



Alameda County Transportation Commission (Commission) Meeting Agenda Thursday, September 28, 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
Vice Chair: David Haubert

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

Location Information:

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

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

Zoom Link:

<https://us06web.zoom.us/j/81823881400?pwd=VoRnUUNTtTlNTQWo2cog3aHVHeWRLZz09>

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

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

4. Chair and Vice Chair Report

5. Executive Director's Report

5.1 Executive Director's Report - September 2023

Information

[5.1_COMM_ED_Report_September_2023_20230928.pdf](#)

6. Consent Calendar

6.1 Approve the July 27, 2023 Commission Meeting Minutes

Approve

[6.1_COMM_Minutes_20230727.pdf](#)

6.2 FY2022-23 Fourth Quarter Report of Claims Acted Upon Under the Government Claims Act Update

Information

[6.2_COMM_Government_Claims_Act_FY2022-23_4th_Qtr_Report_20230928.pdf](#)

6.3 Approve an Update to the Alameda CTC Investment Policy

Approve

[6.3_COMM_Investment_Policy_20230928.pdf](#)

6.4 I-580 Express Lanes Operations Update

Information

[6.4_COMM_I-580_Ops_FY22-23_Q4_20230928.pdf](#)

6.5 Approve the 2024 State Transportation Improvement Program Programming Principles and Schedule

Approve

[6.5_COMM_2024_STIP_20230928.pdf](#)

6.6 Approve actions necessary to facilitate advancement of the East Bay Greenway Multimodal Phase 1 – North Segment, Lake Merritt to Bayfair (Project Number 1587.001)

Approve

[6.6_COMM_EBG_N.Segment_20230928.pdf](#)

6.7 Approve Contract Amendment No. 5 to Professional Services Agreement A18-0030 with WMH Corporation for State Route 84 Expressway and State Route 84 / Interstate 680 Interchange Improvements Project

Approve

[6.7_COMM_SR84_Widening_WMH_A5_20230928.pdf](#)

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

Information

[6.8_COMM_CMP_20230928.pdf](#)

- 6.9 Approve the Professional Services Agreement (A23-0023) with Kittelson & Associates, Inc. for Multimodal Performance Monitoring

Approve

[6.9_COMM_Monitoring_Award_20230928.pdf](#)

- 6.10 Approve Community Advisory Appointments

Approve

[6.10_COMM_Community_Advisory_Committees_Appointments_20230928.pdf](#)

7. Committee Reports

- 7.1 Bicycle and Pedestrian Advisory Committee

Information

[7.1_COMM_BPAC_20230928.pdf](#)

- 7.2 Independent Watchdog Committee

Information

- 7.3 Paratransit Advisory and Planning Committee

Information

8. Regular Matters

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

Approve/Information

[8.1_COMM_Sept_Legislative_Update_20230928.pdf](#)

- 8.2 Rail Safety Enhancement Program – Phase A - Update of future adoption by Commission of the Initial Study/Mitigated Negative Declaration in Oakland

Information

[8.2_COMM_RSEP_Phase_A_20230928.pdf](#)

[8.2_COMM_RSEP_Phase_A_Presentation_20230928.pdf](#)

9. Closed Session

- 9.1 Pursuant to Government Code Section 54957: Public Employee Performance Evaluation: Executive Director

Information

- 9.2 Report on Closed Session

Information

10. Executive Director Performance Evaluation and Salary Adjustment

10.1 Pursuant to the Executive Director's Contract, Finalize the Executive Director Performance Evaluation for 2023, Establish Objectives for 2024, and Approve Salary Adjustment

Approve

[10.1_COMM_ED_Performance_Evaluation_September2023_20230928.pdf](#)

11. Adjournment

Next Meetings:

October 26, 2023

December 7, 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.

In September of each year, Alameda CTC celebrates California Rail Safety Month, reminding pedestrians, cyclists and drivers to pay careful attention when near tracks.



ALAMEDA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE DIRECTOR'S REPORT

SEPTEMBER 2023

Keeping Our Promises

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

Thank you,

Tess

Project Updates

Several projects advancing closer to construction

After receiving several grants for projects in 2022 and 2023, the Alameda County Transportation Commission (Alameda CTC) will be issuing several requests for proposals (RFPs) for construction management services.

The next projects to be advertised, awarded and administered by Alameda CTC include:

- **San Pablo Avenue Parallel Bike Improvements Project** – located in the cities of Albany, Berkeley and North Oakland, this project will construct bicycle and pedestrian scale improvements along neighborhood streets. The 65% Plan, Specifications and Estimate (PS&E) package will be complete later this year and construction is anticipated to begin in 2024.

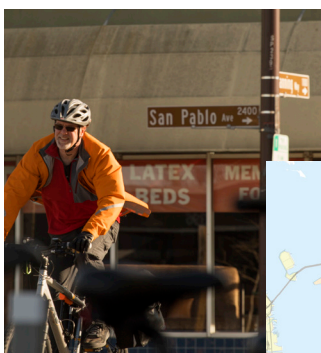
- **East Bay Greenway Multimodal Project (Phase 1)** – the north segment of Phase 1 will construct an active transportation facility in Oakland and San Leandro along city streets. The 65% PS&E package is currently being completed and construction is anticipated to begin in 2025.



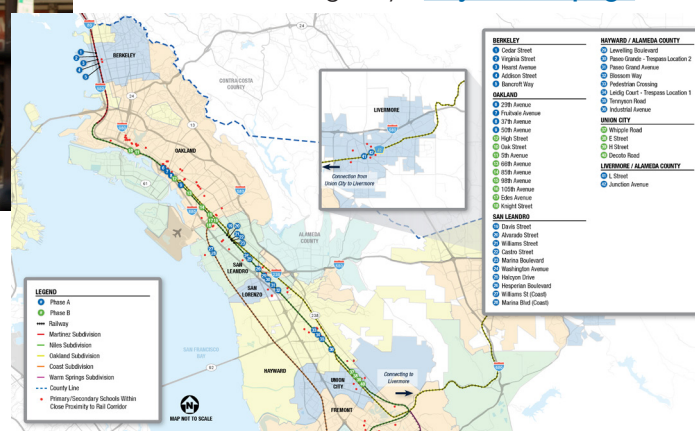
- **Rail Safety Enhancement Program (Phase A)** – this program will address safety at 30 at-grade crossing locations in Berkeley, Oakland, San Leandro, Hayward, Livermore, and the unincorporated Alameda County communities of Ashland, Cherryland and San Lorenzo. The project is at 95% PS&E with construction anticipated to begin in 2026.

TABLE OF CONTENTS

- 1 Project Updates
- 2 Planning Updates
- Policy News
- 3 Programming Updates
- Finance Updates
- 4 Agency Activities
- Committee Activities



Phase A and Phase B crossings for the Rail Safety Enhancement Program.



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

Planning Updates

Commissioners: You are invited to attend Alameda CTC's Bikeways Academy Implementation Workshop on October 19!

Elected officials and local government leaders, agency staff and stakeholders are invited to attend this lively and informative workshop that is designed to support government leaders by leveraging political inspiration, strategic thinking, peer network development and bold policy-setting to bring bikeways for All Ages and Abilities to their communities.

The event will include discussions with government leaders, presentations from regional and state agencies, and success stories from around Alameda County, all highlighting policies and strategies that attendees can take back to their communities to deliver the highest quality bikeway projects. In person attendance is strongly encouraged and there is also an option to attend virtually. To learn more and register, please go to the [Bikeways Academy Eventbrite page](#).

Interstate 580 Transit and Multimodal Strategy

Building upon previous planning work and policy guidance including the I-580 Design Alternatives Assessment, the 2020 Countywide Transportation Plan, and Plan Bay Area 2050, the I-580 Transit & Multimodal Strategy (I-580 TAMS) will develop a roadmap for implementation of projects and initiatives on I-580 from the Bay Bridge to the San Joaquin County border. The strategy will serve as a Comprehensive Multimodal Corridor Plan (CMCP) and aims to sustainably and equitably support existing and growing travel demand on one of Alameda County's most highly trafficked corridors.

The first round of public outreach focused on soliciting input on travel needs and initial ideas along the corridor through a series of in-person events in Equity Priority Communities, as well as an interactive public web map. Initial outreach

concluded in July, generating over 500 unique comments. This fall, Alameda CTC will continue to coordinate with local jurisdictions, transit agencies, the Metropolitan Transportation Commission (MTC), the California Department of Transportation, and other stakeholders to incorporate engagement findings and review initial evaluation results.

To learn more, visit Alameda CTC's [I-580 TAMS webpage](#).

International Walk and Roll to School Day 2023



The Alameda County Safe Routes to Schools (SR2S) Program will celebrate the annual International Walk and Roll to School Day on Wednesday, October 4, 2023. On this special day, students will join millions around the world to promote active travel to and from school. The celebration is designed to encourage students, families and the school community to roll, walk, bicycle, take transit, or use other non-motorized transportation to get to school. The SR2S program inspires active transportation behavior change through technical support, event facilitation, and materials for learning and encouragement.

Learn more about [International Walk and Roll to School Day](#) and about [Alameda County's Safe Routes to Schools program](#).

On the move with the Student Transit Pass Program

Back-to-school season is here, and that means applications for the [Student Transit Pass Program \(STPP\)](#) are now open, making travel easier for Alameda County's middle and high school students

to and from school, school-related programs, jobs and other activities. Ask Luis Tambunga, a STPP student at Lincoln High School in San Leandro who says, "I'm so happy I got my Clipper card. I use it to go to school, to my Regional Occupation Program and to work. It has made my life much easier."

As of the 2023-2024 school year, STPP is at 150 schools with over 21,000 participants in 15 districts across Alameda County, reducing transportation access barriers and building support for transit in the county.

Find out more on how to apply for a Student Transit Pass and learn more details about the program at Alameda CTC's [Student Transit Pass Program webpage](#).

Policy News

State update

The state legislature returned from recess in mid-August for the final month of the 2023 session. The Senate and Assembly Appropriations Committees had until September 1st to act on bills in their possession, followed by two weeks of final actions before the session adjourned on September 14th. The Governor now has until October 14th to sign or veto bills. Staff will provide updates on the status of bills at the September Commission meeting.

Independent Watchdog Committee Issues 21st Annual Report to the Public regarding Measure B and Measure BB sales tax measures

On July 13, 2023, Alameda CTC's Independent Watchdog Committee (IWC) approved its 21st Annual Report to the Public, <https://www.AlamedaCTC.org/IWC2023Report/>, covering fiscal year 2021-22 expenditures and IWC activities. The report makes recommendations regarding the delivery of projects and programs funded by Measure B, Alameda County's [Policy News cont'd on page 4](#)

Programming Updates

2024 State Transportation Improvement Program

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off of the State Highway System. The program is funded with revenues from the State Highway Account and other funding sources administered by the California Transportation Commission (CTC), including Senate Bill 1 (SB 1). The 2024 STIP will cover fiscal years (FYs) 2024-25 through 2028-29. Based on the State's 2024 STIP Fund Estimate, approximately \$64.2 million of new programming capacity is anticipated for Alameda County, of which \$43.8 million is anticipated to be available for programming to projects.

As part of the overall STIP programming process, Alameda CTC is to adopt and forward a program of STIP projects for inclusion in MTC's 2024 Regional STIP program (2024 RTIP). As the Regional Transportation Planning Agency (RTPA) for the nine-county Bay Area, MTC is responsible for developing the regional priorities for the Regional Transportation Improvement Program (RTIP). MTC approves the region's RTIP and submits it to the CTC for inclusion in the STIP. This fall, the Commission will consider approval of programming principles for the development of the Alameda County 2024 STIP project list.

San Francisco Bay Trail Doolittle Drive project complete

The East Bay Regional Park District (EBRPD), Alameda CTC and partners recently celebrated the completion of the San Francisco Doolittle Drive project. The project is located on Doolittle Drive adjacent to the airport channel in the San Leandro Bay. It includes improvements or development of 4,000 feet of trail to connect to, then follow, the existing trail system at the south end of the Martin Luther King, Jr. Regional Shoreline. It also connects to an existing Class 2 bike lane

[Programming Updates cont'd on page 4](#)

Finance Updates

Audits, annual financial report and updated investment policy

Over the last couple of months, the Finance team balanced FY 2022-23 accounts for Alameda CTC and the Sunol Joint Powers Authority (JPA) and delivered final trial balances to the agency's independent auditors, Maze and Associates, for audits that began in late August. During the audit, auditors completed their due diligence to form an opinion on the annual financial reports.

Currently, the Finance team is working to develop Alameda CTC's Annual Comprehensive Financial Report (ACFR) for the year ended June 30, 2023. The ACFR will be presented to the Audit Committee for review in October, the Finance and Administration Committee in November, and the Commission for final approval in December. The Sunol JPA Annual Finance Report for FY 2022-23 is being developed concurrently and is scheduled to go to the Sunol JPA Board for approval in November.

The Finance team recently worked with new investment advisors, Chandler Asset Management, Inc., to update the agency's investment policy to clarify language and ensure compliance with the California Government Code. The updated policy is being presented to the Commission for approval in September.

Contracting opportunities

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

- East Bay Greenway Multimodal – North Segment
- Financial Audit Services
- Media and Public Relations Services
- Rail Safety Enhancement Program – Phase A
- San Pablo Avenue Parallel Bike

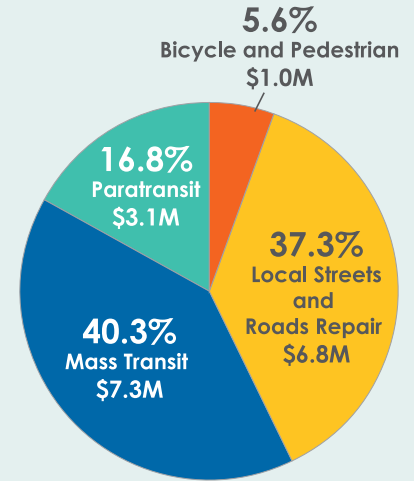
Upcoming solicitation of bids and/or proposals are available on Alameda CTC's

[Contracting Opportunities webpage.](#)

Transportation Investments

Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and total over \$810.5 million; over \$18.2 million was distributed in June 2023.

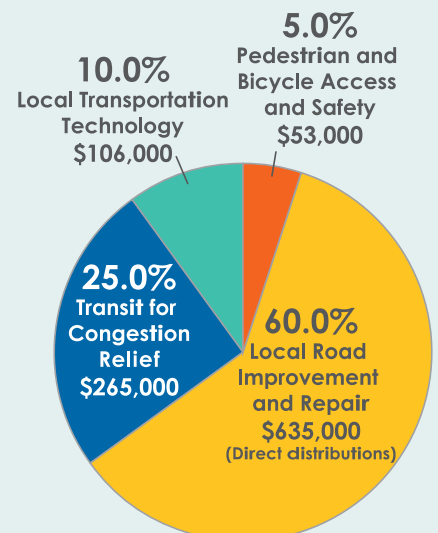


Measure B Program Distributions

Measure B direct local distributions have totaled more than \$1.3 billion since 2002. The measure sunset on March 31, 2022. There are no Measure B Program Distributions after the fiscal year-end of June 30, 2022.

Vehicle Registration Fee

Since 2011, Alameda CTC has distributed more than \$87.8 million for local road repair; over \$1.0 million was collected in June 2023.



Agency Activities

In August and September 2023, the following events were either hosted, sponsored or participated in by Alameda CTC:

- August 5-6 – Fremont Festival of the Arts, Fremont
- August 12 – Laurel Street Fair World Music Festival, Oakland
- August 18 – Ribbon cutting for the San Francisco Bay Trail Gap and Improvements Project – Doolittle Drive, Oakland
- August 25 – Building Opportunities for Business Breakfast – presenting upcoming contracting opportunities in 2023 and 2024, Hayward
- August 20 – Caltopia, University of California, Berkeley
- September 10 – Solano Stroll, Berkeley and Albany
- September 23 – Niles Canyon Stroll & Roll, Fremont-Sunol
- September 28 – 20th Annual Healthy Living Festival, Oakland Zoo
- [BikeMobile](#) Outreach Events
 - August 5 – Meek Mansion, Hayward
 - August 10 – Lincoln Summer Nights, Oakland
 - August 11 – Fremont Main Library, Fremont
 - August 12 – Alameda Free Library, Alameda
 - August 13 – San Lorenzo Library, San Lorenzo
 - August 26 – Manor Branch Library, San Leandro
 - August 28 – Faith Tennyson Community Room, Hayward
 - August 29 – Garfield Elementary, San Leandro
 - August 30 – Phoebe Apperson Hearst Elementary, Pleasanton
 - August 31 – Henry P. Mohr Elementary, Pleasanton
 - September 1 – Kennedy Community Center and Park, Hayward
 - September 7 – Encinal Junior and Senior High, Alameda
 - September 8 – Coyote Hills Elementary, Newark
 - September 12 – J.M. Amador Elementary, Dublin
 - September 13 – Fairlands Elementary, Pleasanton
 - September 14 – Knowledge Enlightens You (KEY) Academy, Hayward

- September 15 – Steven Millard Elementary, Fremont

Policy News cont'd from page 2

half-cent sales tax for transportation improvements, and those funded by Measure BB, which augmented the half-cent sales tax to one cent and extended the tax through 2045.

Through its website, Alameda CTC makes the [21st Annual Report to the Public](#), the Executive Summary in [English](#), [Chinese](#) and [Spanish](#), and [audited financial statements and compliance reports](#) of Measure B and Measure BB for each agency receiving funds through the direct local distribution program available to the public. Hard copies of the Annual Report can also be requested.

Alameda CTC hosts local convening for the National Aging and Disability Transportation Center (NADTC) National Symposium on Transportation Diversity, Equity and Inclusion

Alameda CTC's Paratransit program team hosted a local meeting for the National Aging and Disability Transportation Center's (or NADTC's) National Symposium on Transportation Diversity, Equity and Inclusion on August 29, 2023. Alameda CTC was selected as one of six local community hosts for this national symposium. The agency convened a group of local stakeholders representing transportation providers, community partners and advocates to view a recorded presentation from a national speaker and to engage in a facilitated discussion on diversity, equity and inclusion in local transportation systems and surrounding communities. Additionally, symposium attendees outlined next steps and strategies for continuing to address transportation challenges faced by Alameda County's diverse older adults, people with disabilities, and caregivers.

NADTC is a federally-funded technical center co-managed by Easterseals and USAging to promote the availability and

accessibility of transportation options that meet the needs of older adults, people with disabilities and caregivers. NADTC serves professionals in the fields of transportation, aging, disability, human services and caregiving; provides resources, training and information; empowers communities to implement or improve innovative transportation programs; and supports older adults, people with disabilities and their families.

Programming Updates cont'd from page 3

along Doolittle Drive from Swan Way to Hegenberger Road.

Alameda CTC provided \$2.8 million in Measure BB funding to support the approximately \$10 million in total construction phase costs. This project completes an approximate half-mile gap in the San Francisco Bay Trail along Doolittle Drive in Oakland, providing a safe, non-motorized transportation route to jobs at the Oakland airport, adjacent industrial complexes and recreation at Martin Luther King Jr. Regional Shoreline.

Committee Activities

September advisory committees

Following are highlights from the advisory committee that met in September:

- September 7 – The Alameda County Technical Advisory Committee (ACTAC) approved the 2024 Transportation Improvement Program Programming Principles and Schedule. The committee also received information on MTC's Federal Fiscal Year 2023-24 Annual Obligation Plan and an update on MTC's Community Action Resource and Empowerment Program and the final FY 2023-24 Alameda County Three-Year Project Initiation document plan.
- September 14 – The Bicycle and Pedestrian Advisory Committee (BPAC) met to receive information and provide feedback on the Caltrans Bay Area Bicycle Plan Update and receive an update on the Countywide Bikeways Academy. Committee members also approved the FY 2023-24 calendar and its officers.



Alameda County Transportation Commission
Commission Meeting Minutes
Thursday, July 27, 2023, 2:00 p.m.

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Call to Order

Commissioners Young and Jordan both stated that they would participate in the meeting remotely, pursuant to AB 2449 for just cause.

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Hernandez.

Commissioner Bowen attended as the alternate for Commissioner Tam.

Commissioner Salwan attended as the alternate for Commissioner Haubert.

3. Public Comment

There were no public comments.

4. Chair and Vice Chair Report

Chair Bauters highlighted the July 24, 2023 groundbreaking celebration for the GoPort Seventh Street Grade Separation East (7SGSE) project and the Freight Intelligent Transportation Systems (FITS). He expressed his appreciation for the Commissioners and Alameda CTC staff for their organization of and participation in the event. Chair Bauters also provided instructions regarding technology procedures, including administering public comments during the meeting.

5. Executive Director Report

Tess Lengyel announced that the California Transportation Commission awarded Alameda CTC \$65 million for the East Bay Greenway and the Oakland Alameda Access Projects. She also noted that on July 6, 2023, a press conference was held at the Port of Oakland with Toks Omishakin, Secretary of the California State Transportation Agency, where Alameda CTC was awarded \$13.5 million in State Port and Freight Infrastructure Program grant funding. Ms. Lengyel thanked the elected officials, Alameda CTC staff, executive leaders, and state and regional leaders for participating in the 7SGSE and FITS Groundbreaking celebration on July 24th at the Port of Oakland.

