



Alameda County Transportation Commission (Commission) Meeting Agenda Thursday, June 27, 2024, 2:00 PM

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

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

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

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

Chair: John J Bauters
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=VoRnUUNTtTlNTQWo2cog3aHVHeWRIZzo9>

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 - June 2024

Information

[5.1_COMM_ED-Report_Jun2024_20240627.pdf](#)

6. Consent Calendar

6.1 Approve the May 23, 2024 Commission Meeting Minutes

Approve

[6.1_COMM_Minutes_20240523.pdf](#)

6.2 I-580 and I-680 Express Lanes Operations Update

Information

[6.2_COMM_I-580_680_Ops_FY23-24_Q3_20240627.pdf](#)

6.3 Named Capital Projects Time Extension Update

Information

[6.3_COMM_MBB_Named_Capital_20240627.pdf](#)

6.4 FY 2022-23 Direct Local Distribution Program Compliance Summary Report Update

Information

[6.4_COMM_DLD_Compliance_Summary_20240627.pdf](#)

6.5 I-80 Ashby Avenue Interchange Improvements (PN 1445.000): Approve Actions to Facilitate Project Advancement of the Interstate 80 Ashby Avenue Interchange Improvements Project

Approve

[6.5_COMM_Ashby_20240627.pdf](#)

6.6 Interstate 680 Landscaping – Amend Professional Service Agreements for Landscaping Services

Approve

[6.6_COMM_I-680_Landscaping_20240627.pdf](#)

6.7 Approve Actions to Facilitate the Project Delivery of the East Bay Greenway Multimodal Project – North Segment

Approve

[6.7_COMM_EBGWMM_CM3_20240627.pdf](#)

- 6.8 GoPort – 7th Street Grade Separation East (PN 1442001): Award of Professional Services Agreement No. A24-0015 with VSCE, Inc. for Public Relation Services During Construction

Approve

[6.8_COMM_7SGSE_PIO_20240627.pdf](#)

- 6.9 Approve Amendment No. 5 to Agreement A17-0021 with Novani, LLC for IT Support Services of the I-580 Express Lanes

Approve

[6.9_COMM_A17-0021_A5_Novani_20240627.pdf](#)

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

Information

[6.10_COMM_CMP_20240627.pdf](#)

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

Information / Approve

[6.11_COMM_June_Legislative_Update_20240627.pdf](#)

- 6.12 Alameda CTC Student Transit Pass Program Update

Information

[6.12_COMM_STPP_Update_20240627.pdf](#)

- 6.13 Alameda CTC Paratransit Program Update

Information

[6.13_COMM_Paratransit_Program_Update_20240627.pdf](#)

- 6.14 Alameda CTC Safe Routes to Schools Program Update

Information

[6.14_COMM_SR2S_Program_Update_20240627.pdf](#)

- 6.15 Community Advisory Appointments

Approve

[6.15_COMM_Community_Advisory_Committee_Appointments_20240627.pdf](#)

7. Committee Reports

- 7.1 Bicycle and Pedestrian Advisory Committee

Information

- 7.2 Independent Watchdog Committee

Information

- 7.3 Paratransit Advisory and Planning Committee

Information

8. Regular Matters

- 8.1 Countywide Transportation Plan Update: Advancing Clean Transportation in

Information

[8.1_COMM_Clean_Transportation_20240627.pdf](#)

[8.1_COMM_Clean_Transportation_Presentation_ACTransit_20240627.pdf](#)

[8.1_COMM_Clean_Transportation_Presentation_Port_20240627.pdf](#)

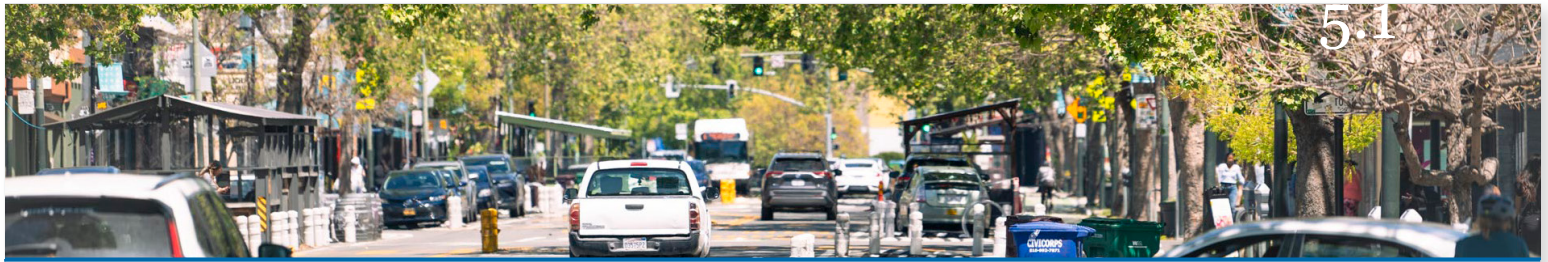
9. Adjournment

Next Meeting:

July 25, 2024

Notes:

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



ALAMEDA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE DIRECTOR'S REPORT

JUNE 2024

Keeping Our Promises

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

Thank you,

Tess

Project Updates

San Pablo Avenue Multimodal Corridor Program update

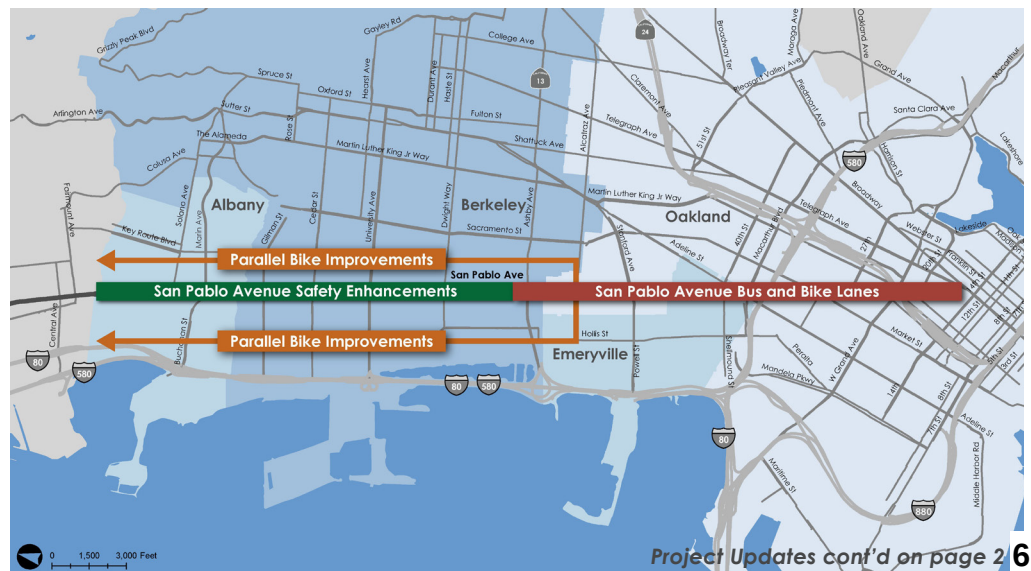
The [San Pablo Avenue Multimodal Corridor Program](#) is comprised of three complementary projects to improve safety and multimodal access along one of Alameda County's most traveled interjurisdictional corridors. The [Safety Enhancements project](#) extends through Berkeley and Albany and consists of improvements to make it safer and easier to cross San Pablo Avenue while also providing transit speed and reliability upgrades. The [Parallel Bike Improvements project](#) includes improvements to create convenient and comfortable neighborhood bike routes on streets parallel to San Pablo Avenue in North Oakland, Berkeley, and Albany. The Alameda County Transportation Commission (Alameda CTC) has

obtained more than \$40 million in state and federal competitive grant funds for the two projects. Our agency secured approvals of the conceptual designs for from city councils in 2023; environmental clearance and final design for both projects is currently underway. The Parallel Bike Improvements project is anticipated to be ready for construction in winter 2024 and the Safety Enhancements project component is anticipated to be ready for construction in late 2025.

