related to IS/MND #1 was presented to the Programs and Projects Committee on May 8, 2023 as an informational item only since the full Commission is responsible for adopting environmental documents.

**Background**

Identified in the 2016 Countywide Goods Movement Plan, the major rail corridors (Union Pacific's Coast, Martinez, Niles and Oakland Subdivisions) in the Bay Area travel directly through Alameda County, including many regionally defined Equity Priority Communities, connecting to and from the Port of Oakland to the larger Northern California Megaregion Network, and national markets. Locally, these communities are heavily impacted by passenger freight and rail traffic and will see increased impacts as projected growth will

create more freight travel. Overall in the County there are 133 at-grade crossings and addressing safety was identified as part of the Rail Strategy Study. In 2018 a prioritization framework focusing on collision history/social costs, proximity to equity priority communities, and anticipated growth narrowed the number of at-grade locations to 42.

Separately in 2019, the Federal Rail Administration identified that Alameda County had the 4th highest number of fatalities on rail corridors in the nation. Alameda CTC's response to this, and in combination of previous work, led to working beginning in 2020 for the RSEP. The 42 crossings were then divided into two separate work programs, RSEP-A and RSEP-B, where the goals of RSEP-A focused on delivery in three to five years. The RSEP-A program comprises 28 at-grade crossings and two trespass locations at Union Pacific Railroad crossings in the Cities of Berkeley, Oakland, San Leandro, Hayward, Livermore and unincorporated Alameda County.

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

The approach for environmental clearance aimed to maximize efficiency in order to utilize the most streamlined process and provide flexibility while properly evaluating the at-grade crossings in accordance with CEQA. While each crossing could be evaluated individually as each has its own logical termini and independent utility, efficiencies were gained by combining crossings by jurisdiction and/or level of document. This resulted in four IS/MNDs and three CEs. Coordination with Federal Rail Administration after the CRISI grant award identified that the only clearance document needed, is a NEPA CE, which is the most streamlined document.

The purpose of an IS/MND is to identify potential impacts from the Project to the environment; to identify mitigation measures for those potential impacts and describe how those mitigation measures for those potential impacts result into no or less-than significant impact.

*IS/MND #1 at Virginia and Hearst*

There were twenty areas studied under CEQA for the Virginia Street and Hearst Avenue at-grade crossing locations.

Draft IS/MND#1 covering the Project at Virginia and Hearst was circulated to the public on March 15, 2023 for a 30-day review period. The Notice of Intent, Draft IS/MND #1 and its supporting technical studies were all posted to Alameda CTC's website. Letters regarding the public circulation period were also provided to elected officials representing Berkeley which included City Council Members, Alameda County Supervisor Keith Carson, BART, AC Transit, and State Senate and Assembly members. A virtual public hearing was

conducted on March 28, 2023 from 6:00pm – 7:30pm and re-noticed via Alameda CTC's social media. The public comment period closed on April 13, 2023.

Alameda CTC received no comments on the Draft IS/MND#1.

*IS/MND #2 at Cedar, Addison, Bancroft*

There were twenty areas studied under CEQA for the Cedar Street, Addison Street and Bancroft Way crossing locations.

The Draft IS/MND#2 covering the Project at Cedar, Addison and Bancroft was circulated to the public on April 3, 2023 for a 30-day review period. The Notice of Intent, Draft IS/MND #2 and its supporting technical studies were all posted to Alameda CTC's website. Letters regarding the public circulation period were also provided to elected officials representing Berkeley which included City Council Members, Alameda County Supervisor Keith Carson, BART, AC Transit, State Senate and Assembly members. A virtual public hearing was conducted on April 13, 2023 from 6:00pm – 7:30pm and re-noticed via Alameda CTC's social media. The public comment period closed on May 2, 2023.

Alameda CTC received no comments on the Draft IS/MND #2.

To ensure that the environmental commitments and mitigation measures are properly implemented, Alameda CTC has prepared separate MMRPs for IS/MND #1 and IS/MND #2. The final MMRPs, as approved by the Commission, will be enforced during construction of the RSEP projects at each of the crossings.