6. Consent Calendar

- 6.1. Approve the June 22, 2023 Alameda County Transportation Commission Meeting Minutes**
- 6.2. I-580 Express Lanes Operations Update**
- 6.3. Approve actions to facilitate the delivery of the San Pablo Avenue Corridor Projects**
- 6.4. Dublin Boulevard – North Canyons Parkway Extension Project (PN 1483.000): Approve Actions to Facilitate Project Advancement of the Dublin Boulevard – North Canyons Parkway Extension Project**
- 6.5. Approve submittal of Regional Measure 3 Funding Allocation Requests to the Metropolitan Transportation Commission**
- 6.6. California Highway Patrol Rates for Express Lanes Enforcement Update**

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

Yes: Bauters, Bowen, Brown, Carson, Cavanaugh, Dutra-Vernaci, Ezzy Ashcraft, Fife, Freitas, Gonzalez, Jordan, Kaplan, Marchand, Marquez, Mei, Miley, Robinson, Salinas, Saltzman, Salwan, Young
No: Mei (Item 6.5)
Abstain: None
Absent: Hernandez

7. Community Advisory Committees

7.1 Bicycle and Pedestrian Advisory Committee

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

7.2 Independent Watchdog Committee

Pat Piras provided the Commission with an overview of the July 13, 2023 Independent Watchdog Committee meeting.

7.3 Paratransit Advisory and Planning Committee

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

8. Closed Session

- 8.1 Pursuant to California Government Code section 54956.9 (d)(4) Conference with General Counsel regarding anticipated litigation related to proposed acquisition of real property interests necessary for the GoPort – 7th Street Grade Separation East Project – One (1) Item**
- 8.2 Pursuant to California Government Code sections 54956.9(d)(2); Conference with General Counsel regarding potential exposure to litigation - One (1) Item**
- 8.3 Report on Closed Session**

Alameda CTC legal counsel R. Zachary Wasserman confirmed that the Commission did not take any action on item 8.1 or 8.2 during the Closed Session.

9. Resolution of Necessity Hearing

9.1. GoPort – 7th Street Grade Separation East (PN 1442001): Consideration of Adoption of Resolution of Necessity Authorizing Filing of Eminent Domain Action to Acquire Union Pacific Railroad’s Tenants/Occupants’ Interests Necessary for the Construction of the GoPort – 7th Street Grade Separation East Project

Chair Bauters opened the public hearing and requested that staff provide the presentation for this item.

Jhay Delos Reyes recommended that the Commission consider the following actions related to the 7th Street Grade Separation East (7SGSE) Project (Project) of the GoPort Program:

- 1) Conduct a hearing on a Resolution of Necessity and consider all the evidence presented for the acquisition of Union Pacific Railroad’s (UPRR) tenants’/subtenants’ real property interests necessary for the construction of the Project; and
- 2) Adopt, by at least a four-fifths vote of the membership of the Commission (i.e., at least 18 members), a Resolution of Necessity making the findings that the public interest and necessity require the Project; that the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury; that the UPRR tenants’/subtenants’ property interests sought to be acquired are necessary for the Project; and that the offers required by Section 7267.2 of the Government Code have been made to the owners of record, and authorizing the commencement of eminent domain proceedings.

Chair Bauters closed the public hearing.

Commissioner Bauters moved to approve the recommendation. Commissioner Fife seconded the motion. The motion passed with the following roll call vote:

Yes:	<i>Bauters, Bowen, Brown, Carson, Cavanaugh, Dutra-Vernaci, Ezzy Ashcraft, Fife, Freitas, Gonzalez, Jordan, Kaplan, Marchand, Marquez, Mei, Miley, Robinson, Salinas, Saltzman, Salwan, Young</i>
No:	<i>None</i>
Abstain:	<i>None</i>
Absent:	<i>Hernandez</i>

10. Regular Matters

10.1 Interstate 880 Oakland Alameda Access Project (1196.000): Adopt a Resolution Electing to Hear Resolutions of Necessity for the Oakland Alameda Access Project

Jhay Delos Reyes recommended that the Commission adopt Resolution No.

23-011 to agree to hear resolutions of necessity (RON) should an eminent domain action be required to acquire property for construction of the Oakland Alameda Access Project (OAAP).

Commissioner Fife moved to approve this item. Commissioner Robinson seconded the motion. The motion passed with the following roll call vote:

Yes: Bauters, Bowen, Brown, Carson, Cavanaugh, Dutra-Vernaci, Ezzy Ashcraft, Fife, Freitas, Gonzalez, Jordan, Kaplan, Marchand, Marquez, Mei, Miley, Robinson, Salinas, Saltzman, Salwan, Young

No: None

Abstain: None

Absent: Hernandez

11. Recognition of Departing Counsel

11.1 Recognition of Departing Counsel R. Zachary Wasserman

Chair Bauters and the Commission recognized departing Counsel R. Zachary Wasserman and presented him with Resolution 23-012 for his exemplary service to the Alameda County Transportation Commission and Alameda County for over 36 years.

12. Adjournment

The next meeting is Thursday, September 28, 2023, at 2:00 p.m. and will be in person at the Alameda CTC offices at 1111 Broadway, Suite 800, Oakland, CA 94607.



Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 21, 2023

TO: Alameda County Transportation Commission

FROM: Patricia Reavey, Deputy Executive Director of Finance and Administration

SUBJECT: FY2022-23 Fourth Quarter Report of Claims Acted Upon Under the Government Claims Act Update

Recommendation

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

Summary

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



Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 21, 2023

TO: Alameda County Transportation Commission

FROM: Patricia Reavey, Deputy Executive Director of Finance and Administration
Lily Balinton, Director of Finance

SUBJECT: Approve an Update to the Alameda CTC Investment Policy

Recommendation

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

Summary

An update to the Alameda CTC investment policy is attached in red line to show recommended changes to the investment policy that ensure alignment with state law, support best practices and provide policy clarifications since it was last adopted by the Commission in September 2022 that include:

- Elaboration on policy parameters;
- Limits and higher rating requirements on some California Government Code (Code) authorized investments;
- Increase investment percentages for certain investments to Code levels; and
- Other administrative changes to clarify the policy.

All proposed changes are in compliance with and conform to the Code.

Background

Alameda CTC finance staff worked alongside the agency's new investment advisor, Chandler Asset Management, Inc. (Chandler), whose contract was selected through a competitive process and became effective as of July 1, 2023, to review the agency's investment policy and make recommended edits to ensure compliance with the primary objectives of the policy and the Code.

Per the California Government Code Section 53600.5 states, "... the primary objective of a trustee shall be to safeguard the principal of the funds under its control. The secondary

objective shall be to meet the liquidity needs of the depositor. The third objective shall be to achieve a return on the funds under its control.” These objectives are also reflected in Alameda CTC’s investment policy, in the order of priority demonstrated in the Code. Staff reviewed the investment policy in consultation with Chandler and, while the current policy continues to meet Code requirements, staff has made the following recommended changes to:

- Elaborate on policy parameters in line with updated Government Finance Officers Association recommendations;
- Set limits on federal agency callable securities and set limits and higher rating requirements on US dollar denominated senior unsecured unsubordinated obligations to reduce possible exposure;
- Increase investment percentage maximums for certain investments to Code levels to maximize returns while ensuring primary objectives are met; and
- Clarify the policy with other administrative edits.

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

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

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

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

Attachment:

- A. Draft Alameda CTC Investment Policy September 2023 (Redline)

**Alameda County Transportation Commission
Investment Policy
September 202~~2~~3**

I. Introduction

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

II. Governing Authority

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

III. Scope

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

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

IV. General Objectives

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

1. *Safety*

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

2. *Liquidity*

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

3. *Return*

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

V. Standard of Care

1. Prudence

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

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

2. Delegation of Authority and Responsibilities

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

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

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

Responsibilities of the Investment Advisor - Alameda CTC may engage the services of one or more external investment advisors to assist in the management of the investment portfolio in a manner consistent with Alameda CTC's objectives. Investment advisors may be granted discretion to purchase and sell investment securities in accordance with this Investment Policy and the California Government Code and must be registered under the Investment Advisors Act of 1940 or be a bank, regulated by the Office of the Comptroller of the Currency (OCC) or Federal Reserve operating under the fiduciary exemption from the Security and Exchange

Commission. Any investment advisor shall be required to prepare and provide comprehensive reports on Alameda CTC's investments on a monthly and quarterly basis, and as requested by Alameda CTC's Investment Officers. At no time shall the investment advisor maintain custody of Alameda CTC cash or assets.

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

VI. Selection of Financial Institutions and Broker/Dealers

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

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

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

VII. Safekeeping and Custody

1. Delivery vs. Payment

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

2. Third-Party Safekeeping

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

3. Internal Controls

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

VIII. Authorized Investments

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

1. United States Treasury notes, bonds, bills, ~~or~~ certificates of indebtedness, or ~~those other government obligations~~ for which the **full** faith and credit of the United States are pledged for the payment of principal and interest.
 - a. Maximum maturity: 5 years
 - b. Maximum percent of portfolio: 100%
2. Federal agency or United States government-sponsored enterprise obligations, participations, or other instruments, including those issued by or fully guaranteed as to principal and interest by federal agencies or United States government-sponsored enterprises.
 - a. Maximum maturity: 5 years
 - b. Maximum percent of portfolio: 100%
 - c. Type: Senior and fully guaranteed debt obligations
 - d. Maximum per issuer: 35%
 - d.e. **Maximum callable securities: 20%**
3. Repurchase Agreements used solely as short-term investments.

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

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

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

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

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

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

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

- a. Maximum maturity: 5 years
- b. Maximum percent of portfolio: ~~10~~30% in Municipal Securities
- c. Minimum credit quality: A (S&P); or A2 (Moody's); or A (Fitch)
- d. Maximum per issuer: 5%

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

- a. Maximum maturity: 5 years
- b. Maximum percent of portfolio: ~~10~~30% in Municipal Securities
- c. Minimum credit quality: A (S&P); or A2 (Moody's); or A (Fitch)
- d. Maximum per issuer: 5%

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

- a. Maximum maturity: 180 days
 - b. Maximum percent of portfolio: 40%
 - c. Minimum credit quality: A-1 (S&P); or P-1 (Moody's); or F-1 (Fitch)
 - d. Maximum per issuer: 5%
7. Commercial paper rated in the highest two short-term rating categories, as provided by a nationally recognized statistical rating organization. The entity that issues the commercial paper shall meet all of the following conditions: (a) is organized and operating in the United States as a general corporation; (b) has total assets in excess of five hundred million dollars (\$500,000,000); and (c) has debt other than commercial paper, if any, that is rated a rating category "A" or higher by a nationally recognized statistical-rating organization.

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

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

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

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

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

9. Medium-term notes, defined as all corporate and depository institution debt securities with a maximum remaining maturity of five years or less, issued by corporations organized and operating within the United States or

by depository institutions licensed by the U.S. or any state and operating within the U.S. Medium-term corporate notes shall be rated a minimum of "A" or its equivalent by a nationally recognized statistical rating organization.

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

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

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

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

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

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

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

- ~~12.~~13. Negotiable certificates of deposit or deposit notes issued by a nationally or state-chartered bank, a savings association or a federal association, a state or federal credit union, or by a federally licensed or state-licensed branch of a foreign bank.

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

- ~~13.~~14. State of California Local Agency Investment Fund (LAIF)

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

- a. Maximum dollar limit: as determined by LAIF

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

~~14.~~15. The California Asset Management Program (CAMP) and other Joint Powers Authority (JPA) Pools

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

- a. Maximum dollar limit: double the LAIF limit

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

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

- a. Maximum percent of portfolio: 20%
- b. Maximum per Prime Money Market Fund: 5%
- c. Maximum per Government Money Market Fund: 10%
- d. Minimum credit quality: AAAm (S&P); or Aaa-mf (Moody's); AAAmmf (Fitch)

~~16.~~17. United States dollar denominated senior unsecured unsubordinated obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank and eligible for purchase and sale within the United States.

a. Maximum maturity: 5 years

b. Maximum percent of portfolio: ~~10~~30%

c. Maximum per issuer: 10%

e.d. Minimum credit quality: AA~~A~~ (S&P); or Aaa (Moody's); or AA~~A~~ (Fitch)

Important Notes:

- a) The percentage limitation for all categories of investments and individual issuers refers to the percentage in the overall Alameda CTC portfolio on the date the security or shares are purchased as measured by the settlement date.
- b) The individual security term to maturity restrictions of this Investment Policy shall be based upon the settlement date.
- c) The credit rating requirements of this Investment Policy shall apply at the time of purchase. If the credit rating of a security is downgraded below the minimum required rating level for a new investment of that security type subsequent to its purchase, the investment advisor shall promptly notify the Investment Officer. The Investment Officer shall evaluate the downgrade on a case-by-case basis in order to determine if the security should be held or sold. The Investment Officer will apply the general objectives of safety, liquidity, yield and legality to make the decision.

IX. Ineligible Investments

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

1. "Complex" derivative structures such as range notes, dual index notes, inverse floaters, leveraged or de-leveraged floating-rate notes, or any other complex variable-rate or structured note;
2. Interest-only strips that are derived from a pool of mortgages, or any security that could result in zero interest accrual if held to maturity except for the purchase of securities issued or backed by the United States government in the event of, and for the duration of, a period of negative market interest rates;
3. Non-agency mortgage-backed pass-through securities;
4. Other non-agency mortgage-backed securities; ~~and~~

5. Non-agency collateralized mortgage obligations;

6. Reverse repurchase agreements; and

7. Securities lending or other forms of borrowing or leverage.

X. Investment Parameters

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

- a. Avoiding overconcentration in any one issuer or business sector;
- b. Limiting investments in securities with higher credit risks; and
- c. Maintaining a portion of the portfolio in a highly liquid investment such as LAIF

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

- a. Alameda CTC shall invest in securities with varying maturities, maintaining a minimum of three months of budgeted operating expenditures in short term investments to provide sufficient liquidity for expected disbursements;
- b. The maximum percent of federal agency callable securities in the portfolio shall be ~~25~~20%;
- c. The maximum stated final maturity of individual securities in the portfolio shall be five years, except as otherwise stated in this policy;
- d. Liquidity funds will be held in collateralized bank deposits, LAIF, CAMP or in money market instruments maturing within one year or less or held in securities with maturities matched to anticipated expenditures;

- e. Longer term/Core funds will be defined as the funds in excess of liquidity requirements. The investments in this portion of the portfolio will have maturities between 1 day and 5 years and will only be invested in higher quality and liquid securities; and
 - f. The duration of the Core or benchmarked portion of the portfolio shall at all times be approximately equal to the duration of a Market Benchmark Index selected by Alameda CTC based on Alameda CTC's investment objectives, constraints and risk tolerances, plus or minus 25%.
3. Maximum percentages for a particular issuer or investment type may be exceeded at a point in time subsequent to the purchase of a particular issuer or investment type. Securities need not be liquidated to realign the portfolio; however, consideration should be given to this matter when future purchases are made to ensure that appropriate diversification is maintained.

XI. Performance and Program Evaluation

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

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

Appendix I

AUTHORIZED INVESTMENTS SUMMARY TABLE

INVESTMENT	% OF PORTFOLIO		PURCHASE RESTRICTIONS	MAXIMUM MATURITY		MINIMUM CREDIT QUALITY	
	Per Cal. Gov't Code	Alameda CTC Policy	Alameda CTC Policy	Per Cal. Gov't Code	Alameda CTC Policy	Per Cal. Gov't Code	Alameda CTC Policy
U.S. Treasury Notes, Bonds, Bills or Certificates of Indebtedness	100%	100%	None	5 years	5 years	NA	NA
Federal or U.S. Sponsored Obligations fully guaranteed by Federal Agencies or U.S. Government Sponsored Enterprises	100%	100%	Max 35% per issuer, <u>Max 20% Agency Callable Securities</u>	5 years	5 years	NA	Senior and Fully Guaranteed Debt
Repurchase Agreements	NA	20%	Strict collateral requirements; Master Repurchase Agreement	1 year	90 days	NA	NA
<u>Municipal Securities</u> : State of California and California Local Agency Bonds	NA	10 30% <u>Aggregate Municipal Securities</u>	Max 5% per issuer	5 years	5 years	NA	A (S&P) or A2 (Moody's) or A (Fitch)
<u>Municipal Securities</u> : Bonds of any of the other 49 states in addition to California	NA	10 30% <u>Aggregate Municipal Securities</u>	Max 5% per issuer	5 years	5 years	NA	A (S&P) or A2 (Moody's) or A (Fitch)

Alameda CTC Investment Policy September ~~2022~~2023

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

Alameda CTC Investment Policy September ~~2022~~2023

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



Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 21, 2023

TO: Alameda County Transportation Commission

FROM: Ashley Tam, Senior Transportation Engineer

SUBJECT: I-580 Express Lanes Operations Update

Recommendation

This item is to provide the Commission with an update on the operation of the I-580 Express Lanes for the fourth quarter of fiscal year 2022-2023. This item is for information only.

Summary

The purpose of this item is to provide the Commission with a Quarterly Operations Update of the existing I-580 Express Lanes for the fourth quarter of fiscal year 2022-2023 (April through June 2023). The express lanes continue to provide higher average speeds and lower average lane densities than the general purpose lanes, as well as travel reliability along the corridor. See Attachment A for more detail.

Background

The Alameda CTC is the project sponsor of the I-580 Express Lanes, located in the Tri-Valley corridor through the cities of Dublin, Pleasanton, and Livermore, which opened to traffic in February 2016. The I-580 Express Lanes extend from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to the I-680 Interchange in the westbound direction. Motorists using the I-580 Express Lanes facility benefit from travel time savings and travel reliability as the express lanes optimize the corridor capacity by providing a choice to drivers. Single occupancy vehicles (SOVs) may choose to pay a toll and travel within the express lanes, while carpools, motorcycles, and transit vehicles using a FasTrak® flex toll tag may enjoy the benefits of toll-free travel in the express lanes. On March 31, 2023, eligible single-occupant clean-air vehicles (CAV) began receiving 50% toll discount consistent with other express lanes in the region.

An All Electronic Toll (AET) collection method has been employed to collect tolls. Toll rates are calculated based on real-time traffic conditions (speed and volume) in express and general purpose lanes, and can change as frequently as every three minutes. California Highway Patrol (CHP) officers provide enforcement services, and the California

Department of Transportation (Caltrans) provides roadway maintenance services through reimbursable service agreements.

Due to the COVID-19 public health crisis and state and regional Shelter-in-Place (SIP) orders, express lane use decreased significantly in spring 2020 and has been slowly recovering ever since. Current express lane traffic volumes are higher than pre-pandemic levels.

FY 2022-2023 Q4 Operations Update:

Performance of the I-580 Express Lane for the fourth quarter (Q4) of fiscal year 2022-2023 are highlighted below. See Attachment A for more details.

- Motorists made over 2,248,000 express lane trips during operational hours in Q4. Daily express lane trips averaged 35,700, an 8% increase from the same quarter in the prior fiscal year.
 - o Paid trips totaled 1,050,000, or 16,700 trips per day, which is a 6% increase over the same quarter of the previous fiscal year.
 - o Toll-free trips made up 53% of all trips, which is an increase over the 52% observed in the same quarter of the previous fiscal year.
- Generally, express lane users experienced better traffic conditions than the general purpose lanes, particularly during peak commute hours.
 - o Westbound peak period (6 AM - 9 AM) express lane speeds averaged 67 miles per hour (mph) and users experienced average level of service (LOS) B throughout the corridor.
 - o Eastbound peak period (3 PM - 6 PM) express lane speeds averaged 58 mph and users experienced averaged LOS C throughout the corridor.
- Solo drivers carrying clean-air vehicle (CAV) tags receive a 50% toll discount.
 - o Single-occupant CAVs were 1.7% of total single-occupancy trips taken during the quarter.
- The average assessed toll for SOV motorists was \$2.52 and \$3.57 for westbound and eastbound, respectively.
- CHP performed 410 hours of enforcement services and made 449 enforcement contacts during Q4.