The third corridor program project, the [Bus Lanes and Bike Lanes project](#), extends through Oakland, Emeryville, and South Berkeley and consists of dedicated side-running bus lanes, protected bike lanes, and pedestrian crossing safety upgrades. A comprehensive public engagement effort to seek input on design details for the Bus Lanes and Bike Lanes project is wrapping up this summer. Following the

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- 3 Programming Updates
- Finance Updates
- 4 Agency Activities
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Project Updates cont'd from page 1

conclusion of this outreach effort, the project will advance to the California Department of Transportation's approval process and final design. Construction of the Bus Lanes and Bike Lanes project is scheduled for 2026, pending securing full funding for the project.



Aerial view of the San Pablo Avenue corridor in Berkeley.

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

Planning Updates

Alameda CTC releases two new Bikeways Academy white papers

The Alameda County Transportation Commission (Alameda CTC) [Bikeways Academy](#) is a multi-year initiative that supports development of All Ages and Abilities (AAA) bikeways in Alameda County with technical assistance materials, training opportunities, and knowledge-sharing resources. The Academy is designed to assist local jurisdictions with implementation of the Commission-adopted Countywide Bikeways Network and accompanying AAA Policy and Design Expectations, both included in a [2022 Summary Report](#).

The Bikeways Academy is now in its second year and Alameda CTC has released two new white papers that focus on phasing and implementation strategies. These white papers complement a comprehensive design

guide and information from trainings throughout last year that are posted on the agency's [Active Transportation webpage](#).

For the first time, the [2026 CIP Programming Guidelines](#) adopted by the Commission in May require bicycle facility projects to demonstrate a direct benefit to the Countywide Bikeways Network and meet Alameda CTC's AAA Policy.

The first new white paper, [Phasing and Implementation: Strategies and Case Studies](#), features successful bikeway implementation case studies from across Alameda County and highlights the strategies and designs employed for each project.

The second new white paper, [Phasing and Implementation: Treatments and Materials Toolbox](#), provides a construction materials toolbox to help agencies consider potential materials for bikeway implementation, including their benefits, drawbacks, and most appropriate applications.

The Bikeways Academy will round out its second year with a technical knowledge-sharing session planned for fall 2024.

Alameda CTC's flagship programs

Alameda CTC's [Student Transit Pass Program \(STPP\)](#) provides free youth Clipper cards to eligible middle and high school students in Alameda County, which can be used for unlimited free bus rides in their area (on AC Transit, Union City Transit or LAVTA Wheels), as well as a 50 percent discount on BART trips and youth discounts on other transit systems. The STPP has nearly 150 participating schools in 18 school districts with over 31,000 active participants (out of 56,000



eligible students). Looking ahead, the STPP plans to complete the phased program expansion to all eligible middle and high schools in Alameda county during the 2024-2025 school year.

The [Safe Routes to Schools \(SR2S\) Program](#) provides free hands-on walking, bicycling,

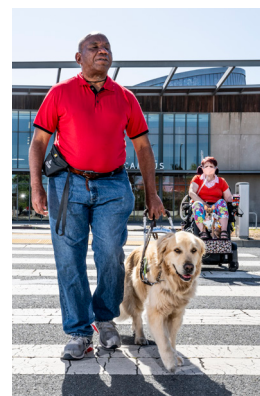


carpooling, and transit use education and encouragement events to

public elementary, middle, and high school students in Alameda County. The comprehensive trainings and activities are further supported with transportation engineering customized technical assistance and School Safety Assessments (SSA) for traffic calming surrounding school campuses. SR2S has over 295 participating schools in 18 school districts throughout Alameda County. Looking ahead, SR2S plans to continue school community outreach to increase phased program expansion and to boost school participation during the 2024-2025 school year.

The agency's [Paratransit Program](#) focuses on transportation services and programs for older adults and people with disabilities in Alameda County. It continues to fund a wide variety of services for these communities for work, recreation, and/or other types of trips.

The Commission recently approved \$11.5 million in paratransit discretionary grant awards focused on mobility management activities aimed at meeting unique transportation needs for these communities.



Programming Updates

Transportation Fund for Clean Air Program Fiscal Year 2024-25 Call for Projects

Alameda CTC has released a call for projects for fiscal year (FY) 2024-25 Transportation Fund for Clean Air (TFCA) County Program Manager funding, amounting to approximately \$3 million. This funding is sourced from a portion of the vehicle registration fee collected in Alameda County. Eligible projects must be located within the county and result in the reduction of motor vehicle emissions. Eligible project types include bike lanes and bike parking, bike sharing, projects that provide first- and last-mile connections (e.g., shuttle and feeder bus operations), transit signal priority, transit incentives and transportation demand management (TDM) programs, alternative fuel vehicles, and infrastructure, including electric vehicle charging. Funded projects must adhere to Bay Area Air Quality Management District TFCA policies and provisions. Applications are due on June 28, 2024, and will be evaluated this summer. More information can be found on Alameda CTC's [Funding Opportunities webpage](#).

FY 2022-23 Direct Local Distribution summary

Alameda CTC oversees the administration of Measure B, Measure BB, and the Vehicle Registration Fee (VRF) Programs, distributing over half of the revenues generated annually to twenty eligible recipients—local agencies and transit agencies—as [Direct Local Distributions \(DLD\)](#) for local transportation improvement programs. From the inception of each program to the end of FY 2022-23, Alameda CTC has distributed over \$2.2 billion in combined DLD funds for local transportation (streets

and road), bicycle/pedestrian, transit, and paratransit programs. To ensure proper fund use, recipients are annually required to submit audited financial statements and program compliance reports to confirm DLD annual receipts, expenditures, and the completion of reporting obligations. DLD Compliance Reports reflect over \$200 million in DLD investments in capital infrastructure, programs, and transit operations across Alameda County over the FY 2022-23 reporting year.

Finance Updates

Alameda CTC's interim audit begins

In May, the Commission approved a sustainable and balanced budget for FY 2024-25 for Alameda CTC which will provide resources of \$528.8 million and authorize expenditures of \$673.8 million. These resources include an estimated capital rollover budget authority from the prior fiscal year and a projected ending fund balance of \$873.6 million. The budget also incorporates revenues and expenditures for the Interstate 680 (I-680) Express Lanes as the Sunol Smart Carpool Lane Joint Powers Authority is dissolved and Alameda CTC takes over operations. The budget also sets aside reserves for express lanes maintenance on both Interstate 580 and I-680, and operational risk totaling \$72.2 million.

During the month of May, the finance staff also brought the financial reports for both Alameda CTC and the Sunol JPA for the third quarter of FY 2023-24 to the Commission for approval. The team has also been preparing for the interim phase of Alameda CTC's annual independent audit by ensuring that all accounting records are up to date and that all financial information has been recorded in the agency's financial system.