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

**Attachment:**

A. Rail Safety Enhancement Program Fact Sheet
B. Final IS/MND #1 & #2 *(Hyperlinked to website)*

# Rail Safety Enhancement Program

MARCH 2023

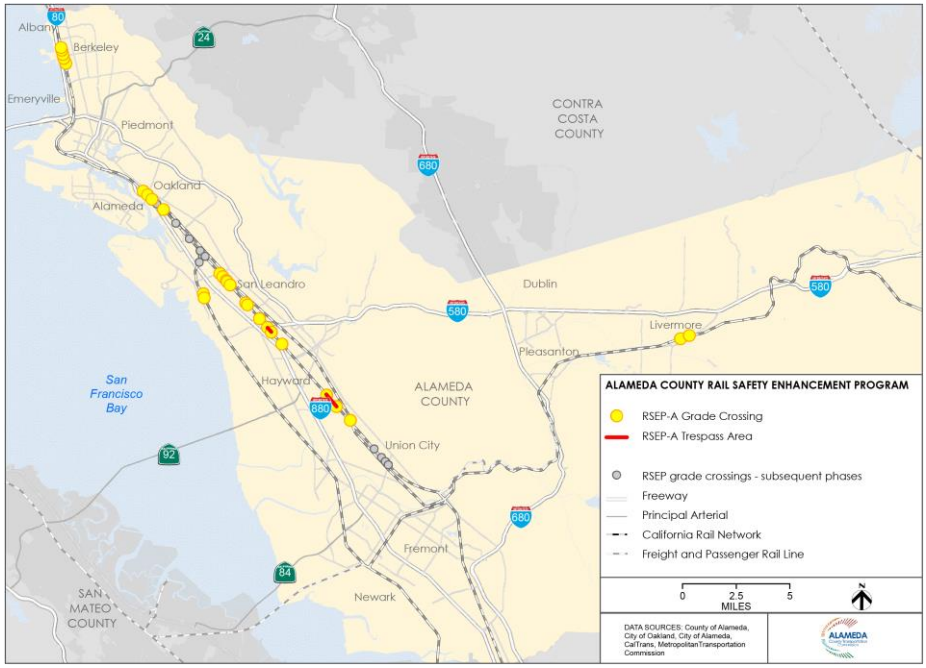
## PROJECT OVERVIEW

In response to the Alameda County Goods Movement Plan approved in 2016, individual rail crossings throughout the County were examined to identify crossings and corridors most impacted by rail traffic and to identify where rail crossings safety can be enhanced. The crossings analysis considered the following primary factors:

- Current and potential future rail volumes and routing, annual average daily automobile traffic, accident history, land use sensitivities and equity priority communities
- Safety, delay, noise and air quality

Once the crossing analysis identified needed at-grade rail crossing safety enhancements, those most impacted and in need of improvements were included in the Rail Safety Enhancement Program (RSEP).

Implementation of the program is a two-phased approach: RSEP-A and RSEP-B. The first phase, RSEP-A, is comprised of crossings that are within six local jurisdictions, with recommended safety enhancements centered around pedestrian treatments, such as sidewalks, automatic pedestrian gates, channelization, lighting, warning strips, fencing and gates, and signing and striping. These near-term upgrades will have significant and immediate positive safety impacts for our local communities.




## PROJECT NEED

- Alameda County has a high volume of rail activity combined with densely populated residential areas.
- Pedestrian oriented safety devices are lacking in most of these areas.

## PROJECT BENEFITS

- Improves pedestrian, bicycle and vehicle user safety with an emphasis on schools
- Improves rail and roadway safety
- Supports economic vitality by supporting rail connectivity to the Port of Oakland
- Supports freight rail operations
- Supports housing and commercial redevelopment
- Improves transportation viability for passenger rail service and roadway networks
- Achieves emissions reductions through reduced idling supporting state and regional air quality goals—protecting our climate and maintaining the health of communities
- Promotes equity because these rail lines are often in low income and historically underserved communities

Rail crossing along 37th Avenue in the City of Oakland.

## COST ESTIMATE BY PHASE ($ X 1,000)

| | RSEP-A | RSEP-B |
|---|---|---|
| Environmental | $2,284 | TBD |
| Design | $7,684 | TBD |
| Right-of-Way | $1,675 | TBD |
| Construction | $72,220 | TBD |
| **Total Expenditures** | **$83,863** | **TBD** |

## STATUS

**Implementing Agency**: Alameda CTC

**Current Phase:** Preliminary Engineering/Environmental (PE/Environmental); advance Preliminary Design and Final Design.

- The project has recently completed 65% Preliminary Engineering/Environmental

## FUNDING SOURCES ($ X 1,000)

| | RSEP-A | RSEP-B |
|---|---|---|
| Measure BB | $7,900 | TBD |
| Federal[1] | $25,001 | TBD |
| TBD | $50,962 | TBD |
| **Total Revenues** | **$83,863** | **TBD** |

[1]$25 million of Consolidated Rail Infrastructure and Safety Improvements Program (CRISI); $1,000 earmark

## PARTNERS AND STAKEHOLDERS

Alameda CTC, Alameda County and the cities of Berkeley, Fremont, Hayward, Livermore, Oakland, San Leandro and Union City

## SCHEDULE BY PHASE: RSEP-A

| | Begin | End |
|---|---|---|
| Environmental/Advance Preliminary Design | Fall 2020 | Summer 2023 |
| Final Design | Summer 2023 | Summer 2024 |
| Right-of-Way | Summer 2023 | Summer 2024 |
| Construction | Summer 2024 | Summer 2026 |

## SCHEDULE BY PHASE: RSEP-B

| | Begin | End |
|---|---|---|
| Environmental/Advance Preliminary Design | TBD | TBD |
| Final Design | TBD | TBD |
| Right-of-Way | TBD | TBD |
| Construction | TBD | TBD |

Note: Project schedule subsequent to the preliminary engineering/environmental phase is contingent on funding availability for future phases.

Note: Information on this fact sheet is subject to periodic updates