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

Attachment:

- A. I-580 Express Lane Operations Update (FY 2022-23 Q4)



ALAMEDA COUNTY TRANSPORTATION COMMISSION

I-580 Express Lanes Quarterly Operations Update



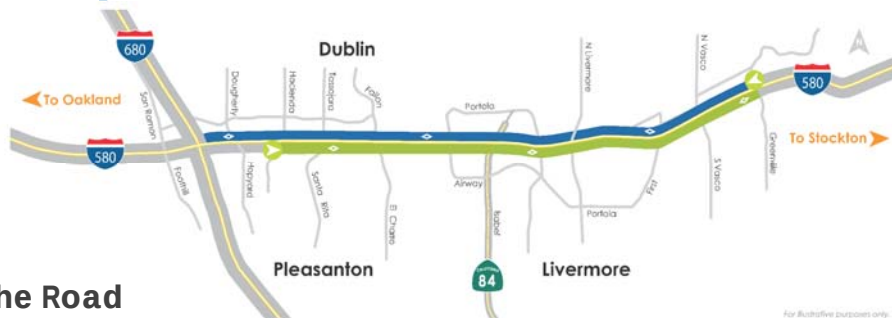
TOLL-PAYING
VEHICLES



TRANSIT

Programs and Projects Committee
Attachment A

I-580 Express Lane Overview



Rules of the Road

- Hours are 5 AM – 8 PM, Monday through Friday
- FasTrak® is required for all users
- Carpools (2+), motorcycles, and transit buses travel toll-free with FasTrak Flex set to HOV2 or HOV3+
- Eligible single-occupant Clean-Air Vehicles (CAV) receive a 50% toll discount



Programs and Projects Committee

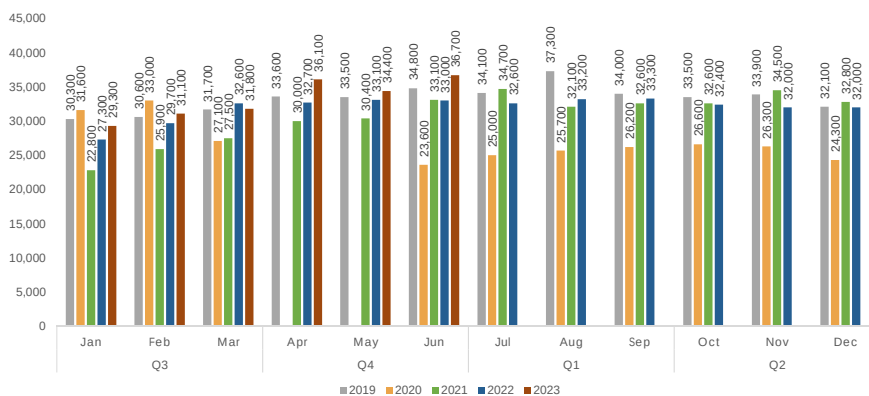
Apr – Jun 2023 (FY 2022-23 Q4) Performance Highlights

- Motorists made nearly 2,248,000 express lane trips during operational hours in Q4. Daily express lane trips averaged 35,700, an 8% increase from the same quarter in the prior fiscal year.
 - Paid trips totaled 1,050,000, or 16,700 trips per day, which is a 6% increase over the same quarter of the previous fiscal year.
 - Toll-free trips made up 53% of all trips, which is an increase over the 52% observed in the same quarter of the previous fiscal year.
- Generally, express lane users experienced better traffic conditions than the general purpose lanes, particularly during peak commute hours.
 - Westbound peak period (6 AM - 9 AM) express lane speeds averaged 67 miles per hour (mph) and users experienced average level of service (LOS) B throughout the corridor.
 - Eastbound peak period (3 PM - 6 PM) express lane speeds averaged 58 mph and users experienced average LOS C throughout the corridor.
- Starting March 31, 2023, solo drivers carrying clean-air vehicle (CAV) tags began receiving a 50% toll discount.
 - Single-occupant CAVs were 1.7% of total single-occupancy trips taken during the quarter.
- The average assessed toll for single occupancy vehicle (SOV) motorists was \$2.52 and \$3.57 for westbound and eastbound, respectively.
- CHP performed 410 hours of enforcement services and made 449 enforcement contacts during Q4.



Programs and Projects Committee

Average Daily Express Lane Trips Through FY 2022-23 Q4



Q4 of FY 2022-23

2,248,000
Total Trips

Avg. Daily Trips compared to
Q4 of FY 2021-22

+8%

Note: Express Lane tolling operations were suspended between 3/20/20 and 6/1/2020 in response to the COVID-19 public health crisis.

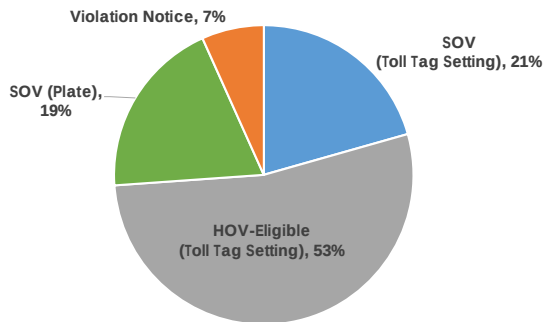
Over 57 million express lane trips have been taken during tolling hours since the I-580 Express Lanes opened in February 2016. Of those, a total of 2,248,000 trips took place during Q4 of FY 2022-23. Express Lanes saw an average of 35,700 trips per day, which represents a 8% increase compared to Q4 of FY 2021-22.



Programs and Projects Committee

Typical Express Lane Trip User Breakdown

FY 2022-23 Q4



Toll-free trips made up 53% of all trips in Q4, a 1% increase from Q4 of the previous fiscal year.

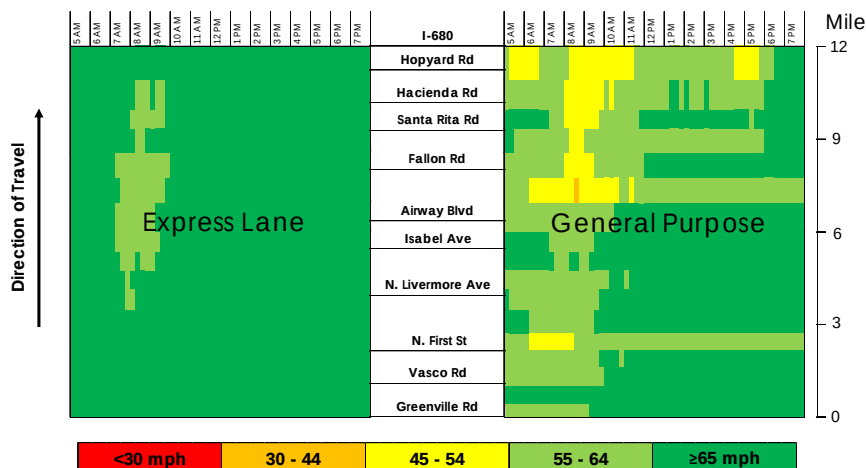
During Q4, 74% of all trips taken by users without a toll tag were matched to a FasTrak® account using license plates and assessed tolls. All others were issued violation notices.



Programs and Projects Committee

Westbound I-580 Corridor Speed Heat Maps

FY2022-23 Q4



On average, express lane speeds were 6 – 9 mph faster than general purpose lanes speeds, depending on the time of day and location within the corridor.

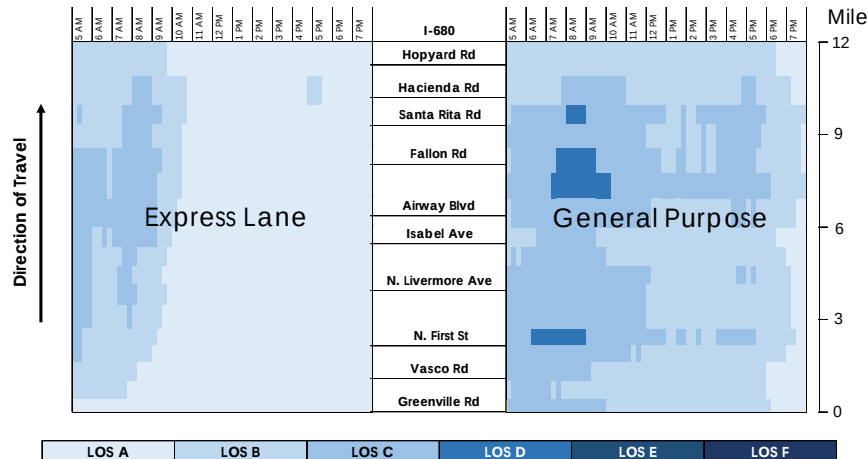
Express lane speeds averaged 67 mph during the morning commute period, versus 60 mph in the general purpose lanes.



Programs and Projects Committee

Westbound I-580 Corridor LOS Heat Maps

FY2022-23 Q4



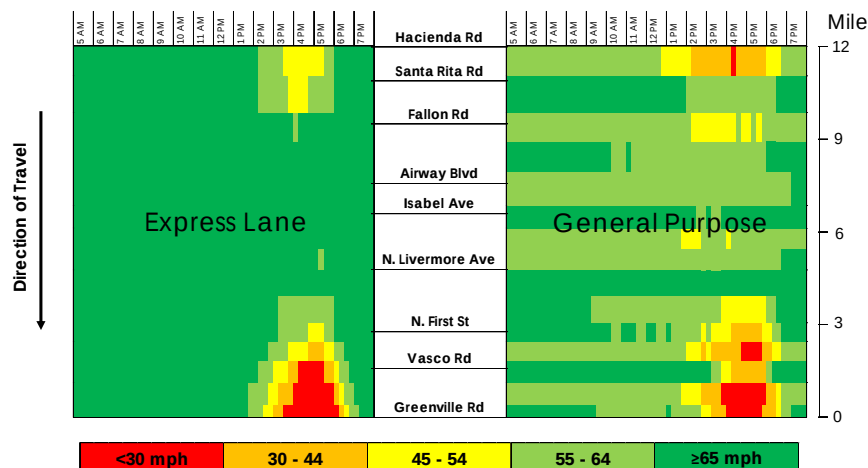
The westbound express lane generally performed at LOS B during the majority of the morning commute. General purpose lanes performed at LOS C on average for a majority of the morning commute.



Programs and Projects Committee

Eastbound I-580 Corridor Speed Heat Maps

FY2022-23 Q4



Express lane speeds averaged 5 – 10 mph faster than general purpose lane speeds, depending on the time of day and location within the corridor.

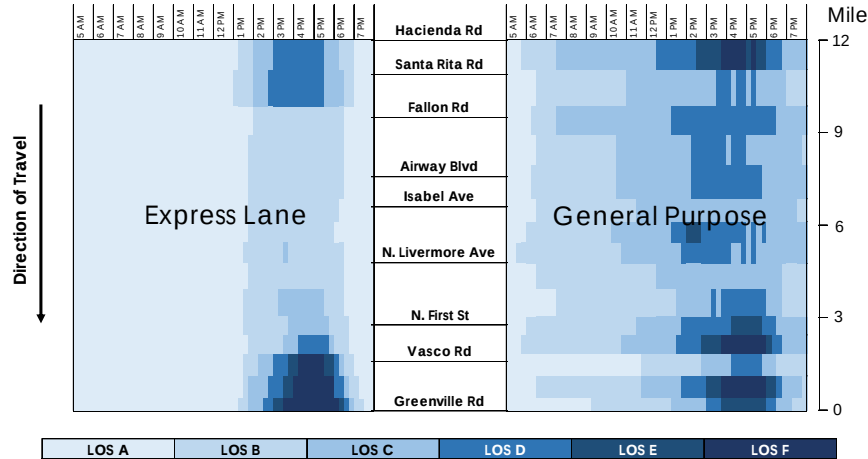
Low speeds at Greenville Road result from congestion over the Altamont Pass that extends back into the express lane.



Programs and Projects Committee

Eastbound I-580 Corridor LOS Heat Maps

FY2022-23 Q4

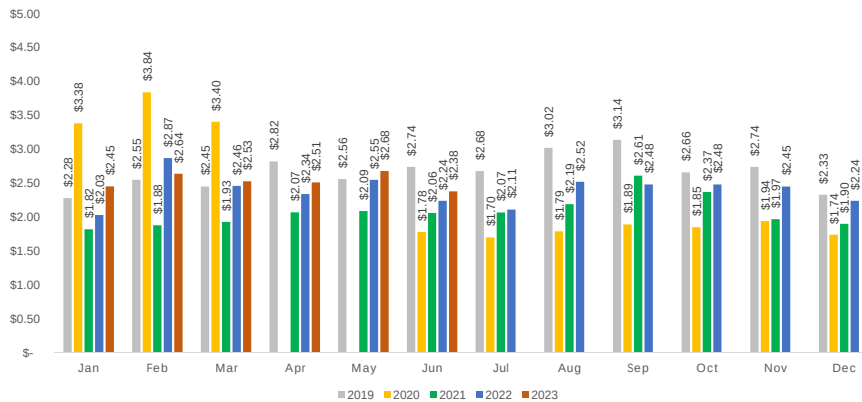


The eastbound express lane performed at LOS C on average during the afternoon commute period, while the general purpose lanes averaged LOS D during the same period.



Programs and Projects Committee

I-580 Westbound Assessed Toll



The average toll charged during Q4 increased by 6 cents from Q4 of FY2021-22. The dynamic pricing algorithm reached the maximum rate of \$13.00 on 11 days in Q4.

FY 2022-23 Q4:

Toll Cap:

\$13.00

Maximum Posted Toll Rate:

\$13.00
(11 of 63 days)

Percent paying \$13.00
(Maximum Toll):

0.056%

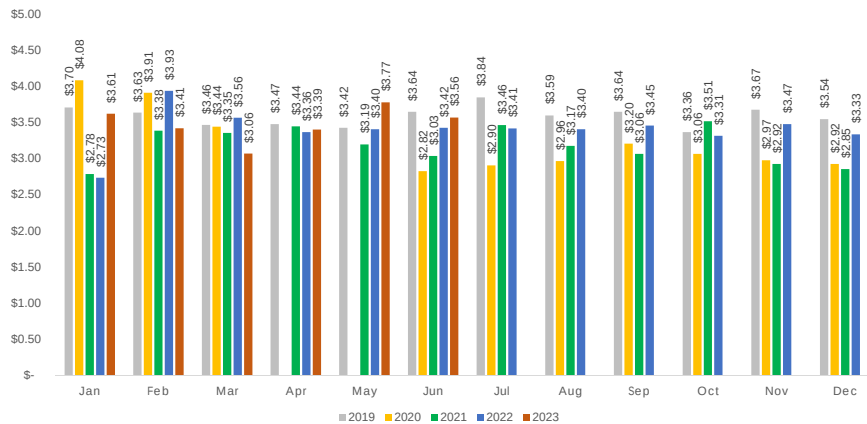
Average Assessed Toll:

\$2.52



Programs and Projects Committee

I-580 Eastbound Assessed Toll



The average toll charged during Q4 increased by 5 cents from Q4 of FY2021-22. The dynamic pricing algorithm reached the maximum rate of \$13.00 on 3 days in Q4.

FY 2022-23 Q4:

Toll Cap:

\$13.00

Maximum Posted Toll Rate:

\$13.00
(3 of 63 days)

Percent paying \$13.00
(Maximum Toll):

0.076%

Average Assessed Toll:

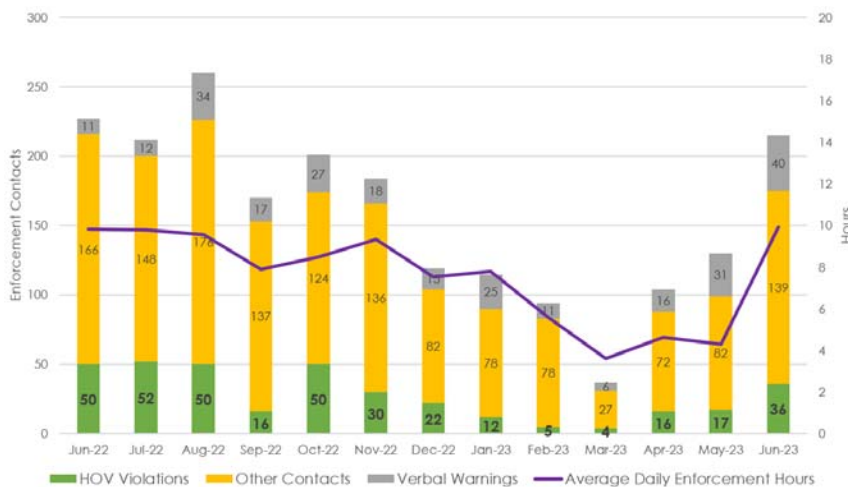
\$3.57



Programs and Projects Committee

I-580 CHP Enforcement

June 2022 – June 2023



The California Highway Patrol provides enforcement of the I-580 Express Lanes. CHP recorded 449 enforcement contacts in FY 22-23 Q4, 15% of which resulted in HOV citations issued.



Programs and Projects Committee

Comparison to Prior Year: Daily Trips & Tolls

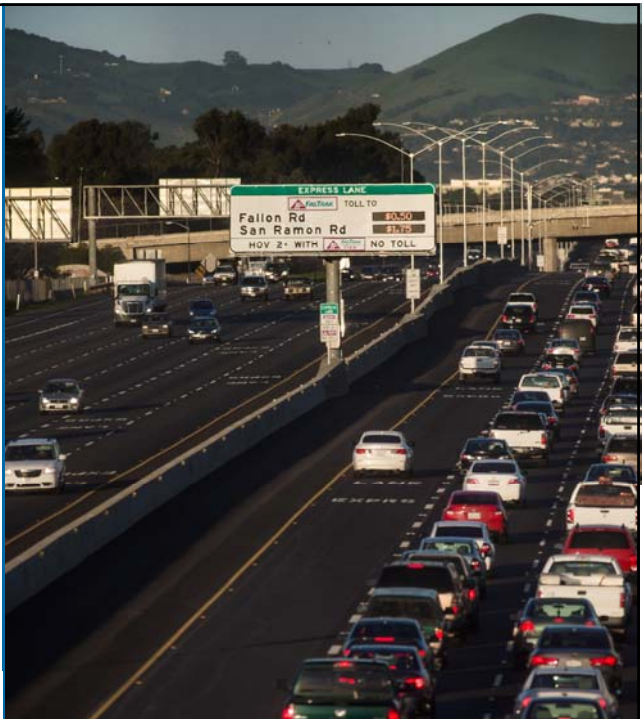
Averages	Apr - Jun 2022 (Q4 FY21-22)	Apr - Jun 2023 (Q4 FY22-23)	% Change
Avg. Daily EL Trips	33,000	35,700	8.2%
Share of Toll-Free Trips	52%	53%	1.9%
Average Assessed Toll	\$2.38 WB	\$2.52 WB	5.9%
	\$3.39 EB	\$3.57 EB	5.3%
Maximum Posted Toll	\$12.00 WB	\$13.00 WB	8.3%
	\$13.00 EB	\$13.00 EB	0.0%



Programs and Projects Committee

For more information, visit
www.AlamedaCTC.org/expresslanes

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



This page intentionally left blank



Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 21, 2023

TO: Alameda County Transportation Commission

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

SUBJECT: Approve the 2024 State Transportation Improvement Program
Programming Principles and Schedule

Recommendation

It is recommended that the Commission approve the programming principles and schedule for the development of the Alameda County 2024 State Transportation Improvement Program (STIP) project list.

Summary

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources administered by the California Transportation Commission (CTC), including Senate Bill 1 (SB 1). The 2024 STIP will cover Fiscal Years (FYs) 2024-25 through 2028-29. Based on the State's 2024 STIP Fund Estimate, approximately \$64.2 million of new programming capacity is anticipated for Alameda County of which \$43.8 million is anticipated to be available for programming to projects.

As part of the overall STIP programming process, Alameda CTC is to adopt and forward a program of STIP projects to the Metropolitan Transportation Commission (MTC) for inclusion in MTC's 2024 Regional STIP program (2024 RTIP). As the Regional Transportation Planning Agency (RTPA) for the nine-county Bay Area, MTC is responsible for developing the regional priorities for the Regional Transportation Improvement Program (RTIP). MTC approves the region's RTIP and submits it to the CTC for inclusion in the STIP. Staff is recommending Commission approval of the proposed programming principles (Attachment A) and schedule (Attachment B) for the development of the Alameda County 2024 STIP project list.

Background

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System that is administered by the CTC and funded with revenues from the State Highway Account and other State and federal funding sources, including SB 1. The STIP is composed of two sub-elements with 75% of the STIP funds reserved for the RTIP and 25% for the Interregional Transportation Improvement Program (ITIP).

Senate Bill 45 (SB 45) was signed into law in 1996 and had significant impacts on the regional transportation planning and programming process. The statute delegated major funding decisions to the local level and allows the County Transportation Agencies (CTAs) to have a more active role in selecting and programming transportation projects. SB 45 changed the transportation funding structure and modified the transportation programming cycle, program components, and expenditure priorities.

Each STIP cycle, Alameda CTC adopts and forwards a program of STIP projects to MTC. As the RTPA for the nine-county Bay Area, MTC is responsible for developing the regional priorities for the RTIP. MTC approves the region's RTIP and submits it to the CTC for inclusion in the STIP. Caltrans is responsible for developing the ITIP.

Development of the 2024 STIP

2024 STIP Fund Estimate

The biennial STIP programming process begins with the development of the STIP Fund Estimate (FE), approved by the CTC. The STIP Fund Estimate serves as the basis for determining the county shares for the STIP and the amounts available for programming each fiscal year during the five-year STIP period. Typically, the county shares represent the amount of new STIP funding available for programming in the last two years of the new STIP period.

Historically, the amount of funding available to Alameda County in a given STIP cycle has varied anywhere from \$0 to highs in the \$200 million range. Although the passage of SB 1 has added some stability to the STIP revenue, the Final 2024 STIP Fund Estimate approved at the August 2023 CTC meeting indicates \$44.9 million of new programming capacity is available for Alameda County in FYs 2027-28 and/or 2028-29, plus an additional \$19.3 million is available from adjustments to the 2022 STIP, for a total Alameda County fund estimate of \$64.2 million. As indicated below, when adjustments for prior commitments and program administration are considered, the balance available for programming to projects is estimated to be \$43.8 million:

2024 STIP - Alameda County Fund Estimate:

\$ 64.236 M	2024 STIP Fund Estimate for Alameda County
-\$ 13.125 M	Prior STIP Commitment to AC Transit
-\$ 5.063 M	Prior STIP Commitment to MTC
-\$ 0.369 M	STIP Administration funds for MTC
-\$ 1.875 M	<u>STIP Administration funds for Alameda CTC</u>
\$ 43.804 M	2024 STIP Funding Available to Program

The Final 2024 STIP Fund Estimate and Guidelines were adopted by the CTC in August. MTC's Regional 2024 STIP Policies and Fund Estimate are anticipated to be released and adopted in September 2023 and could potentially include adjustments to the Regional STIP Fund Estimate.