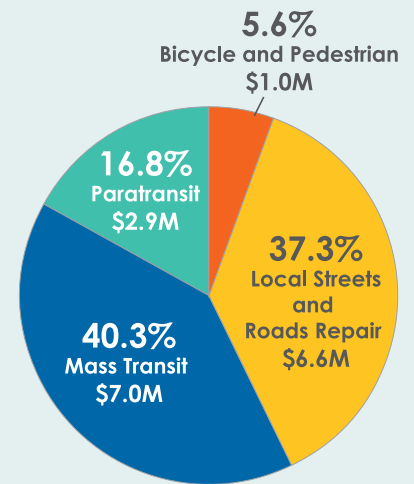
[Finance Updates cont'd on page 4](#)

Transportation Investments

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

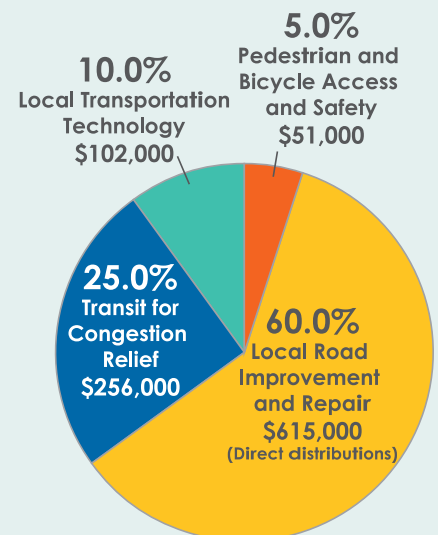
Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and total over \$957.6 million; over \$17.5 million was distributed in March 2024.



Vehicle Registration Fee

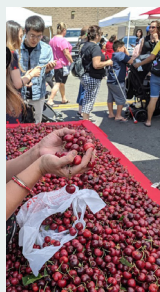
Since 2011, Alameda CTC has distributed more than \$93.1 million for local road repair; over \$1.0 million was collected in March 2024.



Agency Activities

During June, Alameda CTC hosted, sponsored, or participated in the following outreach events:

- June 1 – Cherry Festival, San Leandro
- June 12 – Certification Workshops DBE/ACBE Two-Day Series, Northern and Southern California and virtually
- June 13 – California Transportation Foundation (CTF) Awards Gala, Sacramento
- June 13 - Annual Owner's Night event hosted by Construction Management Association of America (CMAA), American Council of Engineering Companies (ACEC), and BuildOUT California
- June 20 – WTS Annual Scholarships and Awards Gala, Oakland



- June 22 – Ashland Cherryland FamFest Spring Event, Unincorporated Ashland
- June 22 – LakeFest, Oakland



- June 21 – United Seniors of Alameda County (USOAC) 2024 Convention, Oakland
- June 28 – Bay Area County Transportation Agencies' Executive Roundtable, San Francisco

Other News

Alameda CTC's Independent Watchdog Committee to hold public hearing

Alameda CTC's [Independent Watchdog Committee \(IWC\)](#) is tasked to review Measure B and Measure BB expenditures. The IWC will release its 22nd consecutive Annual Report to the Public in August 2024.

The IWC will hold a public hearing on its draft 22nd Annual Report to the Public on July 11, 2024. The draft report is available on Alameda CTC's [Annual Reports webpage](#) at <https://www.alamedactc.org/news-publications/annualreports>. For more information, please call 510.208.7400.



Finance Updates cont'd from page 3

Contracting opportunities

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

- Audio/Visual Engineering and Technical Services
- Financial Audit Services
- Human Resources Consulting and Support Services
- Rail Safety Enhancement Program—Phase A

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

Committee Activities

June advisory committee activities

In June, the following advisory committees met. Highlights include:

- June 9 – The [Alameda County Technical Advisory Committee \(ACTAC\)](#) met to receive updates on the One Bay Area Grant Cycles 2 and 3 Obligation Status, the FY 2022-23 Direct Local Distribution Program Compliance Summary Report and the Bikeways Academy. Committee members also received an update on Alameda County Federal Inactive Projects.
- June 24 – The [Paratransit Advisory and Planning Committee \(PAPCO\)](#) received a presentation on the San Pablo Avenue Bus and Bike Project and approved the election of its officers and roles and responsibilities for FY 2024-25. The committee also approved the appointment of PAPCO representatives to Alameda CTC's Independent Watchdog Committee (IWC) and the East Bay Paratransit Access Committee (EBPAC), formerly the East Bay Paratransit Service Review Advisory Committee (SRAC) for FY 2024-25.

Visit Alameda CTC's [Meetings webpage](#) for details on this and other upcoming meetings.





Alameda County Transportation Commission
Commission Meeting Minutes
Thursday, May 23, 2024, 2:00 p.m.

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Call to Order

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioners Fife, Hernandez, Kaplan, Marchand, Mei, Miley, and Taplin.

Commissioner Bowen attended as an alternate for Commissioner Tam.

Subsequent to the roll call:

Commissioners Kaplan, Marchand, Mei, and Taplin arrived during item 4. Commissioner Freitas left during item 5.

3. Public Comment

There were no public comments.

4. Chair and Vice Chair Report

Chair Bauters thanked staff as well as consultants from Covino, Smith & Simon and CJ Lake, LLC for their preparation and participation in the legislative visit to Washington D.C. Chair Bauters highlighted the priorities discussed including focusing on safety, equitable investments, climate action and goods movement. Chair Bauters also read a statement detailing Alameda CTC's meeting Code of conduct.

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

5. Executive Director Report

Tess Lengyel noted that Alameda CTC has over \$800 million in construction projects currently underway in Alameda County. She noted that Alameda CTC has finished Phase 1 of the pedestrian overcrossing of the Interstate 80/Gilman Street Interchange Improvement Project, which is now open to bicyclists and pedestrians. Ms. Lengyel also announced that Chair Bauters, Commissioner Kaplan, and Alameda CTC staff attended the dedication for the NorCAL ZERO hydrogen drayage truck project, in which Alameda CTC was a funding partner. She concluded her report by highlighting the success of the Sacramento and Washington D.C. legislative visits.

6. Consent Calendar

6.1. Approve the April 25, 2024 Commission Meeting Minutes

6.2. FY2023-24 Third Quarter Report of Claims Acted Upon Under the Government Claims Act Update

6.3. 2023 Alameda CTC Annual Report

- 6.4. Approve the I-680 Sunol Smart Carpool Lane FY2023-24 Third Quarter Financial Report**
- 6.5. Approve the Alameda CTC FY2023-24 Third Quarter Consolidated Financial Report**
- 6.6. Approve the Administrative Amendments to Extend Agreement Expiration Dates**
- 6.7. Approve the 2024 Comprehensive Investment Plan Update**
- 6.8. Approve actions associated with allocation of Regional Measure 2 funds for Livermore Amador Valley Transit Authority's Transit Signal Priority Upgrade and Expansion Project**

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

Yes: Bauters, Bowen, Brown, Carson, Cavanaugh, Dutra-Vernaci, Ezzy Ashcraft, González, Haubert, Jordan, Kaplan, Marchand, Márquez, Mei, Salinas, Saltzman, Taplin, Young

No: None

Abstain: None

Absent: Fife, Freitas, Hernandez, Miley

7. Community Advisory Committees

7.1. Bicycle and Pedestrian Advisory Committee (BPAC)

Kristi Marleau, Chair of the Bicycle and Pedestrian Advisory Committee (BPAC), provided an update on the May 9, 2024 BPAC meeting.

7.2. Independent Watchdog Committee (IWC)

There was no report from the Independent Watchdog Committee.

7.3. Paratransit Advisory and Planning Committee (PAPCO)

There was no report from the Paratransit Advisory and Planning Committee.