Draft 2024 STIP Principles

In preparation for the development the Alameda County 2024 STIP project list, the Commission is requested to approve a set of principles by which the Alameda County share of the 2024 STIP will be programmed (Attachment A). The proposed principles for the development of the 2024 STIP are consistent with the State's 2024 STIP Guidelines and the goals and objectives of the Alameda CTC's near-term strategic planning and programming documents, the Countywide Transportation Plan and the Comprehensive Investment Plan. Other key project prioritization principles include:

- Ability of a project to demonstrate readiness to meet applicable STIP eligibility, programming, allocation and delivery requirements, including obtaining federal National Environmental Policy Act (NEPA)
- Potential to leverage external funding such as federal Infrastructure Investment and Jobs Act (IIJA), Senate Bill 1 (SB1) and Regional Measure 3 (RM3) funding
- A complete funding plan for the phase for which STIP funding is requested

Next Steps

Due to the condensed programming schedule for the 2024 STIP, the Alameda County STIP project list needs to be adopted in October 2023 and MTC is anticipated to approve the regional list of projects in December 2023. Based on this schedule and proposed STIP principles, in early September Alameda CTC will request project nominations/information for STIP eligible projects. Following the staff assessment of the eligibility and readiness of project nominations, a draft project list will be presented to the Commission in October 2023.

For projects selected for the 2024 STIP, supporting documentation required by MTC is expected to include: MTC Complete Streets Checklist, STIP Electronic Project Programming Request (ePPR) form, project performance measures analysis, Final Project Study Report (PSR) or PSR Equivalent, Resolution of Local Support, and STIP Certification of Assurances. Final supporting documentation (final complete applications) will be due to MTC by November 1, 2023.

The final 2024 STIP is scheduled to be adopted by the CTC in March 2024.

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

Attachments:

- A. Draft Principles for the Development of the Alameda County 2024 STIP Project List
- B. 2024 STIP Development Schedule

Draft Principles for the Development of the Alameda County 2024 STIP Project List

- It is anticipated that any new funding programmed in the 2024 STIP will be made available in FYs 2027-28 and/or 2028-29.
- Previously-approved commitments for STIP programming will be considered during the development of the 2024 STIP project list.
- Sponsors of currently programmed STIP projects will be required to provide updated project scope, status, schedule, cost and funding information.
- Any project considered for funding must be consistent with the Countywide Transportation Plan and satisfy all STIP programming requirements.
- Projects recommended for STIP funding must demonstrate readiness to meet applicable STIP programming, allocation and delivery requirements and deadlines, including federal requirements.
- Consideration of the following are proposed for the required project prioritization for the development of the 2024 STIP project list:
 - o The principles and objectives set forth in the Alameda CTC Comprehensive Investment Plan;
 - o Projects that can leverage funds from other federal, Senate Bill 1 (SB1) and Regional programs;
 - o Previous commitments for STIP programming approved by the Alameda CTC;
 - o The degree to which a proposed project, or other activity intended to be funded by transportation funding programmed by the Alameda CTC, achieves or advances the goals and objectives included in the Countywide Transportation Plan; and
 - o The degree to which a proposed project has viable project implementation strategies that are based on current project-specific project delivery information provided by applicants, including:
 - Readiness for the current/requested project delivery phase;
 - The status of environmental clearance, including federal National Environmental Policy Act (NEPA).
 - The project cost/funding plan by phase, including demonstration of a complete funding plan for the phase for which STIP funding is requested;
 - The potential for phasing of initial segment(s) which are fully-funded and provide independent benefit; and
 - Potential impediments, i.e. risks, to successful project implementation in accordance with the proposed project delivery schedule.

This page intentionally left blank

Draft 2024 STIP Development Schedule

Alameda CTC Activity	Date	MTC/ CTC Activity
	June 2023	• CTC releases draft 2024 STIP Fund Estimate and Guidelines
	July 2023	• CTC holds Fund Estimate and Guidelines Workshop
• Request updates for existing STIP projects	August 2023	• CTC adopts final Fund Estimate and Guidelines
• Approve 2024 STIP Principles • Request project nominations / information and develop Draft 2024 STIP program recommendation	September 2023	• MTC releases Draft Regional STIP (RTIP) Policies and Procedures • MTC approves Final RTIP Policies and Procedures
• Submit Draft 2024 STIP Project List & new project Complete Streets Checklists to MTC by October 4th • Draft 2024 STIP recommendation to Committees and Commission	October 2023	
• Submit Final Project List and required supporting documentation, including resolutions of local support, to MTC by November 1st • Submit final Complete Streets Checklists by November 13th	November 2023	
	December 2023	• MTC releases Draft 2024 RTIP • MTC approves and submits 2024 RTIP to CTC
	March 2023	• CTC adopts 2024 STIP

This page intentionally left blank



Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 21, 2023

TO: Alameda County Transportation Commission

FROM: Vivek Bhat, Senior Director of Programming and Projects
Jhay Delos Reyes, Director of Project Delivery
Matthew Bomberg, Senior Transportation Engineer

SUBJECT: Approve actions necessary to facilitate advancement of the East Bay Greenway Multimodal Phase 1 – North Segment, Lake Merritt to Bayfair (Project Number 1587.001)

Recommendation

It is recommended that the Commission approve the following actions for the East Bay Greenway Multimodal (EBGM) Phase 1 – North Segment, Lake Merritt to Bayfair (Project):

- 1) Authorize the Executive Director to the release of a Request for Proposals (RFP) for Construction Management (CM) services and enter into negotiations with the top-ranked firm; and
- 2) Authorize the Executive Director or designee to enter into necessary agreements to facilitate delivery of the Project.
- 3) Approve a Funding Plan for the Project;

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for EBGM (Phase 1), a 16-mile bicycle and pedestrian facility in the cities of Oakland, San Leandro and Hayward as well as the unincorporated community of Ashland, which connects seven BART stations as well as downtown areas, schools, and other major destinations. In coordination with local agencies and leveraging partnerships, development of EBGM has been divided into North and South segments based on readiness. The requested actions are specific to the Phase 1 - North Segment (Project).

In June 2023, the California Transportation Commission (CTC) awarded \$19.5 million Senate Bill 1 (SB1) Active Transportation Program (ATP) and \$39.4 million SB1 Solutions for Congested Corridors (SCCP) funds for the construction phase of the North Segment (Lake Merritt to Bayfair). As a requirement of the SCCP award, Alameda CTC is required to include a full funding plan for Project in the SB1 baseline agreement, for approval by the CTC.

To support preparation of the construction plans and eventual bid and construction administration, staff recommends authorizing release of an RFP to procure CM services for Project (North Segment, Lake Merritt to Bayfair). Initiating the procurement in Fall 2023 will ensure that a selected firm is under contract in time to provide independent constructability reviews concurrent with final design to be ready for the construction in 2025.

Background

The overall East Bay Greenway (EBG) is envisioned as a 37-mile regional trail connecting the northern cities of Alameda County to the southern cities. The project originated with a non-profit group, Urban Ecology, which envisioned a trail in the BART/Union Pacific Railroad (UPRR) Oakland Subdivision corridor from Oakland to Hayward. Upon passage of 2014 Measure BB, EBG was included as one of three major trails in the Transportation Expenditure Plan and in 2015, Alameda CTC led efforts for the portion from Lake Merritt BART to South Hayward BART, referred to as the Urban Trail.

The Alameda CTC-led work relative to the Urban Trail concluded in 2018 with Alameda CTC adopting a CEQA IS/MND and Caltrans certifying a NEPA Categorical Exemption. Alameda CTC also advanced efforts to appraise UPRR land in 2019. During project development of the Urban Trail through the right of way phase, several key risks were identified related to costs for land acquisition, timing of negotiations, removal of likely hazardous material, and ownership. In December 2021, the Commission provided staff with direction to identify a new alignment for the East Bay Greenway between Lake Merritt BART and South Hayward BART that avoids UPRR ROW and utilizes parallel streets, where necessary, that can be delivered in the near-term, 3-5 years. This resulted in the Multimodal project becoming Phase 1 of East Bay Greenway, to develop and deliver the near-term improvements, and the Urban Trail becoming Phase 2.

The EBG (Phase 1) Project seeks to provide an all-ages-and-abilities, interjurisdictional active transportation facility generally following the BART tracks. The current project alignment runs on-street, including utilizing nearby parallel streets when necessary and incorporating local active transportation projects to make needed connections. The Project will generally consist of Class I shared use paths, Class IV protected bike lanes, Class III neighborhood bikeways with traffic calming, pedestrian crossing enhancements, pedestrian accessibility improvements, traffic signal modifications, lighting upgrades, bus boarding islands, transit signal priority, and placemaking elements, landscaping, and/or urban design features. Staff is finalizing the EBG Phase 1 South segment with Alameda County and Hayward this fall and will bring separate updates in the future on that segment.

Staff has been working with the local jurisdictions, transit operators and Caltrans along the project corridor to advance the delivery of the Project. Caltrans coordination includes their support and nomination of the Project, development of the Central County Comprehensive Multimodal Corridor Plan (CMCP) as required for the SCCP Cycle 3 application and implementation of construction on State Route 185 in San Leandro. Based

on project readiness, the Phase 1 - North (Lake Merritt to Bayfair) segment was accelerated to progress towards in the Plans, Specifications and Estimate (PS&E) phase. A summary of key Project activities since Commission direction in December 2021 include:

- April 2022 - Caltrans nominates Project for SCCP Cycle 3
- June 2022 - San Leandro Council approval of the concept for PS&E
- December 2022 - Caltrans adopts the Central County CMCP
- December 2022 - Award of the PS&E phase consultant for Alameda CTC
- May 2023 - Oakland Council approval of the concept for PS&E in Oakland
- June 2023 – CTC awards Project funding from SB1, ATP and SCCP funds
- August 2023 - Completion of the 35% PS&E
- On-going - Community outreach activities

These activities have positioned the Project to a state of readiness to procure CM services to support review of the 65% PS&E package, consistent with Alameda CTC's Construction Management Administration Guide. The CM team will provide an independent constructability review of the PS&E packages prior to preparation for the Invitation for Construction Bids, anticipated in 2025.

Funding Plan

The current estimated total cost from inception to completion of construction of the Project is \$136.6 million. The Project has already leveraged a significant amount of external funding and is currently funded with a combination of \$14.3 million of 2014 Measure BB, \$19.5 million SB1 ATP and \$39.4 million SB1 SCCP funds. Currently, the need to complete the funding plan is approximately \$63.4 million, as listed in the table below.

EBGM Phase 1 – North Segment, Project Costs and Funding by Phase					
Phase	Costs	Funding (\$ x 1,000)			
		MBB	State	Federal	Future Grants
PA/ED	\$2,350	\$2,350			
PS&E	\$11,900	\$11,900			
CON	\$122,319		\$39,375	\$19,500	\$63,444
Total	\$136,569	\$14,250	\$39,375	\$19,500	\$63,444

As per the SCCP Guidelines, Alameda CTC must execute a baseline agreement with the CTC, that includes a full funding plan for the Project, by December 2023. Staff has been actively preparing and submitting grant applications to address the funding need. Listed below are pending and planned grant applications:

- Fiscal Year 2023 Safe Streets for All (Federal) – Submitted July 2023
- Fiscal Year 2023 Reconnecting Communities and Neighborhood (Federal) – *Submitting September 27, 2023*
- Reconnecting Communities: Highways to Boulevards (State) – *Submitting September 20, 2023*
- Fiscal Year 2024 RAISE (Federal) – Anticipated, pending release of Notice of Funding Opportunity
- Other grant opportunities as they are identified

As Alameda CTC continues to pursue external grants, there's a possibility that a funding need would continue to exist. After all external funding options have been exhausted, staff recommends exploring internal funding sources to address any remaining need. Approval of the conceptual funding plan would still require the Commission to formally program and allocate any requested funding in the future. Staff will update the Commission and bring future funding-related actions prior to the implementation of the construction phase.

Levine Act Statement: Not Applicable

Fiscal Impact: None. A future Commission action will encumber funds to award a contract to the top-ranked firm which are included as part of the Fiscal Year 2023-2024 Budget.

Attachment:

- A. East Bay Greenway Multimodal Phase 1 Project Fact Sheet

East Bay Greenway Multimodal (Phase 1)

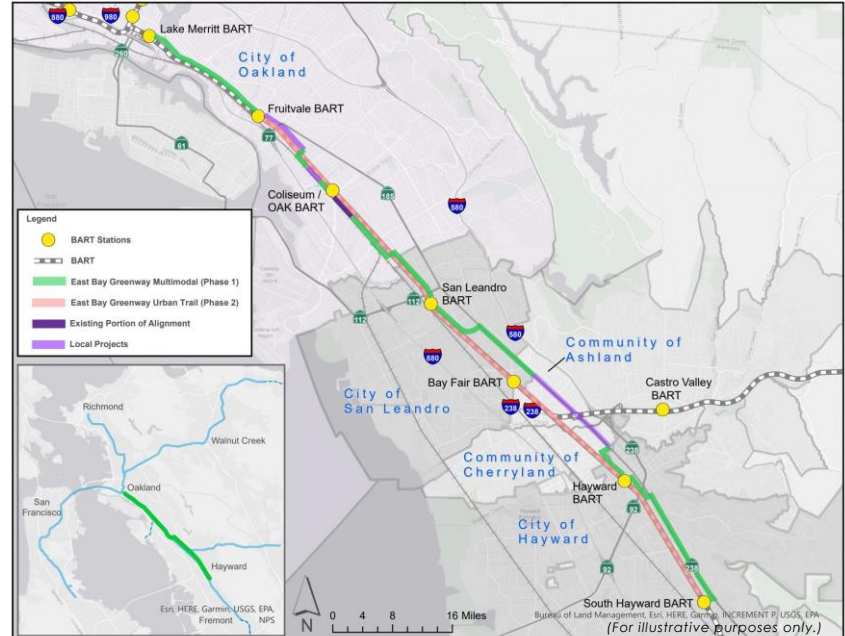
6.6A

MAY 2023

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) is the implementing agency for the East Bay Greenway (EBGW) project that proposes to construct a 16-mile long active transportation facility along major arterials that connects seven BART stations from the Lake Merritt BART station in Oakland to the South Hayward BART station. The project will construct Class I and Class IV bike facilities; evaluate transit enhancements, such as transit islands and traffic signal priority; safety enhancements, such as traffic calming measures through narrow lanes and placemaking amenities and landscaping; signal upgrades for bicyclists, protected intersections; and pedestrian crossing enhancements with high visibility crosswalks and bulb-outs that meet Americans with Disabilities Act requirements.

EBGW, Phase 1 focuses on getting near-term improvements in construction in a three to five-year horizon. EBGW, Phase 2 will continue to work with the Union Pacific Railroad to implement a Rails-to-Trail or Rails-with-Trail facility in a 10+ year horizon.



PROJECT NEED

- The existing county bikeway network does not provide a continuous and comfortable route connecting Downtown Oakland and South Hayward.
- Existing interjurisdictional routes in the East Bay Greenway corridor are generally arterial roadways that carry significant traffic volumes, are designated transit and truck routes, and have established histories of collisions involving bicyclists and pedestrians.
- The East Bay Greenway jurisdictions and BART have adopted specific plans, station area plans and other land use plans, calling for thousands of additional residents and jobs in the East Bay Greenway corridor. Improved last-mile transit access to regional transit and destinations is essential to accommodating planned growth along the East Bay Greenway corridor.

PROJECT BENEFITS

- Improves safety and bicycle and pedestrian network connectivity in communities along the BART line including many Equity Priority Communities
- Improves access to regional transit, schools, downtown areas and other destinations
- Creates a facility that is accessible and comfortable to bicyclists and pedestrians of all ages and abilities
- Improves reliability of transit service in the corridor
- Supports promotion of a multimodal transportation system and reduction of greenhouse gas emissions to protect our climate and create sustainable communities



Initial East Bay Greenway segment from Coliseum BART to 85th Avenue (funded by Measure WW, TIGER and BAAQMD).



Rendering of East Bay Greenway.

STATUS

Implementing Agency: Alameda CTC
Current Phase: Preliminary Engineering/Environmental

PROJECT DOCUMENTS

For more information on the project, please visit:
www.alamedactc.org/eastbaygreenway.

PARTNERS AND STAKEHOLDERS

Cities of Oakland, San Leandro and Hayward, Alameda County, AC Transit, Bay Area Rapid Transit and the California Department of Transportation

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

COST ESTIMATE BY PHASE (\$ x 1,000)

PE/Environmental	\$2,350
Final Design	\$12,400
Construction	\$159,500
Total Phase 1 Expenditures	\$174,250

FUNDING SOURCES (\$ x 1,000)

Local	\$14,750
State ¹	\$19,500
TBD	\$140,000
Total Phase 1 Revenues	\$174,250

¹ California Transportation Commission (CTC)

SCHEDULE BY PHASE

	Begin	End
Environmental	Spring 2015	Fall 2018
Final Design (PS&E)	TBD	TBD
Construction	TBD	TBD



Rendering of East Bay Greenway.



Memorandum

6.7

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 21, 2023

TO: Alameda County Transportation Commission

FROM: Gary Huisingsh, Deputy Executive Director of Projects
Jhay Delos Reyes, Director of Project Delivery

SUBJECT: Approve Contract Amendment No. 5 to Professional Services Agreement A18-0030 with WMH Corporation for State Route 84 Expressway and State Route 84 / Interstate 680 Interchange Improvements Project

Recommendation

It is recommended that the Commission authorize the Executive Director to execute Amendment No. 5 to the Professional Services Agreement No. A18-0030 with WMH Corporation (WMH) for an additional amount of \$1,600,000 for a total not-to-exceed amount of \$19,900,000 to provide design support during construction (DSDC) services for the State Route 84 (SR 84) Expressway Widening and SR 84 / Interstate 680 (I-680) Interchange (I/C) Improvements Project.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor for the project development phases of the SR 84 Expressway Widening and SR 84 / I-680 I/C Improvements Project (Project) in the City of Pleasanton and the Community of Sunol. The Project proposes to widen SR 84 from two to four lanes south of Ruby Hill Drive to I-680 and make ramp modifications and other operational improvements to the SR 84/I-680 interchange. The improvements also include extending the I-680 Southbound Express Lane by approximately two (2) miles to the north.

This project is a named capital project in the 2014 Transportation Expenditure Plan (TEP) with a commitment of \$122.0 million in Measure BB funds and a total project cost of \$245.4 million. Caltrans is the implementing agency for the Construction phase and awarded the construction contract to the lowest bidder, Bay City Paving and Grading, Inc., on February 19, 2021. Construction activities began on May 5th, 2021 and Construction is 65% complete, with completion anticipated in the spring of 2025.

Alameda CTC, through a competitive bid process, awarded A18-0030 for the Plans, Specifications, and Estimate (PS&E) phase of this Project to WMH Corporation in January

2018 and is the Engineer of Record (EOR) for this project. As such, they have been providing DSDC services.

Approval of the staff recommendation will encumber \$1,600,000 for the resources necessary to provide DSDC services to support responses to construction inquiries on the Project. A summary of all contract actions related to Agreement No. A18-0030 is provided in Table A.

Background

Alameda CTC is the Sponsor of the SR-84 Expressway and SR-84/I-680 Interchange Improvements project. Alameda CTC was the Implementing Agency of the project development (Environmental, Design, and Right-of-Way) phases. Caltrans is the Implementing Agency of the construction phase responsible for Advertising, Awarding, and Administering the construction contract.

The Project is a named capital project in the 2014 Measure BB TEP and Regional Measure 3 (RM3), which upgrades SR-84 in southern Alameda County from south of Ruby Hill Drive to I-680 and makes operational improvements to the SR-84/I-680 Interchange. Additionally, the Project will extend the existing southbound express lane from SR-84 to the north of Koopman Road. Proposed improvements include improving SR-84 to four lanes to conform with the existing roadway, interchange improvements, intersection improvements along the SR84 corridor, construction of bike lanes along SR-84 and under I-680, improvements to accommodate southbound express lane extension, drainage modifications, and utility relocations. The proposed improvements are expected to alleviate existing and projected traffic congestion to improve SR-84 as a regional connection between I-680 and I-580, consistent with other local and regional planning and programmed projects, improve traffic circulation between SR-84 and I-680, and in the vicinity of the SR 84/I-680 I/C, improve safety for motorists and cyclists on this segment of SR-84, and complete the statutory designation of this segment of SR-84 as an expressway facility.

The project costs \$245.4 million, and the construction capital award amount is \$149 million. The total MBB commitment is \$122 million, and the RM3 commitment is \$85 million. The remainder of the funds are a combination of other local, state, and regional funds.

The construction work for the Project started in May 2021 and is 65% complete, and Caltrans awarded the construction contract to Bay Cities Paving and Grading Inc. The construction schedule has been extended from the original completion date of Fall 2023 to Spring 2025. Due to the location of the Project, there are delay-sensitive environmental restrictions related to construction activities than can extend the completion date. Based on resource agency permits, construction in specific areas of the Project only allow for a four-month construction window. Separately, there is stop-work condition for the day if there is a 40% chance of rain included in the construction contract. The winter storms of 2022-2023 resulted in the need for repair to some of the constructed project features. These three factors combined extended the completion date. Staff is working with Caltrans and Bay Cities to determine if there is possibility to accelerate the schedule based upon the continued progress of the project.

WMH, as the EOR, has been providing DSDC support which will need to continue through the extended end of construction. Generally, DSDC effort varies between 1.5%-3.0% of the capital estimate of a project based on the size and complexity of a project. Approval of this request would result in DSDC services of approximately 2.4% of the construction capital estimate, which is still within the range of the industry standard. This is warranted as there have been several differing site conditions which have required DSDC services above what was expected, as well as the extended construction schedule, as described below:

- At the SR 84/I-680 interchange differing geologic conditions required extensive redesign of pile foundations and pile driving activities.
- The damage from the winter storms of 2022-2023 required a revaluation of the drainage design to accommodate the current stage construction to prevent future damage in the upcoming winter season as well as solutions to repair the damaged drainage ditches, and the project required bioswales from extensive flooding on the site.
- The Project's existing geotechnical and geologic conditions required monitoring and mitigation and ongoing support for environmental requirements but to differing subsurface geological conditions, additional geotechnical engineering was required.
- Development of off-site mitigation, offsite hydromodification mitigation, and geomorphic analysis per Regional Water Quality Control Board 401 Permit required additional coordination and analysis in conformance with the permit.

Table A summarizes the contract's actions related to Agreement No. A18-0030. Approval of this recommendation would continue to exceed the Alameda CTC Local Business Contract Equity program goals on this contract.

<u>Table A: Summary of Agreement No. A18-0030</u>			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with WMH (A18-0030)- <i>Approved April 2018</i>	Professional design services for SR 84 Expressway and SR 84/I-680 I/C Improvements	N/A	\$15,000,000
Amendment No. 1 - Executed <i>November 2018</i>	Administrative Amendment to ensure consistency with the San Francisco Public Utilities Commission license agreement.	N/A	\$15,000,000
Amendment No. 2 – <i>Approved March 2019</i>	Provide additional budget to complete the additional scope of design work north of SR84/I-680 IC to accommodate the future I-680 SB express lane.	\$1,300,000	\$16,300,000
Amendment No. 3 - <i>Executed July 2020</i>	Administrative Amendment to update indemnification and insurance requirement provisions	N/A	\$16,300,000

Amendment No. 4 - <i>Approved March 2021</i>	Provide additional budget for DSDC services	\$2,000,000	\$18,300,000
<i>Proposed Amendment No. 5 - September 2023 – (This Agenda Item)</i>	Provide additional budget for an increase in DSDC effort due to storm damage, longer construction horizon and resource agency requirements.	<i>\$1,600,000</i>	<i>\$19,900,000</i>
Total Amended Contract Not-to-Exceed Amount			\$19,900,000

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

Fiscal Impact: The project funding plan includes the funds necessary for this amendment.

Attachment:

- A. State Route 84 Expressway and State Route 84 / Interstate 680 Interchange Improvements Project Fact Sheet

State Route 84/Interstate 680 Interchange Improvements

AUGUST 2023

PROJECT OVERVIEW

Alameda CTC, in cooperation with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), is conforming State Route 84 (SR-84) to expressway standards between south of Ruby Hill Drive and the Interstate 680 (I-680) interchange in southern Alameda County by:

- Modifying SR-84 to accommodate one additional lane in each direction.
- Implementing additional improvements to reduce weaving/merging conflicts and help address the additional traffic demand between I-680 and SR-84.

The project would also improve the SR-84/I-680 interchange operations by:

- Modifying ramps.
- Extending the existing southbound I-680 high-occupancy vehicle/express lane northward by ~2 miles. Currently, the southbound express lanes extend from SR-84 south of Pleasanton to SR-237 in Milpitas.

Upon completion, this project will be the final segment in a series of improvements to bring SR-84 to expressway standards from I-680 in Sunol to I-580 in Livermore.

PROJECT NEED

- SR-84 is congested during peak commute times.
- Interchange congestion affects operations of both SR-84 and I-680 and is projected to worsen.
- Collision rates on SR-84 and the interchange are higher than the state average, and access to SR-84 from driveways and local roads is difficult.
- The undivided roadway and uncontrolled access on SR-84 do not meet expressway standards.



PROJECT BENEFITS

- Improves regional connectivity
- Improves interregional connectivity
- Relieves congestion
- Improves safety



I-680/SR-84 interchange.



STATUS

Implementing Agency: Caltrans

Current Phase: Construction

- Final design and right-of-way acquisition was completed in September 2020.
- Construction contract was awarded in February 2021.
- Construction began in May 2021.
- Completion of construction is anticipated in spring 2025.

PARTNERS AND STAKEHOLDERS

Alameda CTC, Alameda County, Caltrans, FHWA and the cities of Livermore, Pleasanton and Sunol

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

Preliminary Engineering/Environmental	\$5,671
Final Design	\$18,177
Right-of-Way	\$33,733
Construction	\$187,775
Total Expenditures	\$245,356

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$123,400
Measure B	\$1,000
Local ¹	
TVTC	\$14,940
SFPUC	\$1,300
Regional (RIP) ²	\$11,114
Regional (RM 3) ³	\$85,000
State (SB 1 LPP) ⁴	\$8,602
Total Revenues	\$245,356

¹ Local funding includes the Tri-Valley Transportation Council (TVTC) and the San Francisco Public Utilities Commission (SFPUC).

² Regional Improvement Program (RIP).

³ Regional Measure 3 (RM 3).

⁴ Senate Bill 1 Local Partnership Program (SB 1 LPP).

SCHEDULE BY PHASE

	Begin	End
Environmental	Spring 2015	Summer 2018
CEQA Clearance	Spring 2015	Summer 2018
NEPA Clearance	Spring 2015	Summer 2018
Final Design	Summer 2018	Summer 2020
Right-of-Way	Summer 2018	Summer 2020
Construction	Spring 2021	Spring 2025

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



Memorandum

6.8

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 21, 2023

TO: Alameda County Transportation Commission

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

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

Recommendation

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

Summary

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

Alameda CTC submitted comments on one Draft Environmental Impact Report in the period between April 16 and August 15, included as Attachment A.

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

Attachment:

- A. Response to comments on Phase I Oakland 2045 General Plan Update Draft Environmental Impact Report (DEIR).

This page intentionally left blank



May 09, 2023

Lakshmi Rajagopalan, AICP Planner IV,
City of Oakland Bureau of Planning
250 Frank H. Ogawa Plaza, Suite 3315,
Oakland, CA 94612

SUBJECT: Phase I Oakland 2045 General Plan Update Draft Environmental Impact Report (DEIR)
Comments

Dear Lakshmi,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for Phase I of the Oakland 2045 General Plan Update.

The proposed project encompasses the entire City of Oakland, which is located in northern Alameda County. Oakland spans approximately 49,910 acres with 178,207 housing units, and is the third most populous city in the Bay Area with a population of approximately 430,000 in 2021.

The proposed project amends the Planning Code, Zoning Map, and General Plan as part of the City's recently adopted 2023-2031 Housing Element implementation. The plan and policy changes included in the project are expected to result in development of approximately 41,458 new housing units.

The project also includes amendments and adoption of an Environmental Justice Element to address inequitable health risks in heavily impacted communities. It will also update its Safety Element to address climate change issues focusing on wildfire, toxic and hazardous materials, seismic risk, flooding, climate change adaptation and resilience, and drought.

Since the proposed project would appear to generate at least 100 pm-peak trips and is therefore subject to review under the Land Use Analysis Program (LUAP) of the Congestion Management Program (CMP), the Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

Alameda CTC Scoping Comments on the NOP of this DEIR

- On page 4.15-1, the DEIR references comments received from Alameda CTC on the NOP for this DEIR, including that the DEIR should address the potential impacts of the proposed project on walking, biking and transit use, especially potential impacts on the Countywide High Injury Network (HIN). Alameda CTC appreciates that the requested analysis is included as informational material in Appendix D.

Congestion Management Program (CMP) Review

- Alameda CTC appreciates this DEIR evaluating the potential impacts of proposed land use changes included in the project on the CMP network of roadways as referenced on page 4.15.25 of the DEIR.
- Likewise, Alameda CTC appreciates that this DEIR uses the regional plans developed by our agency as the regional framework for this DEIR. These plans include the Alameda Countywide

Transportation Plan (2020), which identifies a list of 10-year priority projects, eighteen of which are significant for the City of Oakland. The Alameda Countywide Active Transportation Plan (2019) and the Alameda Countywide Multimodal Arterial Plan (2016) both provide priorities and resources for active transportation and transit that advance local efforts.

Use of Countywide Travel Demand Model

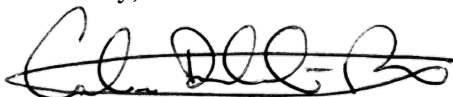
- Alameda CTC appreciates the use of Alameda CTC Travel Demand Model for the evaluation of project impacts on the forecasted multimodal regional travel and for the estimates of regional average VMT per capita and VMT per employee as stated on page 4.15-35.

Transportation Impacts & Mitigation Measures

- On page 2.15-48, the analysis concludes that with adherence to proposed policies, Standard Conditions of Approval, and regulatory compliance the proposed project will not conflict with a plan, ordinance, or policy addressing the safety or performance of the multimodal circulation system.
- On page 4.15-48, the DEIR states that the City of Oakland has adopted screening criteria and thresholds to evaluate significant impacts for VMT. The VMT analysis showed that the proposed project would result in 12.2 average VMT per capita in 2030, which is below the impact threshold for VMT per capita. Ensuring adherence to proposed policies, Standard Conditions of Approval, and regulatory compliance, the proposed project would result in less than significant impact related to VMT.
- Alameda CTC commends the proposed project for not substantially inducing additional automobile travel by increasing physical roadway capacity on congested areas, nor would it result in significant cumulative impacts when combined with cumulative development. Again, adherence to proposed policies, Standard Conditions of Approval, and regulatory compliance would ensure that the project's cumulative impacts are less than significant.
- Alameda CTC encourages the City of Oakland to, as part of the Standard Conditions of Approval, require developments to implement planned bike or pedestrian infrastructure improvements on or adjacent to proposed development parcels and address gap closures in the bike and pedestrian networks adjacent to proposed developments if any exists. This could also include improvements to bus stop and transit station amenities for developments adjacent to these facilities.

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

Sincerely,



Colin Dentel-Post
Principal Planner

cc: Aleida Andrino-Chavez, Associate Transportation Planner



Memorandum

6.9

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 21, 2023

TO: Alameda County Transportation Commission

FROM: Kristen Villanueva, Director of Planning
Shannon McCarthy, Associate Transportation Planner

SUBJECT: Approve the Professional Services Agreement (A23-0023) with Kittelson & Associates, Inc. for Multimodal Performance Monitoring

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Professional Services Agreement No. A23-0023 with Kittelson & Associates, Inc. (Kittelson) for a not-to-exceed amount of \$521,000 to provide multimodal performance monitoring services.

Summary

In February 2023, the Commission approved release of a solicitation for professional services to support Alameda CTC's multimodal monitoring efforts. Request for Proposals (RFP) No. 23-0011 was released on March 1, 2023. Proposals were received from four firms. A selection review panel reviewed the proposals submitted and proceeded to interview the leading three firms. Based on those interviews, the panel concluded that Kittelson was the top-ranked firm.

Alameda CTC negotiated the contract with Kittelson for a not-to-exceed amount of \$521,000 for an initial term through December 2025, with the option to extend for additional monitoring cycle(s). The negotiated agreement meets Local Business Contract Equity Program goals of 70.0% for Local Business Enterprise (LBE) firms and 30.0% for Small Local Business Enterprise (SLBE) firms.

Background

Alameda CTC tracks multimodal performance on regionally significant roads in Alameda County. State Congestion Management Program (CMP) legislation specifically requires Alameda CTC to monitor auto speeds and calculate Level of Service (LOS) on freeways, highways, and principal arterials during the afternoon peak-period on a biennial basis. The last monitoring cycle was in 2022 and results were presented to the Commission in February 2023. The 2022 Multimodal Monitoring Report can be found on the agency's

website for the [Congestion Management Program](#). To continue this legislatively-required monitoring and support informed policy decisions, Alameda CTC solicited professional services for multimodal monitoring of Alameda County's transportation network, with work to begin ahead of the next monitoring cycle in 2024.

The Alameda CTC procurement process for these services began in February 2023 with Commission approval to release the RFP for professional services. RFP No. 23-0011 was released on March 1, 2023. On March 15, 2023, an optional pre-proposal meeting was held. A total of 53 firms downloaded the RFP from the Alameda CTC Procurement Portal. Alameda CTC received a total of four proposals.

A selection review panel reviewed all four proposals and established a short list of proposers based on the evaluation and ranking of the proposals. Interviews with those firms were conducted on May 22, 2023. Based on the interview criteria as established in the RFP, the selection review panel recommended award to the top-ranked firm of Kittelson.

Alameda CTC negotiated the contract with Kittelson for a not-to-exceed amount of \$521,000 over 27 months. The negotiated agreement meets LBCE Program goals of 70.0% for LBE firms and 30.0% for SLBE firms.

The agreement includes professional services for the 2024 multimodal monitoring cycle and three years of annual performance reporting, with the potential to extend by amendment to cover additional monitoring and performance cycle(s). The team will build off of methodologies established in previous cycles to ensure legislative conformance and facilitate data continuity and analyses over time.

Levine Act Statement: The Kittelson team did not report any conflicts in accordance with the Levine Act.

Fiscal Impact: Funding for this item is included in the adopted FY2023-24 agency budget.

Attachment A
Alameda CTC Community Advisory Committee Appointment Detail for
Mayor John J. Bauters, City of Emeryville

Check the box(es) and date and sign this form to approve reappointment of members whose terms are expiring or have already expired, or to appoint new members.

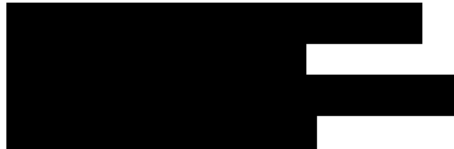
Paratransit Advisory and Planning Committee (PAPCO)



Reappoint

(action required)

John Suter



Term Began: May 2021

Term Expired: May 2023

Date

Mayor John J. Bauters, City of Emeryville

To fill a vacancy, submit a committee application and corresponding resume to the Alameda County Transportation Commission (Alameda CTC) for each new member. Return the form(s) by email, mail, or fax to:

Alameda CTC
 Attn: Angie Ayers
 1111 Broadway, Suite 800
 Oakland, CA 94607
 Email: aayers@alamedactc.org
 Fax: (510) 893-6489

Attachment A
Alameda CTC Community Advisory Committee Appointment Detail for
Executive Director Christy Wegener, LAVTA

Check the box(es) and date and sign this form to approve reappointment of members whose terms are expiring or have already expired, or to appoint new members.

Paratransit Advisory and Planning Committee (PAPCO)

☒ **Reappoint**
(action required)

Esther Ann Waltz



Term Began: June 2016

Term Expired: June 2018

8/30/2023
Date


Executive Director Christy Wegener, LAVTA

To fill a vacancy, submit a committee application and corresponding resume to the Alameda County Transportation Commission (Alameda CTC) for each new member. Return the form(s) by mail, email, or fax to:

Alameda CTC
Attn: Angie Ayers
1111 Broadway, Suite 800
Oakland, CA 94607
Email: aayers@alamedactc.org
Fax: (510) 836-2185

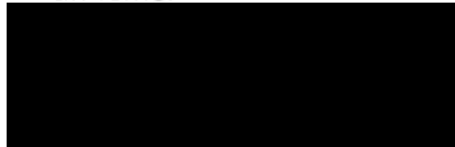
Attachment A
Alameda CTC Community Advisory Committee Appointment Detail for
Supervisor Nate Miley, Alameda County, District 4

Check the box(es) and date and sign this form to approve reappointment of members whose terms are expiring or have already expired, or to appoint new members.

Bicycle and Pedestrian Advisory Planning Committee (BPAC)

☒ **Reappoint**
(action required)

Matt Turner



Term Began: December 2019
Term Expired: December 2021

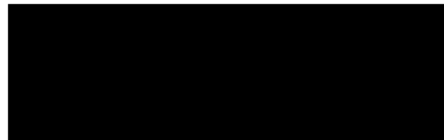
Independent Watchdog Committee (IWC)

☐ **VACANT**
(action required)
Fill Vacancy

Paratransit Advisory and Planning Committee (PAPCO)

☒ **Current Appointment**
(no action required)

Sandra J. Johnson



Term Began: September 2023
Term Expires: September 2025

9/6/23
Date

Nate Miley
Supervisor Nate Miley, Alameda County, District 4

To fill a vacancy, submit a committee application and corresponding resume to the Alameda County Transportation Commission (Alameda CTC) for each new member. Return the form(s) by email, mail, or fax to:

Alameda CTC
Attn: Angie Ayers
1111 Broadway, Suite 800
Oakland, CA 94607
Email: aaayers@alamedactc.org
Fax: (510) 836-2185

This page intentionally left blank



Bicycle and Pedestrian Advisory
Committee Meeting Minutes
Thursday, February 9, 2023, 5:30 p.m.

7.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Call to Order

2. Roll Call

A roll call was conducted and all members were present with the exception of 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.



Bicycle and Pedestrian Advisory Committee Meeting Minutes Thursday, April 20, 2023, 5:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Call to Order

2. Roll Call

A roll call was conducted and all members were present with the exception of Ben Gould, Jeremy Johansen, Glenn Kirby, Nick Pilch, Ben Schweng, and Todd Nelson. A quorum was not present.

Subsequent to the roll call:

Todd Nelson arrived during item 3.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve the February 9, 2023 BPAC Meeting Minutes

A quorum was not present and a vote did not take place.

5. Regular Matters

5.1. Transportation Development Act Article 3 Project Review for FY 2023-24

Aleida Andrino-Chavez provided an overview of the Transportation Development Act Article 3 (TDA) administered by the Metropolitan Transportation Commission and the requirement that the BPAC review projects proposed to be funded fully or partially by TDA article 3 funds from project sponsors that do not have a local BPAC. She introduced Manny Grewal and Justin Tremores with the City of Hayward, which requested TDA Article 3 funds for a one-time procurement of a compact sweeper to support the maintenance of Class IV bike lanes throughout the City.

This was an information only item.

5.2. Dublin Boulevard – North Canyons Parkway Extension Update

Gordon Sweet and Marcelo Castellino from BKF Engineers and Pratyush Bhatia with the City of Dublin updated the BPAC on the bike and pedestrian elements of the Dublin Boulevard – North Canyons Parkway Extension Project. The project received significant input from the BPAC on improvements to bike safety.

This was an information only item.

6. Organizational Meeting

6.1. Election of BPAC Officers for Fiscal Year 2023-24

A quorum was not present and a vote did not take place.

6.2. Approve the FY 2023-24 BPAC Calendar

A quorum was not present and a vote did not take place.

7. Committee Member Reports

7.1. BPAC Roster

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

7.1. BPAC Member Reports

David Fishbaugh announced that he is resigning, and this is his last BPAC Meeting. Members of the BPAC and staff thanked Mr. Fishbaugh for his nine years of service on the committee.

8. Staff Reports

8.1. Brown Act Meeting Requirements and Alameda CTC Protocols

Aleida Andrino-Chavez updated the BPAC members in response to questions and concerns about Brown Act meeting requirements and in-person meeting protocols.

9. Adjournment

The next meeting: September 14, 2023

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

	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	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			

This page intentionally left blank



Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 21, 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.

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

The state legislature returned from recess on August 14th for the final month of the 2023 session. The Senate and Assembly Appropriations Committees had until September 1st to act on bills in their possession, followed by two weeks of final actions before the session adjourned on September 14th. The Governor now has until October 14th to sign or veto bills. Table 1 provided by Platinum Advisors includes an update on the status of bills as of September 14th on which the Commission has taken a position.

Two important safety bills the Commission supported were approved by the Legislature this session, AB 645 (Friedman) and AB 413 (Lee), and are on the way to the Governor to sign or veto. Both bills advance safety and are consistent with Vision Zero policies and best practices. Staff are actively monitoring the bills and support letters have been sent to the Governor on behalf of the Commission. Staff will

provide the Commission with updates on the status of bills at the September meetings.

The other major activity in Sacramento is implementation of the budget. SB 125 was the budget trailer bill that enacted the statutory provisions on how the general fund portion of the Transit & Intercity Rail Capital Funds (TIRCP) and the new Zero Emission Transit Capital Program (ZETCP) would be allocated. SB 125 directed CalSTA to develop guidelines to establish the process for how \$3.995 billion in TIRCP funds will be allocated over the next two fiscal years, and how \$1.1 billion in ZETCP funds over the next four fiscal years will flow. Based on the conditions enacted in SB 125 the application process to draw down funds will require the regions to work closely with transit operators. The Metropolitan Transportation Commission (MTC) is expected to receive \$1.17 billion from these funding streams that will then be reallocated to public transit operators to be used for either transit capital or operations. Final guidelines from CalSTA will be posted by September 30th. Regions will then have until December 31st to submit an application to draw down its share of funds. MTC is working closely with transit agencies in the region to prepare for these upcoming deadlines.