8. Regular Matters

8.1. Alameda CTC FY2024-25 Proposed Budget

Patricia Reavey recommended that the Commission approve the FY2024-25 Proposed Budget with the following fiscal impacts:

- Provide resources of \$528.8 million
- Authorize expenditures of \$406.2 million
- Overall increase in fund balance of \$122.6 million
- Projected ending fund balance of \$873.6 million

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

Yes: Bauters, Bowen, Brown, Carson, Cavanaugh, Dutra-Vernaci, Ezzy Ashcraft, González, Haubert, Jordan, Kaplan, Marchand, Márquez, Mei, Salinas, Saltzman, Taplin, Young

No: None
Abstain: None
Absent: Fife, Freitas, Hernandez, Miley

8.2. 2026 Comprehensive Investment Plan Programming Guidelines

John Nguyen recommended that the Commission approve the 2026 Comprehensive Investment Plan programming guidelines which include approximately \$100 million in combined discretionary funds from Measure B, Measure BB, Vehicle Registration Fee and Transportation Fund for Clean Air, the project selection criteria and programming schedule.

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

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

9. Adjournment

The next meeting is Thursday, June 27, 2024, at 2:00 p.m. and will be in person at the Alameda CTC offices at 1111 Broadway, Suite 800, Oakland, CA 94607.



Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 20, 2024

TO: Alameda County Transportation Commission

FROM: Ashley Tam, Senior Transportation Engineer

SUBJECT: I-580 and I-680 Express Lanes Operations Update

Recommendation

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

Summary

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

Background

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

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

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

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

I-580 FY 2023-2024 Q3 Operations Update:

Performance of the I-580 Express Lane for the third quarter (Q3) of fiscal year 2023-2024 are highlighted below.

- Motorists made over 2,056,000 express lane trips during operational hours in Q3. Daily express lane trips averaged 32,100, a 4% increase from the same quarter in the prior fiscal year.
 - o Paid trips totaled 900,000, or 14,100 trips per day, which is a 4% increase over the same quarter of the previous fiscal year.
 - o Toll-free trips made up 56% of all trips, same as observed in the same quarter of the previous fiscal year.
- Generally, express lane users experienced better traffic conditions than the general purpose lanes, particularly during peak commute hours.
 - 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 62 mph and users experienced averaged LOS C throughout the corridor.
- Solo drivers carrying CAV tags receive a 50% toll discount.
 - o Single-occupant CAVs were 1.4% of total single-occupancy trips taken during the quarter.
- The average assessed toll for SOV motorists was \$2.81 and \$3.55 for westbound and eastbound, respectively.
- CHP performed 354 hours of enforcement services and made 409 enforcement contacts during Q3.

I-680 FY 2023-2024 Q3 Operations Update:

Performance of the I-680 Sunol Express Lane for the third quarter (Q3) of fiscal year 2023-2024 are highlighted below.

- Motorists made nearly 1,725,000 express lane trips during operational hours in Q3. Daily express lane trips averaged 27,000, similar to the average reported for the previous quarter.
 - o Paid trips totaled 792,000, or 12,000 trips per day, which is slightly lower than the previous quarter.
 - o Toll-free trips made up 54% of all trips, which is a 5% increase over the previous quarter.
- On average, express lane users experienced better traffic conditions compared to all lanes, particularly during peak commute hours.
 - o Southbound peak period (7 AM - 10 AM) express lane speeds averaged 5 mph faster than the average speed across all lanes.
 - o Northbound peak period (3 PM - 6 PM) express lane speeds averaged 8 mph faster than the average speed across all lanes.
- Solo drivers carrying CAV tags receive a 50% toll discount.
 - o Single-occupant CAVs were 3.2% of total single-occupancy trips taken during the quarter.
- The average assessed toll for SOV motorists was \$2.35 and \$3.97 for southbound and northbound, respectively.
- CHP performed 485 hours of enforcement services and made 780 enforcement contacts during Q3.

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



Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: June 20, 2024

TO: Alameda County Transportation Commission

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

SUBJECT: Named Capital Projects Time Extension Update

Recommendation

This item provides the Commission with an update on the status of three named capital projects in the 2014 Transportation Expenditure Plan. This item is for information only.

Background

At its December 2023 meeting, the Commission had authorized a one-year time extension for eight Measure BB named capital projects listed in the 2014 Transportation Expenditure Plan. Amongst these, three projects, City of Fremont sponsored Irvington BART Station, City of Alameda sponsored Alameda to Fruitvale BART Rapid Bus and Alameda CTC sponsored I-80 Ashby Interchange Improvement projects, had received a conditional extension with sponsors required to provide an intermediate update for consideration of any future time extensions, scheduled later this year. Staff continues to coordinate with the sponsors on the status of the project delivery milestones and their strategy to achieve a full funding plan. Later this year, staff will present a status update and recommendation of any proposed time extension of all eight Measure BB named capital projects, based on the assessment of their respective project deliverability and funding plans.

Fiscal Impact: There is no fiscal impact.



Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

DATE: June 20, 2024

TO: Alameda County Transportation Commission

FROM: Vivek Bhat, Senior Director of Programming and Projects
John Nguyen, Principal Transportation Planner
Christine Shin, Associate Program Analyst

SUBJECT: FY 2022-23 Direct Local Distribution Program Compliance Summary Report Update

Recommendation

This item provides the Commission with an update on the on the Measure B, Measure BB, and Vehicle Registration Fee (VRF) Direct Local Distribution Program Compliance for the Fiscal Year 2022-23 (FY22-23) reporting period. This item is for information only.

Summary

Each year, Alameda CTC requires recipients of Measure B, Measure BB, and VRF Direct Local Distribution (DLD) funds to submit audited financial statements and program compliance reports to document the receipt and use of DLD funds. Alameda CTC and the Independent Watchdog Committee (IWC) review these reports to verify that DLD funds are expended in compliance with the voter approved transportation expenditure plans and Alameda CTC's expenditure requirements. Alameda CTC prepares Program Compliance Summary Reports, which include a review of the fiscal year's DLD investments, a review of performance metrics and DLD performance accomplishments, fund balances, and a compliance determination on DLD program requirements.

Upon review of DLD recipients' financial statements and program compliance reports, Alameda CTC finds nineteen of the twenty DLD recipients in compliance with the DLD program compliance requirements for the FY22-23 reporting period. The City of Union City's compliance determination is pending due to a delay in their submittal of their financial statements. The City has noted limited staffing resources available to rebuild and audit its financial records after a ransomware attack experienced by the City in September 2019. The City anticipates submitting the required reports in Fall 2024.

Background

Alameda CTC is responsible for administering Measure B, Measure BB, and the VRF Programs. Annually, Alameda CTC distributes over half of all revenues generated by these programs to twenty eligible recipients as Direct Local Distributions (DLD) for local transportation improvement programs. From the inception of each program to the end of Fiscal Year 2022-23 (FY22-23), Alameda CTC has distributed over \$2.2 Billion in combined DLD funds to eligible recipients for local transportation (streets and road), bicycle/pedestrian, transit, and paratransit programs. In FY 22-23, Alameda CTC distributed approximately \$210 Million in DLD funds to eligible recipients which include twenty jurisdictions consisting of fourteen cities, the County, and five transit agencies providing transportation improvements and services in Alameda County.

The Master Programs Funding Agreements (MPFAs) between Alameda CTC and the recipients, authorize the distribution of formula funds to the recipients and specifies expenditure requirements. Each year, recipients are required to submit audited financial statements and program compliance reports to confirm DLD annual receipts, expenditures, and the completion of reporting obligations. This year's compliance reporting period is for FY22-23, which covers July 1, 2022, to June 30, 2023. The reports capture DLD recipients' annual reporting deliverables including:

- Annual revenues, interest, expenditures, and fund balances
- Publication of a newsletter article, website coverage, and signage
- Performance Metrics include Pavement Condition Index, transit on-time performance, capital vs. administrative investments, and service effectiveness.
- Documentation of current Bicycle and Pedestrian Master Plans
- Documentation of Measure BB Local Streets and Roads expenditures on bicycle/pedestrian improvements

For the FY22-23 reporting year, Alameda CTC staff reviewed the submitted recipients' expenditures to determine eligibility and program compliance. Additionally, the IWC reviewed all submitted compliance reports and financial statements. Alameda CTC has determined that nineteen of the twenty DLD recipients are in-compliance with the financial reporting and expenditure requirements, and DLD policies for expenditures incurred during FY22-23. The City of Union City's compliance determination is pending due to a delay in their submittal of their audited financial statements. The City indicated they are still reconciling data and their financial reports will be submitted in the Fall. Alameda CTC staff will review these reports and will inform the Commission of any compliance issues if found.