Table 1. Bill Status as of September 14, 2023

Bill	Subject	Status	Alameda CTC Position
AB 413 (Lee D) Vehicles: stopping, standing, and parking.	AB 413 amends the Vehicle Code to require “daylighting” at all intersections. Specifically, the bill prohibits a person from stopping, parking, or leave standing any vehicle within 20 feet of the vehicle approach side of a marked or unmarked crosswalk. Amendments taken in the Senate Transportation Committee are pending but would allow delivery vehicles to use this space, and would allow for less than 20 feet if a bulb-out exists.	Approved by the Legislature. To Engrossing and Enrolling.	SUPPORT

Bill	Subject	Status	Alameda CTC Position
AB 463 (Hart D) Electricity: prioritization of service: public transit vehicles	The goal of AB 463 is to ensure utilities take into consideration the electricity needs to charge electric buses when planning for power shutoffs. This measure would require the CPUC to consider the economic, social equity, and mobility impacts of a temporary power discontinuance to customers that rely on electrical service to operate public transit vehicles. In addition, AB 463 would require electric utilities to include in their public safety power shutoff plans protocols related to mitigating those public safety impacts on public transit vehicle charging infrastructure.	Assembly Committee on Appropriations Suspense File Two-Year Bill	SUPPORT

Bill	Subject	Status	Alameda CTC Position
AB 645 (Friedman D) Vehicles: speed safety system pilot program.	AB 645 would create the Speed Safety System Pilot Program. The program would authorize the Cities of Oakland, Los Angeles, San Jose, Glendale, Long Beach, and San Francisco to use an automated system to detect and issue citations for speeding. The bill includes provisions specifying the steps each city must comply with, such as adopting a Speed Safety System Use Policy and Speed Safety System Impact Report. These steps include conducting a 30-day public education campaign before commencing and issuing only warning citations for the first 60 days of operation. The bill also includes privacy protection provisions. AB 645 also limits the number of automated systems that can be used based on the population of the city. The bill also limits placement of the systems to school zones, areas where a high number of speed contests occur, and streets designated as a safety corridor as specified in existing law.	Approved by the Legislature. To Engrossing and Enrolling.	SUPPORT & Seek Amendments

Bill	Subject	Status	Alameda CTC Position
AB 817 (Pacheco D) Open meetings: teleconferencing: subsidiary body.	AB 817 would authorize a “subsidiary body” to remotely hold a public meeting if specified conditions are met. The bill defines a subsidiary body to include: • certain types of commissions, committees, or other body as defined in paragraph (b) of Government Code Section 54952, • a body that serves exclusively as an advisory body, • a body that is not authorized to take final action on any contract, legislation, regulation, or permit. AB 817 would also require the members of the body to participate through both audio and visual technology. The public must be able to participate in the body’s proceedings either by phone line or through an internet-based platform.	Assembly Local Government Two-Year Bill	SUPPORT

Bill	Subject	Status	Alameda CTC Position
SB 532 (Wiener D) San Francisco Bay area toll bridges: toll increase: transit operating expenses.	SB 532 was approved by the Assembly Transportation Committee and now sits with the Appropriations Committee. Given ongoing negotiations with several Bay Area legislators, Senator Wiener has decided to hold SB 532 in the Assembly Appropriation Committee making it a two-year bill that will be revisited next year. In light of the fiscal crisis facing public transit, Senator Wiener has amended SB 532 to propose a \$1.50 increase in tolls paid on all state-owned toll bridges in the Bay Area. Toll increase would be imposed starting January 1, 2024, and the increase would stop on December 31, 2028. The bill directs 90% of the revenue generated would be used to avoid service cuts and maintain service levels, including safety and security needs. The remaining 10% of revenue would be used to assist transit operators in planning and reconfiguring transit service.	Assembly Appropriations Two-Year Bill	SUPPORT
SB 891 (Committee on Transportation) Transportation: omnibus bill.	SB 891 is the Senate Transportation Committee's Omnibus Bill. At the request of the Alameda CTC, SB 891 was amended to authorize the Sunol Smart Carpool Lane Joint Powers Authority, <u>or</u> the Alameda CTC to conduct, administer, and operate the express lane program in the County of Alameda to support good governance and improve efficiency.	To Engrossing and Enrolling.	SUPPORT

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

Attachment:

A. Alameda CTC 2023 Legislative Program

This page intentionally left blank

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.



Memorandum

8.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 21, 2023

TO: Alameda County Transportation Commission

FROM: Jhay Delos Reyes, Director of Project Delivery

SUBJECT: Rail Safety Enhancement Program – Phase A - Adoption of Initial Study/Mitigated Negative Declarations for the railroad crossings in Oakland

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) #4 at crossings located in Oakland

- 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 in Oakland
- 2) Find on the basis of the record, including IS/MND #4, that the project will not have a significant effect on the environment
- 3) Adopt the Mitigation Monitoring and Reporting Program (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.

This item covers the final of four IS/MNDs which evaluates improvements at the 29th, Fruitvale, 37th and 50th at-grade crossings on the Niles Subdivision in the City of Oakland ("Project"). IS/MND #1 & #2 were adopted by the Commission in May 2023 and IS/MND #3 was adopted by the Commission in June 2023.

The Draft IS/MND #4 was released on May 2, 2023 and the public was provided a 30-day review period, consistent with CEQA guidelines, which closed on May 31, 2023. There was one comment received on the Draft IS/MND for public review which staff has addressed. The Final IS/MND #4 and its respective MMRP will be posted on Alameda CTC's [website](#).

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 the only clearance document needed, a NEPA CE, which is the most streamlined document.

The purpose of the IS/MND is to identify potential impacts from the Project to the environment and 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 #4 at 29th, Fruitvale, 37th, and 50th

There were twenty areas studied under CEQA for the 29th, Fruitvale, 37th and 50th at-grade crossing locations.

Draft IS/MND#4, covering the Project at 29th, Fruitvale, 37th and 50th, was circulated to the public on May 2, 2023 for a 30-day review period. The Notice of Intent, Draft IS/MND #4 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 Oakland which included City Council Members, Alameda County Supervisors, BART, AC Transit, State Senate and Assembly members. A virtual-public hearing was conducted on May 17, 2023 from 6:00pm – 7:30pm and also noticed via Alameda CTC's social media tools. The public comment period closed on May 31, 2023.

There was one comment received on the Draft IS/MND for public review, which staff has addressed.

To ensure that the environmental commitments and mitigation measures are properly implemented, Alameda CTC has prepared a MMRP for IS/MND #4. The final MMRP, as approved by the Commission, will be enforced during construction of the RSEP-A crossings.

Fiscal Impact: There is no fiscal impact.

Attachment:

- A. Rail Safety Enhancement Program Fact Sheet

This page intentionally left blank

Rail Safety Enhancement Program

SEPTEMBER 2023

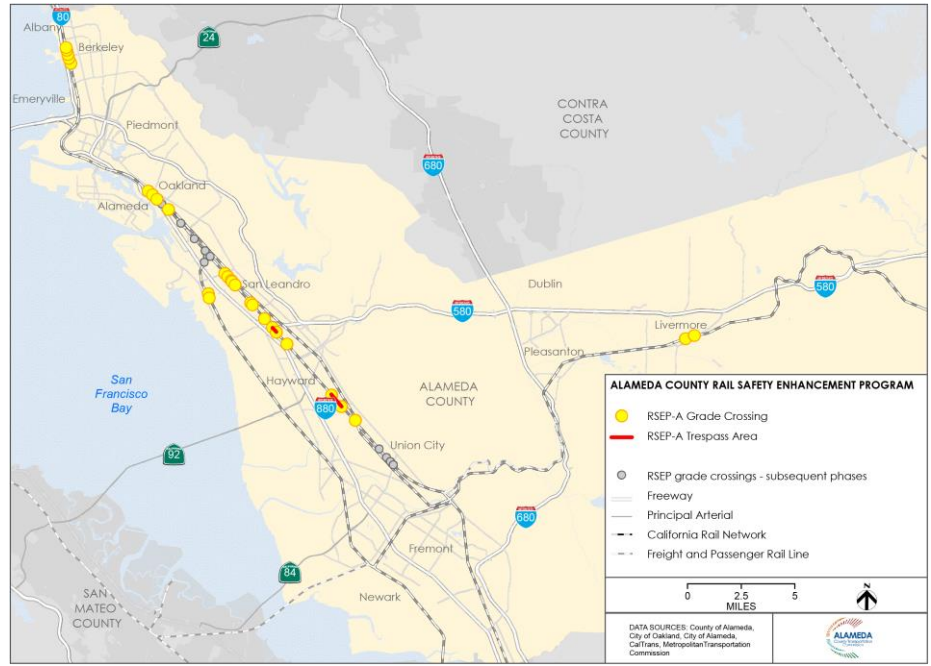
PROJECT OVERVIEW

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.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Final Design.

Environmental: The final ISMND was adopted in September 2023.

- The project has completed 65% Design Milestone

PARTNERS AND STAKEHOLDERS

Alameda CTC, Alameda County and the cities of Berkeley, Fremont, Hayward, Livermore, Oakland, San Leandro, Union City*, California Public Utilities Commission, Union Pacific, and Caltrans.

*Phase B

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

	RSEP-A	RSEP-B
Environmental	\$2,284	TBD
Design	\$7,684	TBD
Right-of-Way	\$2,180	TBD
Construction	\$88,906	TBD
Total Expenditures	\$101,054	TBD

FUNDING SOURCES (\$ X 1,000)

	RSEP-A	RSEP-B
Measure BB	\$7,972	TBD
Federal ¹	\$25,001	TBD
TBD	\$68,081	TBD
Total Revenues	\$101,054	TBD

¹\$25 million of Consolidated Rail Infrastructure and Safety Improvements Program (CRISI); \$1,000 earmark

SCHEDULE BY PHASE: RSEP-A

	Begin	End
Environmental/Advance Preliminary Design	Fall 2020	Fall 2023
Final Design	Summer 2023	Spring 2025
Right-of-Way	Summer 2023	Late 2025
Construction	Winter 2026	Fall 2029

Note: Project schedule subsequent to the preliminary engineering/environmental phase is contingent on funding availability for future phases.

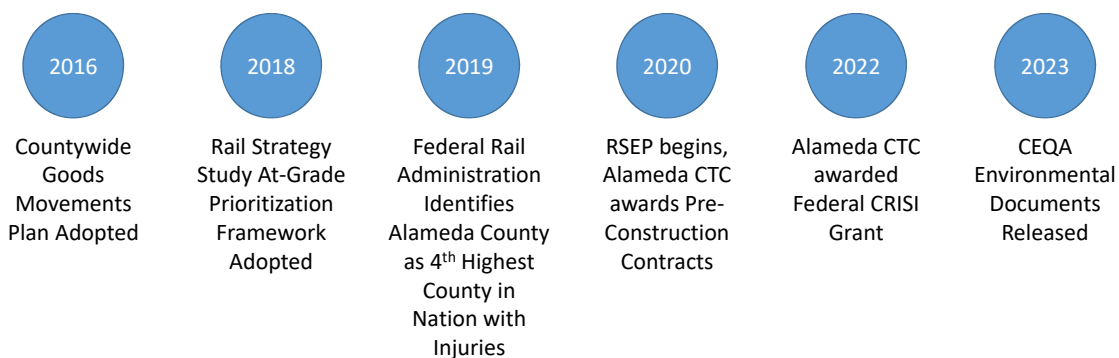
SCHEDULE BY PHASE: RSEP-B

	Begin	End
Environmental/Advance Preliminary Design	TBD	TBD
Final Design	TBD	TBD
Right-of-Way	TBD	TBD
Construction	TBD	TBD



A presentation to the Alameda County Transportation Commission
Jhay Delos Reyes, Director of Project Delivery
 September 2023

Background



RSEP Program – Phases A & B

Phase A

28 Crossings and two
trespass locations

Project Partners



LIVERMORE

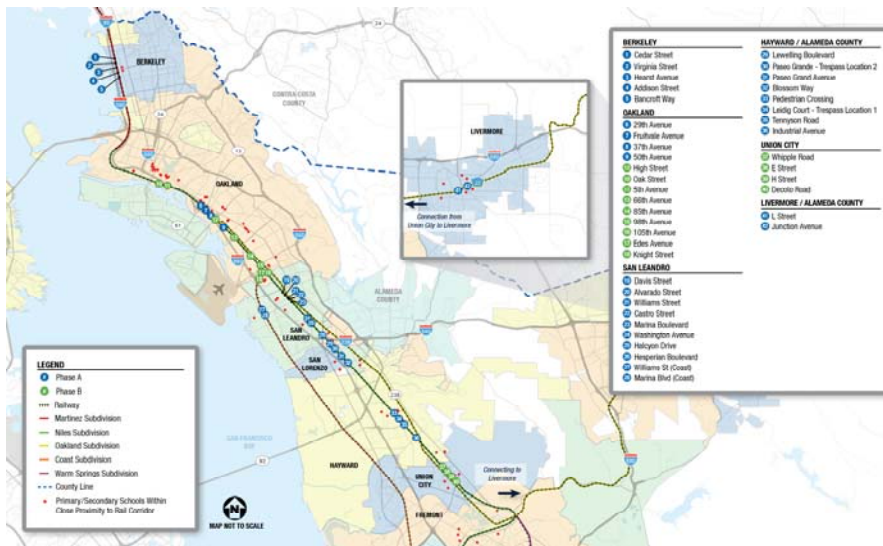


Project Stakeholders



Phase B

12 crossings

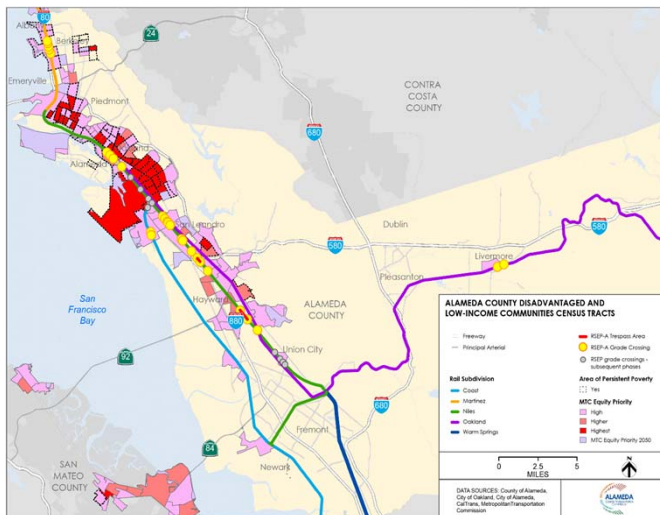


Rail Safety Enhancement Program – Phase A

3

Program Benefits

- **Safety**
- **Goods Movement**
 - Increased reliability
 - Connected to the Port of Oakland
 - Important to Regional Economy
- **Encourages Mode Shifts from Trucks to Rail and Cars to Active Transportation (walk and bike)**
 - Vehicle Miles Travelled and (Green House Gases) Emission reduction
- **Real Effect On Highest Equity Priority Communities (EPCs)**

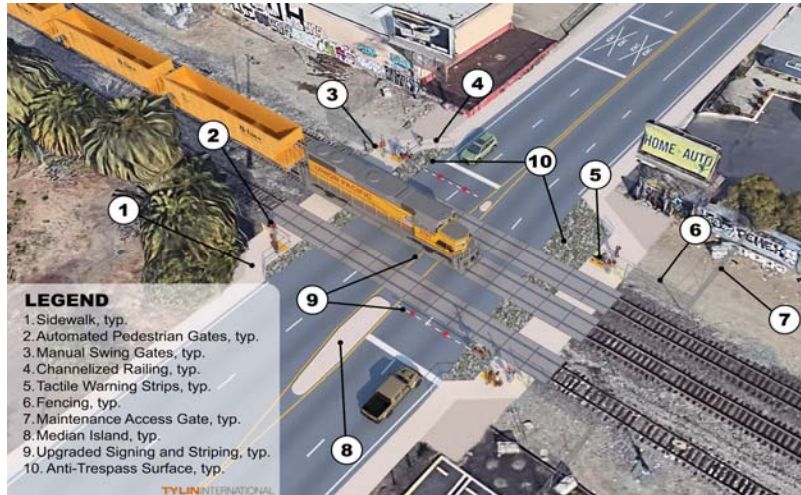


Rail Safety Enhancement Program – Phase A

4

Typical Improvements

- **Full Pedestrian Treatments**
 - Sidewalks through the Crossings
 - Various Gates
 - Channelization
- **Roadway Treatments**
 - Signing and Striping
 - Median Islands
 - Driveway Modifications
 - Lighting
 - Pavement
 - Crossing Panels



Rail Safety Enhancement Program – Phase A

5

Environmental Process

- **California Environmental Quality Act (CEQA)**
 - Alameda CTC Lead Agency
 - Each crossing individual demonstrates Logical Termini and Independent Utility
 - Grouped by Level of Environmental Impact/Document
 - Four Initial Study/Mitigation Negative Declarations (IS/MNDs)
 - ✓ #1 – Berkeley - 2 Crossings, Section 106 related
 - ✓ #2 – Berkeley – 3 Crossings
 - ✓ #3 – San Leandro, Cherryland, Hayward – 8 Crossings
 - ✓ #4 – Oakland – 4 Crossings
 - Three Categorical Exemptions covering the remaining crossings.
- **National Environmental Policy Act (NEPA)**
 - All RSEP crossings are expected to be Categorical Exclusions with the Federal Railroad Administration (FRA) as Lead Agency.



Rail Safety Enhancement Program – Phase A

6

Initial Study – Mitigated Negative Declaration

#4 – Oakland

- Circulated on May 2, 2023
- Public Hearing on May 17, 2023
- Comments Closed on May 31, 2023



Rail Safety Enhancement Program – Phase A

7

Initial Study – Mitigated Negative Declaration

Aesthetics	Agriculture and Forest Resources	✓ Air Quality	✓ Biological Resources
✓ Cultural Resources	Energy	✓ Geology and Soils	Greenhouse Gas Emissions
✓ Hazards and Hazardous Materials	Hydrology and Water Quality	Land Use and Planning	Mineral Resources
Noise and Vibration	Population and Housing	Public Services	Parks and Recreation
Transportation/Traffic	✓ Tribal Cultural Resources	Utilities and Service Systems	Wildfire

✓ With appropriate mitigation, the project would not have a significant impact on the environment for IS/MND #4



Rail Safety Enhancement Program – Phase A

8

Mitigation Monitoring Reporting Program

- Mitigation Measures will be implemented with the Construction Plans and Specifications
 - Construction Plans
 - Construction Site Best Management Practices
 - Bay Area Air Quality Management Districts Basic Construction Measures
 - Construction Specifications
 - Bird Nesting Surveys and avoidance of work
 - Stopping work for discovery of Archeological and Paleontological Resources
 - Contractor developed, Site Specific Health and Safety Plan



Recommendation

IS/MND #4 – Oakland

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 four (4) railroad crossings in Oakland*
2. *Find on the basis of the record, including IS/MND #4, that the project will not have a significant effect on the environment*
3. *Adopt the Mitigation Monitoring and Reporting Program (MMRP) for the project*





Thank You

For more information, visit
www.AlamedaCTC.org

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



Memorandum

10.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 21, 2023

TO: Alameda County Transportation Commission

FROM: Tess Lengyel, Executive Director

SUBJECT: Pursuant to the Executive Director's Contract, Finalize the Executive Director Performance Evaluation for 2023, Establish Objectives for 2024, and Approve Salary Adjustment

Recommendation

Pursuant to the Executive Director's contract, by September 30 of each year, the Finance and Administration Committee (FAC) must complete an annual evaluation of the Executive Director's performance based on agreed upon objectives, establish objectives for the following year, and determine any increase to the annual salary paid to the Executive Director. During the September FAC meeting, the FAC completed the tasks summarized below regarding the Executive Director's performance evaluation and salary adjustment. The recommendation to the full Commission includes a seven percent merit-based salary adjustment effective January 1, 2024.

Summary

Alameda CTC's employment agreement with the Executive Director calls for an annual performance evaluation by the FAC and any salary adjustment be determined by September 30 of each year, which should then be reported to and approved by the full Commission. During its September 11, 2023 meeting, the FAC took the following actions:

- Conducted a performance evaluation and reviewed the Executive Director's objectives for 2024;
- Designated the Chair and Vice Chair to meet with the Executive Director prior to mailout of the September Commission packet to address any salary adjustment; and
- Required that any recommended salary adjustment be included in the packet mailed out to the Commission for consideration at the September 28, 2023 Commission meeting.

The employment agreement calls for the Executive Director to provide the Committee with a self-evaluation as a first step in the evaluation process. The Executive Director's

report provided at the September FAC meeting includes the self-evaluation and 2024 objectives and is included as Attachment A. As directed by FAC during the September FAC meeting, the Commission Chair and Vice-Chair met with the Executive Director to discuss a salary adjustment. The Chair and Vice-Chair are recommending a seven percent merit-based salary adjustment over the Executive Director's existing salary of \$344,911.40. No other changes to the Executive Director's salary or benefits was discussed. Pursuant to the Executive Director's contract, once approved, the salary adjustment of seven percent to a new salary amount of \$369,055.20 would take effect on January 1, 2024. This new salary amount is less than the 2023 Commission adopted salary range maximum of \$378,148¹.

Fiscal Impact: There is no fiscal impact to performing the Executive Director's performance evaluation and establishing 2024 objectives. The salary and benefits for the Executive Director's salary adjustment is within the approved FY2023-24 salary range. The salary adjustment will be effective January 1, 2024 and incorporated into the mid-year budget update for Fiscal Year 2023-2024.