The DLD recipients' individual reports are available for review online at: <https://www.alamedactc.org/funding/reporting-and-grant-forms/>.

FY22-23 Performance Monitoring and Fund Balances

DLD Performance Measures Background

Alameda CTC monitors the performance of the DLD program based on certain metrics approved by the Commission in February 2016 that were developed in consultation with technical engineering and planning staff from the Alameda County Technical Advisory Committee (ACTAC), Paratransit Technical Advisory Committee (PTAC), Paratransit Advisory and Planning Committee (PAPCO), and standards established by regional, state, and federal agencies.

Alameda CTC staff considered multiple factors in the development of the DLD Performance Measures including:

- Performance metrics origins are based on standard industry best practices used by peer agencies at the regional, state, and federal levels. This includes the Federal Transit Agency (FTA), Caltrans, Metropolitan Transportation Commission (MTC), Mineta Transportation Institute, San Francisco County Transportation Authority, and Contra Costa Transportation Authority.
- Performance metrics reflect quantifiable data on universal investments such as pavement condition index (PCI) for streets and roads, quantities of sidewalk or bike facility improvements, revenue hours, transit ridership, and trips provided/individuals served.
- Performance metrics serve to provide information on service availability, transit access, service reliability, safety and security, community impact, financial accountability, and delivery performance of projects and programs.
- Transportation system performance and trends are reported and monitored across multiple plans such as FTA's transit triennial reviews, California's Asset Management Plan, MTC's Regional Transportation Plan and Street Saver/Vital Signs report, transit operators' Short and Long Range Transit Plans, annual DLD program compliance reporting process, annual Paratransit program plan review, annual Alameda County performance report, congestion management plan/levels of service monitoring report, and other planning activities.
- Performance monitoring considers changing conditions in the real world.
- Performance evaluation considers fluctuations occurring from year to year due to varying transportation needs and/or project and program needs.
- Performance evaluation considers the DLD recipient's annual expenditures and goals rather than comparative to other DLD recipients. DLD recipients are required to document expenditure activities to report on the general performance of DLD funds.

To focus and streamline DLD reporting, the DLD performance measures reflect quantifiable metrics used within the transportation industry to monitor items such as pavement condition index for streets and roads, quantity of sidewalk or bike facility improvements, transit ridership, and trips provided/individuals served. The

performance metrics require jurisdictions to also report on specific DLD funded projects and their qualitative benefits, e.g. gap closures, safety improvements, network connectivity, and access improvements. These performance metrics are incorporated in the MPFAs between Alameda CTC and the DLD recipients (see Attachment A: DLD Agreement Performance Measures).

FY 2022-23 DLD Performance Summary

As required through the Program Compliance process, DLD recipients must report on key performance metrics. For fiscal year 2022-23, the performance reporting is summarized as follows:

- Fund Balances: DLD recipients' collective FY22-23 ending fund balance by program totals \$201.4M (\$22.7M in Measure B, \$165.2M in Measure BB, and \$13.5M in VRF) as shown in Attachment B. All DLD recipients are in-compliance with the DLD Timely Use of Funds Policy. DLD recipients have \$78.3M encumbered to active contracts to demonstrate their use of DLD funds balances (refer to Attachment C).
- 15% Measure BB LSR Requirement: Alameda CTC monitors the recipient's adherence to the 2014 Measure BB Transportation Expenditure Plan's requirement that mandates 15 percent of LSR DLD funds be spent on bicycle/pedestrian-related improvements. All DLD recipients are in-compliance with this requirement. Based on the collective Measure BB LSR expenditures to date, the DLD recipients are exceeding the requirement with approximately 34 percent of total Measure BB LSR expenditures to date going towards bicycle/pedestrian-related improvements (Attachment D).
- Pavement Condition Index: Alameda CTC's performance metric for LSR DLD recipients includes a PCI of 60 (Fair Condition) for local roadways. DLD recipients are maintaining this fair condition threshold, or have indicated a commitment and action plan to rehabilitate their most deteriorated roadways in their jurisdiction to bring their PCI to standard. DLD recipients continue to invest in road maintenance and repair to maintain and improve streets and roads. A summary of jurisdictions' PCI is included in Table 1 of Attachment E.
- Equitable Priority Community Investments: DLD recipients are utilizing DLD funds to serve disadvantage community areas known as Equity Priority Communities. Approximately 58 percent of the total DLD Expenditures in FY 22-23 are reported to be made within one-mile of identified Equitable Priority Communities.
- High Injury Network Investments: Alameda CTC has identified a High Injury Network (HIN) of the least-safe streets in Alameda County, based on severity and frequency of collision. DLD recipients report 75 percent of the total DLD

Bike/Pedestrian and LSR expenditures in FY 22-23 are located within one-mile of Alameda CTC's HIN. Addressing unsafe conditions on those streets can significantly reduce collisions systemwide.

- Transit Performance: For transit performance, Alameda CTC monitors the transit a transit operator's annual adopted on-time performance goals to actual on-time performance achieved. Three of the five transit operators have exceeded their agency's goal. The San Joaquin Regional Rail Commission (SJRRRC) and BART have indicated developing systemwide infrastructure improvements and rail coordination to improve on-time performance. Additionally, transit operators are reporting increased ridership since the 2020 pandemic. This gradual ridership increase is showing a more effective cost per trip across the transit operators. The transit on-time performance and cost effectiveness summaries are included in Table 2 and 3 of Attachment E.
- Seniors and People with Disabilities Performance: The Special Transportation for Seniors and People with Disabilities (Paratransit) Program contains specific performance measures based on the types of services provided by the DLD recipient. These transportation services include ADA-mandated Paratransit services and city-based non-mandated Paratransit programs that provide vital transportation options for seniors and people with disabilities. The recipients' programs and anticipated DLD expenditures are reviewed annually through Alameda CTC's Annual Paratransit Program Plan process. The Paratransit services performance summary is included in Table 4 of Attachment E.

Program Compliance Determination

Nineteen of the twenty DLD recipients are found to be in-compliance with the financial reporting and expenditure requirements, and associated DLD policies for expenditures incurred during the FY22-23 period. The City of Union City's compliance determination is pending due to a delay in their submittal of their audited financial statements due to remnant resource issues disrupting the City's ability to rebuild and audit its financial data after a citywide cyber-attack in September 2019. The City indicated their financial reports will be submitted in the Fall, and Alameda CTC will inform the Commission of any compliance issues, if found.

Additionally, the Program Compliance Reports have been reviewed by the Independent Watchdog Committee (IWC). IWC members focused on jurisdictions' detailed report of expenditures and performance accomplishments. Members provided comments to the DLD recipients inquiring on areas including, but not limited to local streets and road investments, recipients' efforts to improve pavement condition index scoring and on-time performance, transit related operating cost per trip, bike/pedestrian safety, and the program administration expenses. The IWC's assessment of the DLD programs will be included as part of the IWC's Annual Report to the Public in Summer 2024.

DLD recipients found to be under certain performance metric goals such as PCI, updated bicycle/pedestrian master plan, on-time performance, and transit cost effectiveness have provided corrective action plans and strategies as part of the compliance process that outline a plan to use DLD funds to address these areas. Alameda CTC will continue to monitor the DLD program expenditures to ensure adherence to the DLD policies and the respective voter-approved Transportation Expenditure Plans.

Fiscal Impact: There is no fiscal impact associated with this informational item.

Attachments:

- A. DLD Performance Metrics (approved February 2016)
- B. DLD Program Summary of Fund Balances
- C. DLD Balances and Encumbrances
- D. Summary of Measure BB LSR Expenditures on Bicycle/Pedestrian Improvements
- E. DLD Performance Summary

Commission Approved February 2016

DIRECT LOCAL DISTRIBUTIONS PERFORMANCE MEASURE SUMMARY

Direct Local Distribution recipients are to document the performance and benefits of the projects and programs funded with Measure B, Measure BB, and/or Vehicle Registration Fee funds. The following performance measures are a selection of performance standards that must be documented at minimum by the recipients, as applicable. Additional performance measures may be requested by the Alameda CTC.

Performance reporting will be done through Alameda CTC's reporting processes including the annual program compliance reports, annual performance report, and various planning activities, as they are requested and applicable. Performance will be evaluated periodically through the aforementioned evaluation reports to determine the effectiveness of investments and to inform future investment decisions.

BICYCLE AND PEDESTRIAN PROGRAM PERFORMANCE MEASURES

Performance Measure	Performance Metric and Standard	Evaluation Horizon & Method	Corrective Action	Potential Improvements to Correct Deficiency
Current Master Plans Maintain a current Bicycle/Pedestrian Master Plan (BPMP) that features required core elements	Plan(s) no more than 5 years old, based on adoption date.	Annually via Compliance Report	Any agency without a current plan is required to explain and provide anticipated schedule and funding to achieve plan update.	- Schedule for update
Infrastructure Investment - Number of linear feet or lane miles of bicycle facilities built or maintained (bike lanes, bike routes, multi-use pathways) - Number of pedestrian projects completed (linear feet of sidewalks, number of crossing improvements, quantify traffic calming items, lighting, landscaping/streetscape, number of curb/ADA ramps, linear feet of trail/pathway built or maintained)	- Bikeway projects completed by roadway segment and facility type - Pedestrian projects completed by category (or categories) of improvement; increased quantity of specific improvements i.e. crossing improvements, striping, signage, curb ramps, pathways.	Annually via Compliance Report	N/A; Report on investments	N/A
Capital Project and Program Investment Amount expended on capital projects and programs by phase (design, row, con and capital support)	Investment into capital projects and programs is greater than funding program administration (outreach, staffing, administrative support)	Annually via Compliance Report	Any agency expending less on capital investments compared to other activities must explain how capital investments will be addressed in subsequent years	N/A

LOCAL TRANSPORTATION PROGRAM (Local Streets and Roads)
PERFORMANCE MEASURES

Performance Measure	Performance Metric and Standard	Evaluation Horizon & Method	Corrective Action	Potential Improvements to Correct Deficiency
Pavement State of Repair	Maintain a city-wide average Pavement Condition Index of 60 (Fair Condition) or above Track PCI reported based on regional data: http://www.mtc.ca.gov/news/street_fight/	Annually via Performance Report	Any agency falling under 60 PCI must provide an explanation and/or identify corrective action will need to increase PCI to target levels	Develop corrective actions
Complete Streets Implementation - Expenditure of LSR funds on bicycle and pedestrian projects elements (for Measure BB funds only) - Number of exceptions to adopted local complete streets policies issued	- Maintain a 15% annual minimum LSR investment to support bicycling and walking - Number of projects where accommodation for all users and modes of transportation not included	Annually via Compliance Report	Fund expenditures: Any agency not achieving the target percentage must explain or identify future plan. Policy exceptions: N/A	N/A
Capital Project and Program Investment Amount expended on capital projects and programs by phase (design, row, con and capital support) and by key corridors	Investment into capital projects and programs is greater than funding program administration (outreach, staffing, administrative support)	Annually via Compliance Report	Any agency expending less on capital investments compared to other activities must explain how capital investments will increase in the subsequent years	Develop corrective actions
Corridor-level Vehicle Speed and Reliability Historic trend of vehicle speed and reliability (V/C) during AM/PM peak hours on key corridors with Capital or Operational Investments	Speed and reliability trends should maintain or improve if corridor had Capital or Operational investments since the last Alameda CTC's Level of Service (LOS) Reporting period.	Bi-annually via Alameda CTC's (LOS) Report	Any agency that shows worsening speed or reliability trend after improvements must provide an explanation and identify corrective steps.	Develop corrective actions

**MASS TRANSIT PROGRAM
PERFORMANCE MEASURES**

Performance Measure	Performance Metric and Standard	Evaluation Horizon and Method	Corrective Action	Potential Improvements to Correct Deficiency
Ridership/Service Utilization - Annual Ridership - Passenger trips per revenue vehicle hour/mile	Change in annual ridership and passenger trips per revenue vehicle hour/mile and qualitative explanation for possible reasons	Annually via Performance Report	N/A	N/A
On-time Performance: System wide Average and Key Trunk Lines On time performance of transit system	- Average on-time performance based upon the mode of transit with a target of 75% to 90% or based on the transit agency's adopted performance goals and standards - Agencies are expected to maintain or increase on-time performance annually	Annually via Performance Report	Any agency not meeting this target must prepare a deficiency plan with short- and long-term actions to correct, and explain what would be required to provide this level of service. The deficiency plan should include the involvement of agencies that have jurisdiction over areas that may be impacting transit performance, where applicable.	Through the deficiency plan, identify any corrective actions, responsibilities, and funding opportunities to improve system performance.
Travel Time Speed and reliability (peak vs non-peak) of key trunk lines (bus operators only)	Average speeds at least 50 percent of prevailing auto speed or maintain or increase speed annually	Bi-annually via Alameda CTC's LOS Monitoring Report	Any agency not meeting this target must prepare a deficiency plan with short- and long-term actions to correct, and explain what would be required to provide this level of service. The deficiency plan should include the involvement of agencies that have jurisdiction over areas that may be impacting transit performance, where applicable.	Through the deficiency plan, identify any corrective actions, responsibilities, and funding opportunities to improve system performance.
Cost Effectiveness - Operating Cost per Passenger - Operating Cost per Revenue Vehicle Hour/Mile	Maintain operating cost per passenger or per revenue vehicle hour/mile; percentage increase less than or equal to inflation as measured by CPI	Annually via Performance Report	Any agency with significant increase in costs must provide an explanation	N/A
Transit Fleet State of Good Repair - Distance between breakdowns/service interruptions - Missed trips - Miles between road-calls	- Maintain or increase average distance between breakdowns or road calls - Maintain or reduce the number of missed trips	Annually via Performance Report	Any agency not meeting expected performance must provide an explanation	N/A
Service Provision - Frequency and service span on major corridors or trunk lines - Revenue hours	- 15 minute or better frequencies on major corridors or trunk lines: 10 minute or better	Annually via performance report	Any agency not meeting expected performance must provide an explanation and a	N/A

- Revenue miles	- frequencies during weekday peak periods - Service span of 7 days/week, 20 hours per day - Maintain or increase revenue hours/miles		description of how service provision will be met in the future	
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PARATRANSIT PROGRAM PERFORMANCE MEASURES

Performance Measure	Performance Metric and Standard	Evaluation Horizon and Method	Corrective Action	Potential Improvements to Correct Deficiency
Service Operations and Provisions Number of people served or trips provided	Track number of individuals served by program. - Service types such as ADA mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips, travel training, meal delivery	Annually via Compliance Report and Program Plan Review	N/A; Report on ridership or service data.	N/A
Cost Effectiveness Cost per Trip or Cost per Passenger Total Measure B/BB program cost per one-way passenger trip divided by total trips or total passengers during period.	Maintain cost per trip or per passengers - Service types such as ADA mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips	Annually via Compliance Report and Program Plan Review	Any agency with significant increase in costs must provide an explanation	Develop corrective actions

Note: The Paratransit Program Implementation Guidelines contains additional listing of performance measures by program type.