Attachment:

- A. Finance and Administration Committee September 11, 2023 - Executive Director Performance Evaluation and 2024 Objectives Memo

¹ https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/1667392/9.2_COMM_Staff_and_Retiree_Benefits_2023_20221201.pdf



Memorandum

10.1A

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 5, 2023

TO: Alameda County Transportation Commission

FROM: Tess Lengyel, Executive Director

SUBJECT: Conduct the Executive Director Performance Evaluation for 2023, Establish Objectives for 2024, and Direct Approach for Salary Adjustment Pursuant to the Executive Director's Contract

Recommendation

Pursuant to the Executive Director's contract, an annual evaluation of the Executive Director's performance, based on agreed upon objective, is required to be completed by September 30 of each year and an increase to the annual salary paid to the Executive Director be considered based on the annual evaluation. It also requires that objectives for the coming year be agreed upon by September 30 of each year. It is recommended that the FAC:

- Conduct a performance evaluation and review the Executive Director's objectives for 2024 at the September FAC meeting;
- Designate the Chair and Vice Chair to meet with the Executive Director prior to mailout of the September Commission packet to address any salary adjustments; and
- Include any recommended adjustment in the packet mailed out to the Commission for consideration at the September 28, 2023 Commission meeting.

Preface

This past year resulted in significant achievements in all areas at the agency, and I would like to extend my appreciation to the Commission for your extensive work in supporting the agency's robust workplan in planning, programming, project and program delivery, on-going fiscal accountability and agency administration. It is an honor to serve you and the public. I would also like to recognize and appreciate the professionalism, dedication and excellence the Alameda CTC staff bring to all the work performed at Alameda CTC. It has been a pleasure working so closely with the Chair, Vice-Chair, and all members of the Commission in delivering our promises to voters for multimodal projects and programs, advancing safety, expanding equity, supporting youth, seniors and disabled with affordable transportation choices, implementing elements of our long-range countywide transportation plan, and creating good jobs in Alameda County.

I am proud of the quality, effectiveness and productivity of the Commission and staff, which continue to successfully fulfill the agency's mission with their work. We have effectively implemented planning efforts that are resulting in projects that expand safety and multimodal opportunities. We have expanded affordable transportation programs for students, seniors and people with disabilities, and leveraged local dollars to attract state and federal funds, while also serving as a reliable funding source to our cities, transit operators and county partners in delivering local services and projects.

Over the past year, Alameda CTC continued to deliver major project and program investments throughout the County and was successful in leveraging external funds to advance projects into construction as promised to voters. The Commission conducted state and federal legislative meetings to support our projects and policies, and we have been rewarded with several competitive grants and allocations at the regional, state and federal levels for project and program delivery.

The Commission adopted its first-ever Race and Equity Action Plan and its Countywide Bikeways Network All Agencies and Abilities Policy and Design Expectations. Both of these documents advance equity and safety throughout Alameda County. The agency's Clean Transportation Program was also finalized.

Alameda CTC's AAA ratings from both Fitch Ratings Agency and S&P Global Ratings was reviewed and affirmed for the 2014 Measure BB bonds secured last year, and we received a Certificate of Achievement for Excellence in Financial Reporting from the Government Finance Officers Association of the United States and Canada (GFOA) for our Annual Comprehensive Financial Report (ACFR), for the year ended on June 30, 2022.

Internally, we have continued work on staff engagement with a solid Culture and Engagement Committee (CEC) that has helped the agency staff strengthen cohesion, teamwork and cross department collaboration. The CEC continues to lead staff on culture and engagement efforts supporting an inside-out approach to diversity, culture and excellence. This year, I instituted a first-ever Leadership Academy at Alameda CTC focused on the Director and Principal level staff at the agency to grow their leadership skillsets both within the agency and in the industry. I held the first graduation in late August 2023.

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

Achievements and accomplishments in the areas of project delivery, programming, planning, programs implementation, express lanes operations, fiscal stewardship, partnership building and agency administration are summarized below and included in more detail in Attachment A, and the proposed initiatives for 2024 are shown in Attachment B.

Summary

Alameda CTC's employment agreement with the Executive Director calls for an annual performance evaluation, establishment of objectives for the next year by the Finance and Administration Committee, and any salary adjustments by no later than September 30. The employment agreement calls for the Executive Director to provide the Finance and Administration Committee with a self-evaluation as a first step in the evaluation process. The Executive Director's self-evaluation is included in Attachment A and is organized under the following categories: Project Delivery, Programming, Planning/Policy/Government Affairs/Communications, Programs Implementation, Operations and Management of the I-580 and I-680 Express Lane Corridors, Fiscal Stewardship and Transparent Financial Reporting, Agency Administration, and Partnerships.

Under the Commission's leadership and direction over this past year, I have led the agency in accomplishing many significant achievements which met the Commission's overarching goals to plan, fund, and deliver projects and programs to improve mobility and access throughout Alameda County. The many accomplishments and on-going services performed by Alameda CTC's exemplary staff are detailed in Attachment A. Attachment B includes proposed initiatives for 2024.

2023 Key Accomplishment Highlights Include:

- ✓ **Project Delivery**: Alameda CTC achieved significant advancement of voter approved transportation projects.
 - Six construction projects valued over \$883 million in construction contracts and support are underway in 2023, including: Gilman Interchange Phases 1 and 2; I-680/84 Interchange and Route 84 construction; I-680 Gap closure project (groundbreaking event in April 2023); Freight ITS; and GoPort 7th Street East construction contract was awarded and a groundbreaking event held on July 24th.
 - Oakland Alameda Access Project advances into 95% design.
 - San Pablo Avenue and East Bay Greenway (EBG) Projects advance into environmental and design phases; major interagency workshops held over the summer, and additional community engagement planned for this fall. EBG alignment in Hayward solidified.
 - Phase 1A Rail Safety Enhancement Program advances through environmental phases; proceeds with design.
 - Mission Boulevard/State Route 262 environmental clearance and community engagement proceeds.
 - Dublin Boulevard extension advances through 65% design.
 - Environmental clearance achieved on Whipple Rd/Industrial Pkwy Interchange (supporting access for goods movement to one of the largest warehousing areas in the county), and design commenced.
 - Numerous other projects continue to advance scoping, environmental clearance and design.

- ✓ **Programming/Leveraging Measure B/BB Dollars:** Alameda CTC has conducted extensive programming activities this year and aggressively pursued grants resulting in significant fund leveraging:
 - Over \$158.5 million awarded to Alameda CTC from competitive regional, state and federal grant funding sources this year.
 - Over \$400 Million allocated by the California Transportation Commission and MTC for construction of the GoPort 7th Street Grade Separation East Project, State Route 84/680 Interchange, I-680 Gap Closure Project, and environmental clearance for the Fremont Mission 262 project.
 - Implementation of strategic grant and funding strategy for state and federal funding resulted in grant applications submitted requesting over \$255 million (submitted or underway for this year).
 - 2024 Comprehensive Investment Plan (CIP) adopted by Commission in May 2023 included programming over \$207 million to fund projects and programs in every area of Alameda County.
 - Strategic Plan updates and cashflow development and enhanced project controls supported every aspect of delivery.

- ✓ **Planning & Policy:** The Planning and Policy Team facilitated advancement of many agency goals as outlined in the adopted Countywide Transportation Plan, developed key policies and studies, and supported the agency's goals:
 - Completion and adoption of the agency's first Race and Equity Action Plan and approach to new Equitable Outreach Guide.
 - Completion and adoption of the Countywide Bikeways Network All Agencies and Abilities Policy and Design Expectations.
 - Advancement of San Pablo and East Bay Greenway project concepts, and development and advocacy resulting in successful grant awards from regional, state and federal funds.
 - Advancement of multiple studies: I-580 Transit and Multimodal Strategy; I-80 Design Alternative Analysis; development of three Comprehensive Multimodal Corridor Plans in multiple areas of the county to ensure project eligibility for state funding.
 - Development of Clean Transportation Action Plan.
 - On-going Multi-modal Monitoring and Performance Reporting.
 - Regional collaboration on Plan Bay Area implementation and PBA 2050+.
 - Successful Sacramento and Washington DC Legislative visits and advocacy in March and June.
 - Groundbreaking and ribbon cutting events for the I-680 Gap Closure, Freight ITS and Go Port 7th Street Grade Separation East Projects.

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

- Affordable Student Transit Pass Program expands to new schools throughout Alameda County and supports on-going schools and transit operators with school re-entry. A fifth year of program expansion is underway this fall 2023 that will serve 17 school districts and 151 schools in Alameda County.
 - Safe Routes to Schools Program expanded to 290 participating schools, provided extensive countywide programs, such as International Walk and Roll to School, Golden Sneaker Contest, Bike to School Day, as well as direct trainings for students including Pedestrian and Bike Rodeos, Travel Training, school assemblies, and Alameda CTC's on-going commitment to school site safety assessments.
 - Senior and Disabled Transportation services included expanded Meals on Wheels services; travel training; best practices training, technical support and program plan review.
- ✓ **Express Lanes Operation:** Alameda CTC operates some of the most extensive express lanes in the Bay Area. This year, we completed procurement for a new system integrator contractor; opened tolling on I-680 in March 2023; adopted a one-time waiver of all toll violation penalties for low-income individuals effective July 1, 2023 and adopted policies for a low-income payment plan to expand equity and support regionwide consistency.
- ✓ **Fiscal Stewardship:** Alameda CTC continued to ensure full agency financial accountability and stewardship and achieved new awards, and AAA ratings were affirmed:
- Award for Excellence in Financial Reporting from the GFOA for the Annual Comprehensive Financial Report for the year ended June 30, 2022 received in August 2023.
 - Received affirmation of AAA rating from both Fitch Ratings Agency and S&P Global Ratings for the Measure BB Bonds.
 - Accelerated projects delivery by using the proceeds from financing achieved last year to advance Measure BB projects.
 - Developed fiscally sound mid-year budget update and a new balanced, sustainable budget for FY2023-24 which enables agency administration, planning, projects and programs to move forward.
 - Clean audit expected in September 2023 from independent auditors for the fiscal year ended June 30, 2023.
- ✓ **Partnership Building:** Alameda CTC staff and I continued to serve on a multitude of Technical Advisory and Executive Steering Committees at the regional and state levels, including CALCOG; MTC All Lane Tolling Committee; and the Bay Area County Transportation Agencies (BACTA), the 9-county transportation agencies, which meet monthly and coordinate around Bay Area planning, policy and delivery. I was selected by my 9-county peer Executive Directors to serve as the Chair of the region's Express Lanes Executive Steering Committee. In addition, I have served as a panel lead on the Self-Help County Coalition, WTS International, and state panels coordinating with

Caltrans, CalSTA and the California Transportation Commission. I serve on the Glass Ceiling Panel for WTS International SF Bay Area Chapter on a longitudinal study of women and transportation, with a more refined focus on women of color over the past two years.

- ✓ **Agency Administration:** Efficient agency administration is essential for performing the extensive work under way at Alameda CTC. We fully returned to in-person public meetings for the Commission and our public member committees, deploying new technology to make our meetings more accessible to the public; established staffing reorganization to support our work plan; conducted new hires to fill positions and address workload; provided Commission and Committee support; integrating Diversity, Equity and Inclusion into all aspects of our work; completed full document controls upgrades; implemented technology advancements for expanded public access to Commission meetings and agenda management, including completion of conference room audio/visual upgrades; furthered internal agency process improvements; supported Culture and Engagement Committee to enhance staff engagement and cohesion; established first-ever Alameda CTC Leadership Academy; and performed on-going contracting and procurement to support jobs creation processing over 77 professional services contracts valued at over \$506 million, in addition to construction contracts.

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

Fiscal Impact: There is no fiscal impact to performing the Executive Director's performance evaluation and establishing 2024 goals. Any salary adjustment will be effective January 1, 2024 and incorporated into the mid-year budget update for Fiscal Year 2023-2024.

Attachments:

- A. Goal Evaluation and Status of the Executive Director's Objectives for 2023
- B. Next Year (2024) Objectives

ATTACHMENT A

Executive Director Performance Evaluation Summary of Executive Director's Key Initiatives in 2023

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

2023 INITIATIVES

2023 STATUS

Capital Project Delivery

1. Actively engage in the management of major and complex transportation projects to ensure progress and on-time and within budget delivery while managing risks. These projects include:

Initiative Met

a. GoPort Program: Seventh Street Grade Separation

\$175 M construction allocation by the California Transportation Commission in December 2022; construction contract awarded in May 2023; ribbon cutting event held July 2023

b. Rail Safety Improvements throughout Alameda County

Environmental documents approved by Commission; design underway; construction anticipated in 2024

c. San Pablo Avenue Multimodal Corridor Improvement Project

Environmental clearance underway; design underway; funding secured for major project segments

d. East Bay Greenway

Environmental clearance underway; design underway; funding secured for major project segments

e. Dublin North Canyons Multimodal Corridor Improvement Project

Advanced project design

f. Bay Bridge Forward Projects for Transit Priority and Bike Link & I-80 DAA outcomes

Contracts executed with MTC as lead to fund implementation

g. Oakland-Alameda Access Improvements Project

Moved through 65% design; major funding awarded to project

h. Route 84 and I-680/Route 84 Interchange Project

Construction on-going

i. Mission Boulevard/Route 262 Project	Environmental clearance and community outreach for the project commenced
j. I-80/Gilman Interchange Safety and Bicycle and Pedestrian Safety Project	Phase 1 almost complete; Phase 2 under construction
k. I-80 Ashby Avenue Interchange Modernization and Bicycle and Pedestrian Improvement Project	Advanced design
l. I-680 Express Lanes Gap Closure Project from Route 84 to Contra Costa County Line	Awarded construction contract; groundbreaking event held in April 2023
m. I-880/Interchanges modernizations Project in Central and South County supporting goods movement	Advanced environmental clearance and project design
n. Other capital projects in transportation expenditure plans	On-going advancement of projects; and definition of next steps for several projects
2. Oversee the delivery and implementation of Measure B and Measure BB sales tax-funded programs and other externally funded programs in the adopted Comprehensive Investment Plan.	
Initiative Met	

Planning and Programs Implementation

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

Leverage Funding, Partnerships and Advocacy

10. Actively pursue funding to leverage sales tax and other agency administered funds to deliver projects and programs	Initiative Met
11. Actively strengthen partnerships with cities, the County, and transit operators to provide mutual assistance and technical assistance in the areas of project delivery, funding advocacy, and planning.	Initiative Met

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

Fiscal Management and Stewardship

- | | |
|---|---|
| 16. Develop a sustainable and balanced FY2023-24 operating and capital budget for Commission adoption. | Initiative Met |
| 17. Produce an Annual Comprehensive Financial Report and submit to the Government Finance Officers Association for award consideration. | Initiative Met |
| 18. Obtain an unqualified opinion from an independent financial auditor for FY2022-23. | Initiative expected to be met in September with finalization of audit |
| 19. Ensure on-going procurements that support jobs and local and small businesses. | Initiative Met |
| 20. Lead, manage, organize, and ensure efficient implementation of all on-going activities and services in the agency work program. | Initiative Met |

Organizational Excellence

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

Detailed Executive Director Self Evaluation

Over the past year, the agency has accomplished many significant milestones to meet the Commission's overarching goals which are to plan, fund, and deliver projects and programs to improve mobility and access and create a vibrant and livable Alameda County. Alameda CTC continued to deliver an extensive array of accomplishments and on-going services, which are further detailed below, including project delivery, programming, planning, programs implementation, express lanes operations, fiscal stewardship, agency administration and partnership building.

1. **Project Delivery: Direct Oversight and Management of major complex capital program:** Alameda CTC continues to fulfill its commitment to voters to deliver projects and programs. This year, I have continued to work very closely with Alameda CTC's projects delivery team in the development, coordination, oversight and management of project implementation as approved by voters and included in transportation expenditure plans. These projects are funded in part with local sales tax dollars which are leveraged with other local, regional, state and federal funds for a project portfolio value of over \$8 billion. I am proud of our continued delivery as promised to voters, and in particular over the last year in advancing specific projects identified in the transportation expenditure plans into the next delivery phases. The agency has been actively delivering and managing some of the largest and most complex capital projects in the Bay Area, including many significant corridor projects that traverse city, county and regional boundaries and link transportation, housing and jobs; highway modernization projects in major commute and goods movement corridors; Port projects; and major bicycle and pedestrian safety improvements on the county's High Injury Network (HIN) and rail safety improvements. The agency has also been providing project management oversight on large sales tax funded projects to ensure compliance with Commission-adopted funding policies and state and federal grant requirements. The agency's leadership on project delivery has resulted in meeting significant milestones for the following noteworthy projects:
 - **Construction:** Alameda CTC continues to advance voter-approved construction projects this year with six major projects in construction valued at over \$880 million:
 - **GoPort Freight Intelligent Transportation Systems (ITS):** This year, we continued construction of the GoPort Freight ITS construction contract, which is the most comprehensive suite of technology systems implemented in any port in California to improve truck traffic flows, increase the efficiency of goods movement operations, and enhance the safety and incident response capabilities throughout the seaport, as well as development of an app to provide real time traffic operation and traffic information and a smart parking system. Construction is almost complete and will be finalized this year. We celebrated a ribbon cutting event for the project on July 24, 2023 with many Commissioners in attendance.

- **GoPort 7th Street Grade Separation East Project:** This year marked significant progress on this project, including final design, completion of all negotiations with Union Pacific Railroad, which has mainline tracks that sit on top of this project structure, award of \$13.5 million from CalSTA, allocation of \$175 million from the California Transportation Commission, construction award in May 2023 and a groundbreaking event on July 24th in conjunction with the FITS ribbon cutting noted above.
- **I-80/Gilman Avenue Multi-modal Interchange Construction Projects for Phases 1 and 2 (two separate construction packages):** Alameda CTC, in coordination with our partners, continues to advance two construction phases of the Gilman Interchange project, including the Phase 1 bike and pedestrian overcrossing, and the Phase 2 interchange roundabout improvements, local street improvements, the pedestrian and bicycle improvements through the interchange, the Bay Trail gap closure, and rail safety improvements at the Gilman/Union Pacific Railroad at-grade crossing. Phase 1 is expected to be complete this year and Phase 2 is expected to complete construction in 2024. Thereafter, a plant establishment contract will be needed to close out the project.
- **I-680 Express Lanes between State Route 84 and Acosta Boulevard (Gap Closure Project):** Alameda CTC completed design for this voter-approved project one year ahead of schedule to combine the project with a Caltrans highway safety improvement and maintenance project. Alameda CTC developed a combined design package with Caltrans, resulting in local and state coordination that will save the public over \$20 million by combining the projects. This project will close a gap in the express lanes on I-680 and provide almost 50 miles of express lanes through Contra Costa and Alameda Counties. A groundbreaking event for the project was held in April 2023.
- **State Route 84 and I-680/State Route 84 Interchange Improvements:** This project began construction in May 2021 and has continued to meet construction milestones this year. This project includes a new bicycle facility through the interchange connecting east and west bicycle routes in the area. The project is scheduled to be opened to the public in 2024.
- **Design:** Alameda CTC has a pipeline of projects in the design phase that will support job creation and deliver multimodal transportation projects. Below are several Alameda CTC projects currently in the design phase, and my team and I are focused on leveraging Measure BB funds to move these projects into construction once design is complete.

- **Rail Safety:** Safety at rail crossings in Alameda County is an on-going need, and I am pleased to have moved forward with environmental and design services to improve safety throughout Alameda County. The county has high volumes of freight and passenger rail activity, often in close proximity to residential neighborhoods, schools, and commercial districts and was identified by the Federal Railroad Administration as having the fourth highest number of trespassing fatalities at railroad right of ways in the nation. The rail safety program addresses existing safety issues along rail tracks, and the project improvements will mitigate against future safety issues as rail services increase by constructing safety projects at at-grade crossings throughout the county. Alameda CTC has been awarded \$25 million in federal Consolidated Rail and Infrastructure Safety funds, and we continue to pursue state and regional funds to close the final funding need for the project to move it into construction. We submitted grant applications last year and are submitting additional grants for state and federal funds this fall.
- **Oakland Alameda Access Project:** This project achieved significant milestones this year, including moving the project into the 95% design phase. This year, we were awarded \$25 million in competitive grant funds for this project, and we will be completing the project funding package this fall.
- **East Bay Greenway:** This year, Alameda CTC has made significant progress on this project in coordination with partners, including the cities of Oakland, San Leandro, and Hayward, and AC Transit and Caltrans. The project was also awarded two highly competitive grants valued at over \$58.8 million from the State's competitive Active Transportation Grant Program and the competitive Solutions for Congested Corridors Grant Program. Design is underway for the Oakland and San Leandro portion, and the alignment for the segment in Hayward is being finalized after significant agency coordination. The next phase of project development for the Hayward segment will commence this fall.
- **San Pablo Avenue Multimodal Corridor:** This year significant progress on the development of the San Pablo Multimodal Corridor was achieved by both the Planning and Project Delivery staff at Alameda CTC. Design and environmental clearance are underway for near-term improvements for this project, and Alameda CTC has been awarded competitive state and federal funds for this project including Active Transportation Grant Program funds, One Bay Area federal funds, and federal Safe Streets for All competitive grant funds, resulting in a combined set of awards totaling \$54 million. Alameda CTC is continuing to pursue additional grant funds to complete the funding needed for all phases of the project.