**Measure B/Measure BB/Vehicle Registration Fee
Direct Local Distribution Fund Balances**

(As of the end of Fiscal Year 2022-23)

Jurisdiction:	Measure B	Measure BB	VRF	Total
AC Transit	\$0	\$15,684,973		\$15,684,973
BART	\$0	\$0		\$0
LAVTA	\$0	\$0		\$0
WETA	\$2,332,145	\$4,285,098		\$6,617,243
ACE	\$2,422,582	\$4,776,477		\$7,199,059
Alameda County	\$0	\$7,943,442	\$1,502,504	\$9,445,946
City of Alameda	\$1,597,994	\$7,431,441	\$302,781	\$9,332,216
City of Albany	\$872,708	\$3,498,648	\$383,127	\$4,754,483
City of Berkeley	\$5,208,906	\$11,789,241	\$1,155,599	\$18,153,746
City of Dublin	\$167,163	\$2,031,786	\$289,211	\$2,488,160
City of Emeryville	\$328,637	\$1,793,653	\$107,204	\$2,229,494
City of Fremont	\$2,103,749	\$11,577,805	\$312,867	\$13,994,421
City of Hayward	\$2,510,455	\$17,106,629	\$696,223	\$20,313,307
City of Livermore	\$1,889,951	\$7,055,044	\$1,434,064	\$10,379,059
City of Newark	\$1,492,708	\$3,127,534	\$459,939	\$5,080,181
City of Oakland	\$0	\$51,052,385	\$3,258,649	\$54,311,034
City of Piedmont	\$0	\$739,181	\$56,064	\$795,244
City of Pleasanton	\$485,075	\$4,977,323	\$446,515	\$5,908,913
City of San Leandro	\$744,777	\$4,611,313	\$1,571,086	\$6,927,176
City of Union City	\$561,434	\$5,722,160	\$1,479,504	\$7,763,098
Total	\$22,718,284	\$165,204,132	\$13,455,337	\$201,377,753

Notes:

1. Financials from the Measure B/BB/VRF Direct Local Distribution Recipients' FY 2022-23 reports.
2. City of Union City financials are based on unaudited amounts.

**Measure B/Measure BB/Vehicle Registration Fee
Direct Local Distribution Encumbrances and Balances**

(As of the end of Fiscal Year 2022-23)

Jurisdiction:	Total Balance	Total Encumbrance	Total Remaining (Bal. - Encumbered)	% Remaining Balance
AC Transit	\$15,684,973	\$15,684,973	\$0	0%
BART	\$0	\$0	\$0	0%
LAVTA	\$0	\$0	\$0	0%
WETA	\$6,617,243	\$6,617,243	\$0	0%
ACE	\$7,199,059	\$879,043	\$6,320,016	88%
Alameda County	\$9,445,946	\$2,122,233	\$7,323,713	78%
City of Alameda	\$9,332,216	\$3,713,151	\$5,619,065	60%
City of Albany	\$4,754,483	\$1,865,253	\$2,889,230	61%
City of Berkeley	\$18,153,746	\$6,306,441	\$11,847,305	65%
City of Dublin	\$2,488,160	\$2,488,160	\$0	0%
City of Emeryville	\$2,229,494	\$465,303	\$1,764,191	79%
City of Fremont	\$13,994,421	\$4,208,507	\$9,785,914	70%
City of Hayward	\$20,313,307	\$7,861,129	\$12,452,178	61%
City of Livermore	\$10,379,059	\$8,001,911	\$2,377,148	23%
City of Newark	\$5,080,181	\$409,442	\$4,670,739	92%
City of Oakland	\$54,311,034	\$7,927,448	\$46,383,586	85%
City of Piedmont	\$795,244	\$795,244	\$0	0%
City of Pleasanton	\$5,908,913	\$4,394,424	\$1,514,489	26%
City of San Leandro	\$6,927,176	\$4,632,110	\$2,295,066	33%
City of Union City	\$7,763,098	\$0	\$7,763,098	100%
	\$201,377,753	\$78,372,015	\$123,005,738	61%

Notes:

1. Financials are from the Measure B/BB/VRF Direct Local Distribution Recipients' FY 2022-23 reports.
2. Encumbrances are towards active contracts and ongoing projects as reported by the jurisdictions.

Measure BB Local Streets and Roads Requirement

15% of Total LSR Expenditures must be towards benefiting bicycle/pedestrian improvements and programs.

Jurisdiction:	Total LSR Expenditures to Date	Total LSR Expenditures on Bike/Ped to Date	Percentage of LSR Expenditures on Bike/Ped over Total LSR Expenditures	15% minimum LSR achieved?
ACPWA	\$19,844,128	\$14,709,349	74%	Yes
City of Alameda	\$13,616,764	\$10,380,302	76%	Yes
City of Albany	\$2,042,864	\$649,915	32%	Yes
City of Berkeley	\$21,125,136	\$4,530,587	21%	Yes
City of Dublin	\$3,976,057	\$1,535,085	39%	Yes
City of Emeryville	\$1,895,727	\$520,180	27%	Yes
City of Fremont	\$16,956,518	\$9,209,465	54%	Yes
City of Hayward	\$15,459,299	\$2,924,466	19%	Yes
City of Livermore	\$4,388,817	\$1,845,491	42%	Yes
City of Newark	\$2,650,873	\$878,356	33%	Yes
City of Oakland	\$74,221,487	\$16,290,495	22%	Yes
City of Piedmont	\$3,702,723	\$827,860	22%	Yes
City of Pleasanton	\$5,470,078	\$1,099,731	20%	Yes
City of San Leandro	\$11,536,659	\$2,460,735	21%	Yes
City of Union City	\$2,580,214	\$670,141	26%	Yes
Total	\$199,467,344	\$68,532,156	34%	Yes

Notes:

¹The table above reflects total Measure BB funds reported by jurisdictions from the start of the Measure BB.

DLD Performance Summary

Fiscal Year 2022-23 Performance Monitoring

Table 1: Pavement Condition Index			
LSR Metric: Alameda CTC's performance metric for DLD Local Streets and Road (LSR) recipients requires a minimum PCI of 60 (Fair Condition) for local roadways.			
	FY 20/21	FY 21/22	FY 22/23
Alameda County	71	72	72
City of Alameda	70	70	67
City of Albany	57	56	57
City of Berkeley	57	58	56
City of Dublin	85	84	80
City of Emeryville	74	74	76
City of Fremont	73	73	72
City of Hayward	70	70	69
City of Livermore	79	79	78
City of Newark	75	74	72
City of Oakland	53	52	54
City of Piedmont	64	64	63
City of Pleasanton	79	78	78
City of San Leandro	57	55	55
City of Union City	78	77	73

Source: 3-year rolling PCI Average from MTC's 2022 Pavement Condition of Bay Area Jurisdictions
<https://mtc.ca.gov/operations/programs-projects/streets-roads-arterials/pavement-condition-index>

Table 2: Transit On-time Performance					
Transit Metric: Alameda CTC monitors the reported transit operator's annual adopted on-time performance goals to actual on-time performance achieved as reported by the jurisdictions.					
		On-Time Performance Actual			
Jurisdiction:	Agency On-Time Goal	FY 20/21	FY 21/22	FY 22/23	FY 22/23 Under / Over Goal
AC Transit	72%	76%	74%	74%	2%
ACE	90%	91%	89%	87%	-3%
BART	94%	95%	86%	85%	-9%
LAVTA	85%	92%	91%	88%	3%
Union City Transit	90%	95%	92%	94%	4%
WETA	95%	95%	98%	97%	2%