- **I-880 Interchanges Modernization:** Alameda CTC completed the environmental document the I-880 Industrial/Whipple interchanges, and is moving the project into 65% design. Alameda CTC submitted grant applications for this project and will pursue additional local, regional, state and federal grant opportunities to close the funding need on the project. Alameda CTC is also finalizing the environmental document for the I-880 Winton/A Project.
- **Dublin Boulevard – North Canyons Parkway:** Alameda CTC has moved the project into 65% design, and the City of Dublin, as the project sponsor, is assembling funding to move the project into construction. Final design will be complete in 2024.
- **Environmental Clearance:** Alameda CTC has a number of projects in the environmental clearance phase, including:
 - portions of San Pablo
 - portions of the Rail Safety Enhancement Program
 - portions of East Bay Greenway
 - Ashby Avenue Interchange
 - Winton/A Interchange
 - State Route 262 Mission Boulevard Connector

2. **Programming:** Alameda CTC's Programming Team continues to perform an array of work including leveraging local transportation dollars as well as developing recommendations for programming local, regional, state and federal funds. I am proud of the extensive amount of work my programming team has undertaken this year to support the advancement of projects and on-going programs as well as supporting local jurisdictions with on-going maintenance, transit and paratransit operations, and bike and pedestrian funding. The Programming Team also performs essential strategic planning and cash flow needs analyses that inform Alameda CTC delivery opportunities.

- **Aggressive Leveraging of Local Dollars:** This year the Programming Team fully implemented our strategic grant application development approach to take advantage of the extensive amount of federal funding approved through the Bipartisan Infrastructure Law, state grant cycles, and regional grant opportunities. Alameda CTC submitted grant applications for over \$255 million this year for projects and programs. This year, Alameda CTC has been awarded over \$158.5 million in competitive grants due to strong partnerships and aggressive grant writing. In addition, Alameda CTC was approved for construction funding allocations of over \$400 million. Alameda CTC is preparing and will submit additional grant applications for submission this fall.

- **Comprehensive Investment Plan (CIP):** Alameda CTC adopted the 2024 Comprehensive Investment Plan in May 2023 which programmed over \$207 million in funding for multimodal projects and programs throughout Alameda County. Alameda CTC's Programming Team evaluated 52 applications seeking over \$260 million in funding. The 2024 CIP Call for Projects resulted in 95% of the funding allocated directly within or connecting to Priority Development Areas; 80% directly benefitting Equity Priority Communities; and 80% directly addressing the Countywide Bicycle/Pedestrian HIN.
- **Strategic Plan and Cashflows:** The Programming Team updated the Strategic Plan and cashflow project and program needs in close coordination with the Finance Team to support on-going implementation of projects as promised to voters.
- **On-going Programming activities:** In addition to key initiatives above, myriad on-going efforts were undertaken to:
 - Perform project management oversight for over 150 transportation projects in Alameda County
 - Perform programming, monitoring, and reporting activities for multiple types of funding sources with varying guidelines and requirements.
 - Program and allocate funds to the County, cities of Alameda County, and transit operators from the TFCA, VRF, Lifeline Transportation, STIP, and Sales Tax Discretionary Grant Programs.
 - Monitor and report on the delivery of projects funded with federal, state, regional, other local, and sales tax fund sources.
 - Perform project controls.

3. **Planning/Policy/Government Affairs/Communications:** As one of the core functions at the agency, the Planning Team continued to develop and implement key strategic goals of the agency. Significant work has been accomplished this year on specific planning implementation, legislative events, and the Commission's goals around Equity, Safety and Clean Transportation. In addition, housed within Planning is the Government Affairs/Communications Team which has held several celebratory events, developed key background and talking materials for our state and federal advocacy efforts this year as well as for many events throughout the year. Key achievements this year include:

- **Equity:** As an outcome of the goals related to equity, the Planning Team helped support the Justice, Equity, Diversity and Inclusion ad hoc committee to finalize key work products on furthering equity at Alameda CTC. As an outcome of this work, an equity statement was adopted by the Commission in September 2022, a Race and Equity Action Plan (REAP) was

adopted in December 2022, and the Equitable Engagement Approach was adopted by the Commission in March 2023. Alameda CTC developed metrics for each of the 43 actions identified in the REAP and is actively implementing elements in all departments at the organization. The first annual report of the REAP will be presented to the Commission in spring 2024.

- **Safety, Countywide Bikeways Network and All Ages and Abilities:** In 2022, Alameda CTC embarked on a three-pronged approach to safety and bikeways in Alameda County. In May 2022, Alameda CTC adopted a new 400-mile bikeway network consisting of corridors of countywide significance, which Alameda CTC will use to prioritize resources to build out the network over time, addressing key segments of the county's HIN. In December 2022, Alameda CTC adopted the Countywide Bikeways Network All Ages and Abilities Design expectations which will guide requirements and implementation of the Bikeways Network as part of future funding cycles at Alameda CTC. As the final element, Alameda CTC launched a Bikeways Academy which includes specific technical trainings for technical staff, white papers on specific major implementation issues, and a Bikeways Workshop scheduled for October 2023 to address elected leadership and successful case studies for bikeways implementation.
- **Clean Fuels and Transportation:** As a key agency goal and as an implementation program from the adopted Countywide Transportation Plan, Alameda CTC hosted a clean fuels summit in October 2022 to discuss partnership opportunities to advance clean fuels and transportation in Alameda County. The event was facilitated by the Chair and two panels were facilitated by Commissioners Kaplan and Haubert. Alameda CTC also developed a Clean Transportation Program that supports projects to improve safety and modeshift; goods movement emission reduction projects; on-going programs to support modeshift, such as funding in partnership with East Bay Community Energy for a bike voucher program; integrated land use and transportation investments such as in Priority Development Areas; and clean corridors and greening.
- **Major Corridors Advancement:** This year we continued to achieve milestones on corridors throughout Alameda County aimed at improving transit, expanding bicycle and pedestrian safety and facilities, and improving technology to manage the system more efficiently as well as to position the agency and projects to pursue grant funding opportunities.
 - **San Pablo Ave Corridor:** This project advanced significantly this year through definition of the near-term projects, approvals from agency partners and advancement into environmental and design

phases. This corridor is one of the top three HINs and is one of AC Transit's highest ridership corridors. Major outreach and agency coordination was conducted for the project, including working with focus groups, council members, AC Transit, cities and Alameda CTC Commission members to address issues and needs on the near-term projects. The project environmental and design phases integrate the work of the Planning, Programming and Project Delivery Teams. Alameda CTC successfully developed and was awarded \$54 million for this project in competitive grants.

- **East Bay Greenway:** Alameda CTC conducted community outreach and direct business outreach and worked closely with partner agencies to define the southern segment of the East Bay Greenway Project in Hayward and unincorporated County. Alameda CTC is developing solutions to address the HIN on the corridor by implementing protected bikeways and improved access to transit. Grant applications have been submitted for this project resulting in \$58.8 million in awards to Alameda CTC, and additional applications are under development for submission this fall.
- **I-580 Transit and Multimodal Strategy:** Alameda CTC advanced the I-580 Sustainable Corridor Strategy which is taking a holistic look at serving existing and growing travel demand in the corridor from the Bay Bridge to San Joaquin Valley, focusing on VMT-reducing strategies to increase commute choices beyond the single-occupant vehicle as well as strategies that will improve safety, air quality, and equity. Alameda CTC conducted public outreach for the project and is working with project partners to define a suite of potential improvements to evaluate throughout the entire corridor.
- **Dumbarton Corridor:** Alameda CTC worked with the Tri-Cities to summarize their needs within the Dumbarton Corridor in order to work with MTC on the Regional Measure 3 funding designated for the Dumbarton Corridor.
- **Sacramento Legislative Visits:** In March, Alameda CTC had a successful Sacramento legislative advocacy trip with Chair Bauters, Vice Chair Haubert, Commissioners Ezzy Ashcraft, Salinas, Mei, Saltzman and Robinson, and Alameda CTC staff. Effective discussions regarding Alameda CTC's priorities and our alignment with state efforts and policy priorities were had, including discussions of our pending grant applications for several of Alameda CTC administered projects and several of our transit partner projects. Meetings included Assemblymembers Bauer-Kahan, Bonta, Lee, Ortega, and Wicks, Senator Wahab and staff of Senator Glazer. Alameda CTC also met with our partners at the California Transportation Commission.

- **Washington DC Legislative Visits:** Alameda CTC had a successful DC legislative advocacy trip in June with Chair Bauters, Vice Chair Haubert, Commissioners Hernandez, Saltzman and Robinson, and Alameda CTC staff. Effective discussions regarding Alameda CTC's priorities and our alignment with national efforts and policy priorities were had, including discussions of our pending grant applications for several of Alameda CTC administered projects and several of our transit partner projects. Meetings included Senator Dianne Feinstein's and Senator Fetterman's staff and Senator Alex Padilla; Representatives Eric Swalwell and Mark Desaulnier; and Representatives Lee's and Ro Khanna's staff; Members of the Transportation and Infrastructure Committee; the Senate Environment and Public Works Committee; Senate Transportation, Housing, and Urban Development Committee; and the Department of Transportation, including the Federal Highway Administration, the Federal Transit Administration and the Federal Railroad Administration.
- **On-going Planning activities:** In addition to key initiatives above, myriad on-going efforts were undertaken to:
 - Develop various technical and monitoring of reports required by the Congestion Management Program (CMP) and its legislation.
 - Manage and maintain CMP data collection and county model.
 - Update website with new transportation planning and safety resources.
 - Support project eligibility for State grants, including development of Comprehensive Multimodal Corridor Plans for State Solutions for Congested Corridors funding.
 - Coordinate and facilitate planning activities among regional and local partnering agencies, including MTC, ABAG, Bay Area CMAs, cities of Alameda County, Alameda County and transit operators.
 - Conduct and participate in various business and community outreach activities.
 - Advocate for policies and legislation in support of transportation and funding for transportation in Alameda County.
 - Develop multiple publications and communications materials.

4. **Programs Implementation:** Alameda CTC administers three countywide transportation programs that support youth, seniors and people with disabilities. These programs support a wide variety of services focused on affordability, access and safety. The following are key highlights of the program's accomplishments this year.

- **Affordable Student Transit Pass Program (STPP) – Program Expansion and Continuation:** This marquis program was expanded this

year, and we successfully on-boarded new schools and school districts authorized by the Commission, including:

- Expanded to additional schools and continued program at all existing schools.
 - Continuous and comprehensive coordination with all three transit agency partners (AC Transit, LAVTA, and Union City Transit), including coordination for school re-entry this summer.
 - The STPP continued program expansion in fall 2023, and will serve 15 school districts and 133 schools in Alameda County. With the current pace of expansion, the program will expand to all eligible schools in Alameda County by fall 2024, which will include over 140 schools and approximately 58,000 students.
- **Safe Routes to Schools (SR2S):** This school year marks the 17th year of the program serving over 290 participating schools to date.
 - Alameda CTC is increasing engagement with school districts through more formal collaboration and planning on behalf of schools. The program continues to maintain strong relationships with jurisdiction staff in support of 14 engineering technical assistance projects and 8 School Safety Assessments (SSA) last year.
 - The program has returned to in-person participation while continuing to provide opportunities for online engagement to enhance learning outcomes and boost participation rates. Over the past year, the program held virtual and hybrid events and trainings which have offered both in-person and virtual options. The virtual Back to School and virtual taskforce meetings were so successful that we are implementing virtual small group meetings for the 2023/2024 school year to model a community of practice approach for schools to share tips and build connection as they plan for this year's activities. This year, the program will continue to offer:
 - Four County-wide Encouragement Events: International Walk and Roll to School Day, Reboot your Commute, Golden Sneaker Contest, and Bike to School Day
 - Eight Hands-on Student Trainings: Pedestrian Rodeos, Bike Rodeos, BikeMobile, Drive Your Bike, School Assembly Concerts, Travel Training, Rail Safety Training, and Go Green Curriculum
 - Four ongoing program activities: Transportation Storytime, Monthly Themed Walk and Roll Days, Walking School Buses, and Bike Trains
 - The program evaluation effort produced an interactive reader friendly story-map to showcase the Year-End Report for the 2021/2022 school year.
 - The first Alameda County Safe Routes to Schools Mini-Grant Program project completion deadline of June 30, 2023 transitions the grant

program into final reimbursement submissions. This program funded infrastructure improvement recommendations identified through the SR2S School Safety Assessments process. The SR2S program is collecting before and after photos of the improvements to highlight local investments.

- **Senior and Disabled Transportation:** The Paratransit Advisory and Planning Committee (PAPCO) and Paratransit Technical Advisory Committee (ParaTAC) meetings transitioned to in-person attendance in spring 2023. Alameda CTC staff also successfully conducted the annual program plan review process in-person for PAPCO members to review the upcoming fiscal year's program plans submitted by the transit operators and City program managers that will utilize Measure BB funding for transportation for older adults and people with disabilities. PAPCO members made recommendations to the Commission for funding paratransit services in FY2023-24.
- Alameda CTC hosted a Joint PAPCO and ParaTAC meeting titled "Advances in Mobility Management," featuring an update on the state of the paratransit system, a presentation on Contra Costa County's Coordinating Entity, and a presentation on National Trends in Mobility Management. PAPCO, ParaTAC, and stakeholders had the opportunity to discuss mobility management in Alameda County and beyond.
- Additionally, Alameda CTC hosted a local meeting for the National Aging and Disability Transportation Center's (NADTC) National Symposium on Transportation Diversity, Equity, and Inclusion in August 2023. Alameda CTC staff convened a group of local stakeholders representing transportation providers, community partners and advocates to view a recorded presentation from a national speaker and engage in a facilitated discussion on diversity, equity and inclusion in local transportation systems and surrounding communities.

5. **Operations and Management of the I-580 and I-680 Express Lane**

Corridors: The same staff who serve Alameda CTC also serve the I-680 Sunol Smart Carpool Lane Joint Powers Authority (SSCLJPA), which is an independent joint powers authority created pursuant to Government Code to implement and operate the express lanes on I-680 in Alameda County and a portion of Santa Clara County. In addition to responsibilities for Alameda CTC, I also function as the Executive Director serving the SSCLJPA Board. In this capacity, I plan, direct and oversee the administration, implementation, and operations of the I-680 Express Lane. In addition to operating the express lane on I-680, the agency is also operating the express lanes on I-580. We are one of a few agencies in California that also performs express lanes operations as part of our core functions. We continue to be a leading agency in the Bay Area in the development, implementation, and operations of express lanes. During the last year, construction on the I-680 express lane was completed leading to the opening of the full I-680 toll facility to tolling in March 2023. In addition, over the last year, we completed

new contracts with MTC/BATA; coordinated regionally for consistency on reducing fees and penalties and adopted policies that support Alameda CTC's Equity Program; and held a groundbreaking event for the I-680 Gap Closure Project in April 2023. I was also selected by Bay Area County peers, MTC and Caltrans to be the Chair of the Regional Express Lanes Executive Steering Committee.

6. **Fiscal Stewardship and Transparent Financial Reporting:** I am very proud of the extensive and detailed work conducted by the Finance Team. The agency produced another award-winning Annual Comprehensive Financial Report and expects to achieve another clean audit from independent auditors for the fiscal year ended June 30, 2023 in the fall. This year, we had our AAA ratings from both Fitch Ratings and S&P Global Ratings affirmed in May 2023 for the 2014 Measure BB bonds. The following are a few highlights:
- **Balanced Budgets:** Alameda CTC prepared sustainable and balanced budgets this year to address the agency's projects, programs, planning and administrative needs. Alameda CTC sales tax receipts continue to perform strongly, and the agency has exceeded all prior year sales tax revenue collections with Measure BB collections of \$399.5 million for FY2022-23.
 - **Annual Comprehensive Financial Report:** Alameda CTC completed the agency's Annual Comprehensive Financial Report (ACFR) in October 2022, which was developed to meet all Government Finance Officers Association (GFOA) requirements for an award for excellence in financial reporting. On August 1, 2023, Alameda CTC received a Certificate of Achievement for Excellence in Financial Reporting from the GFOA making this year's award the 10th in a row since the first report was produced in the form of an ACFR for the fiscal year ended June 30, 2013. The Certificate of Achievement is the highest form of recognition in governmental accounting and financial reporting. The ACFR was designed to provide transparency and detailed financial information by function so that interested parties can easily review and understand agency financial information.
 - **Two AAA Ratings Affirmed:** Alameda CTC successfully sold bonds in 2022 to ensure continued delivery of transportation projects in Alameda County. Alameda CTC received AAA ratings in advance of the bond sales from both Fitch Ratings and S&P Global Ratings and both of those ratings were affirmed in May of this year. Alameda CTC has over \$880 Million in projects under construction and has successfully used bond proceeds to support on-going payments during construction to ensure projects continue to move forward to completion.

7. **Agency Administration:** To ensure we fulfill our work, I continue to lead, manage, coach and develop agency staff at all levels and functions to enhance their skillset and strengthen the organization's capacity and capability to produce, deliver, and adapt to the many imminent changes in transportation policies ahead. Over the past year, I focused on many areas of agency administration, including, but not limited to: developing the first-ever Leadership Academy at Alameda CTC for Director and Principal positions to support leadership growth and development; supporting the Culture and Engagement Committee workplan for internal agency culture and team building and diversity, equity and inclusion; implementing return to in-person meetings for all Commission and Committee meetings; implementing document control upgrades; initiating effective committee training for our community committees; implementing a staff performance management program; supporting staff with on-going training related to agency work and professional development; and conducting on-going agency communications and internal meeting structures to share information and effectively accomplish the agency's workplan. Working closely with the Administration Team, we effectively hosted all Commission and Committee meetings including transitioning all of them to in-person meetings beginning in February 2023 and transitioned to using Granicus for public meetings to ensure transparency and better public access for the public.

I continue to support reinvestment of Measure BB dollars into the local economy to support local businesses and jobs through the agency's contracting and procurement program. Over the past year, the agency's Procurement Team actively managed 77 professional services contracts with a total budget of \$506.5 million in addition to multiple construction contracts.

In addition to the above, I work closely with my team to ensure that we continue to effectively and efficiently provide on-going Agency Administration Services that:

- Provide support and coordination and prepare reports for Alameda CTC Commission meetings.
- Provide support and coordination and prepare reports for the meetings of Alameda CTC Standing Committees
- Provide support and coordination and prepare reports for the Sunol Smart Carpool Lane Joint Powers Authority meetings.
- Provide support and coordination, conduct analyses and prepare reports for the Community Advisory and Independent Watchdog committee meetings and their various sub-committee meetings, such as ParaTAC.
- Provide support and coordination for the Alameda County Technical Advisory Committee (ACTAC) meetings.
- Conduct analyses and provide information as requested by individual Commissioners, ACTAC members, and various individual Community Advisory and Independent Watchdog committee members.

- Provide support for and certification to local and small local businesses for contracting purposes and report annually on the agency's utilization and contract awards.

8. **Partnerships:** As the Executive Director, I have continued to strengthen my long-held relationships with partners at the local, regional, state and federal levels. I served on many statewide committees this year for Caltrans and CALCOG. At the regional level, I serve on Bay Area County Transportation Agencies (BACTA), the 9-county transportation agencies, which meets monthly and coordinates planning, policy and delivery around Bay Area. I was selected by my 9-county peer Executive Directors to serve as the Chair of the region's Express Lanes Executive Steering Committee. In addition, I have served as a panel lead on the Self-Help County Coalition, WTS International, and state panels coordinating with Caltrans, CalSTA and the California Transportation Commission. I serve on the Glass Ceiling Panel for WTS International SF Bay Area Chapter on a longitudinal study of women and transportation, with a more refined focus on women of color over the past two years. I also serve as the co-chair of the East Bay Economic Development Alliance Land Use and Infrastructure Committee.

ATTACHMENT B

Alameda County Transportation Commission

Executive Director's Initiatives for Next Year 2024

September 2023

2024 INITIATIVES

Capital Project Delivery

1. Actively engage in the management of Alameda CTC's major and complex transportation projects to ensure progress in all delivery phases while managing risks
2. Oversee the delivery and implementation of Measure B and Measure BB sales tax-funded programs and other externally funded programs in the adopted Comprehensive Investment Plan

Planning and Programs Implementation

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

Leverage Funding, Partnerships and Advocacy

10. Actively pursue funding to leverage sales tax and other agency administered funds to deliver projects and programs
11. Actively strengthen partnerships with cities, the County, and transit operators to provide mutual assistance and technical assistance in the areas of project delivery, funding advocacy, and planning
12. Actively engage in the development of regional and county-wide policies on sustainable transportation and land use strategies
13. Develop and implement a legislative program and outreach strategy to guide Alameda CTC's advocacy at the regional, state and federal levels
14. Advocate for new/enhanced transportation funding in regional, statewide, and national forums.
15. Participate in and take an active role in statewide and regional forums and discussions that may have a potential impact on the functions of Alameda CTC

Fiscal Management and Stewardship

16. Develop a sustainable and balanced FY2024-25 operating and capital budget for Commission adoption

17. Produce an Annual Comprehensive Financial Report and submit to the Government Finance Officers Association for award consideration
18. Obtain an unqualified opinion from an independent financial auditor for FY2023-24
19. Ensure on-going procurements that support jobs and local and small businesses
20. Lead, manage, organize, and ensure efficient implementation of all on-going activities and services in the agency work program

Organizational Excellence

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