Table 3: Transit Operating Cost Per Trip									
Transit Cost Effectiveness: Alameda CTC monitors the reported transit operator's annual operating costs and passenger trips to determine the cost effectiveness and changes over time.									
Jurisdiction:	FY 20/21			FY 21/22			FY 22/23		
	Passenger Trips	Total MB/BB Cost	Total Cost	Passenger Trips	Total MB/BB Cost	Total Cost	Passenger Trips	Total MB/BB Cost	Total Cost
AC Transit	18,565,533	\$2.96	\$29.45	25,370,102	\$2.37	\$19.70	30,105,176	\$2.55	\$18.40
ACE	40,243	\$84.50	\$783.08	87,706	\$31.77	\$420.97	474,498	\$3.28	\$91.07
BART	5,900,000	\$0.14	\$129.02	12,100,000	\$0.09	\$71.04	15,800,000	\$0.12	\$57.10
LAVTA	420,226	\$4.54	\$30.71	841,343	\$2.47	\$17.36	1,145,515	\$1.66	\$15.03
Union City Transit	118,162	\$8.00	\$38.52	197,323	\$5.22	\$27.12	242,472	\$3.91	\$26.38

Notes

1. Cost per passenger trip is calculated based on data from Annual Compliance Report and represents Alameda County based-trips.
2. Total Costs represents costs that include MB/BB, and other local recipient fund sources as reported (not audited through MB/BB Program Compliance Process).
3. WETA reported no operational Measure B/BB Expenditures

Table 4: Paratransit Programs Operations									
Paratransit Metric: Operating Cost per Passenger Trip or Service									
ADA Mandated Paratransit	FY 20/21			FY 21/22			FY 22/23		
Agency	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip
AC Transit	137,879	\$95.30	\$136.06	218,586	\$65.85	\$117.59	289,309	\$63.53	\$105.48
BART	61,945	\$77.48	\$136.54	98,205	\$55.45	\$107.27	129,979	\$43.81	\$105.21
LAVTA	14,960	\$40.04	\$75.20	22,454	\$32.95	\$67.68	26,892	\$35.35	\$68.17
Union City	7,462	\$82.89	\$82.89	12,892	\$49.28	\$87.79	16,624	\$31.60	\$91.49
City Based Door-to-Door	FY 20/21			FY 21/22			FY 22/23		
Agency	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip
Emeryville	1,211	\$24.95	\$66.24	2,500	\$24.13	\$45.30	3,600	\$16.89	\$30.77
Fremont	8,254	\$36.28	\$36.28	10,257	\$34.97	\$34.97	8,010	\$44.33	\$44.33
Hayward	112	\$669.64	\$669.64	2,934	\$25.56	\$25.56			
Newark	2,731	\$39.30	\$39.30	4,158	\$33.22	\$33.22	3,027	\$39.18	\$39.18
Oakland	14,090	\$51.00	\$51.00	13,243	\$53.51	\$56.23	21,552	\$29.48	\$31.24
Pleasanton	1,810	\$96.83	\$96.83	3,463	\$93.08	\$93.08	5,376	\$56.51	\$56.51
San Leandro	6,699	\$17.97	\$17.97	7,235	\$63.74	\$63.74			
Taxi Subsidy Program	FY 20/21			FY 21/22			FY 22/23		
Agency	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip
Alameda	230	\$87.38	\$87.38	204	\$142.99	\$142.99	800	\$55.16	\$55.16
Albany	245	\$18.42	\$18.42	347	\$13.29	\$13.29	533	\$18.28	\$18.28
Berkeley	9,870	\$36.20	\$36.20	10,757	\$38.07	\$38.07	15,330	\$34.32	\$34.32
Emeryville	85	\$14.34	\$14.34	75	\$23.49	\$23.49	250	\$9.88	\$9.88
Fremont	7,404	\$18.60	\$18.60	12,471	\$16.66	\$16.66	19,354	\$14.06	\$14.06
Hayward	3,192	\$74.73	\$74.73	5,110	\$47.67	\$47.67	6,021	\$45.28	\$45.28
Newark	112	\$22.25	\$22.25	398	\$23.00	\$23.00	479	\$25.00	\$25.00
Oakland	10,036	\$42.36	\$42.36	13,605	\$48.81	\$54.44	15,543	\$45.85	\$51.31
Pleasanton	-	-	-	-	-	-			
San Leandro	-	-	-	2,514	\$13.76	\$13.76	3,746	\$17.34	\$17.34
Union City	1,679	\$17.14	\$17.14	2,360	\$16.43	\$16.43	3,589	\$13.17	\$13.17
Accessible Shuttle Service	FY 20/21			FY 21/22			FY 22/23		
Agency	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip
Alameda	4,731	\$32.77	\$32.77	5,799	\$26.29	\$26.29	78,611	\$1.36	\$1.36
San Leandro	11,203	\$24.93	\$24.93	7,235	\$63.74	\$63.74	6,474	\$71.73	\$71.73
Group Trips Service	FY 20/21			FY 21/22			FY 22/23		
Agency	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip
Alameda	-	-	-	42	\$71.71	\$71.71	1,020	\$8.50	\$8.50
Albany	-	-	-	2,509	\$13.40	\$13.40	3,636	\$1.87	\$1.87
Emeryville	-	-	-	-	-	-	100	\$14.60	\$14.60
Fremont	-	-	-	-	-	-			
Hayward	-	-	-	-	-	-			
Oakland	394	\$19.63	\$19.63	3738	\$27.75	\$27.75	10,880	\$21.81	\$22.45
Pleasanton	-	-	-	-	-	-	8	\$1,012.13	\$1,012.13
Volunteer Driver Program	FY 20/21			FY 21/22			FY 22/23		
Agency	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip
Hayward	5,490	\$12.21	\$12.21	1,981	\$47.52	\$47.52	3,181	\$48.20	\$48.20
Oakland	1,531	\$44.19	\$44.19	1,648	\$50.39	\$50.39	642	\$61.43	\$61.43
Meal Delivery	FY 20/21			FY 21/22			FY 22/23		
Agency	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip
Alameda	3,846	\$6.50	\$6.50	-	-	-			
Emeryville	4	\$46.90	\$46.90	2	\$11.50	\$11.50	5	\$11.80	\$11.80
Fremont	74,435	\$1.03	\$1.03	61,120	\$1.12	\$1.12	57,935	\$1.33	\$1.33
Hayward	112,400	\$0.80	\$0.80	108,926	\$0.83	\$0.83	86,470	\$1.04	\$1.04
Newark	-	-	-	15,838	\$0.44	\$0.44	18,000	\$0.78	\$0.78

- Notes:
1. Program costs may include items such as program administration, operational costs (fuel and maintenance), and program outreach.
 2. Blank fields indicate no MB/BB funds were expended for that specific program.
 3. Cost per trip is MB/BB costs or total costs divided by number of trips.
 4. Data is as reported by the program operator with the Program Compliance Report .
 5. Pleasanton Paratransit Group trips Service started in late FY 22/23.
 6. Alameda Accessible Shuttle service has a increase in ridership due to program expansion in FY 22/23.



Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 20, 2024

TO: Alameda County Transportation Commission

FROM: Jhay Delos Reyes, Director of Project Delivery

SUBJECT: I-80 Ashby Avenue Interchange Improvements (PN 1445.000):
Approve Actions to Facilitate Project Advancement of the Interstate 80
Ashby Avenue Interchange Improvements Project

Recommendation

It is recommended that the Commission approve the following actions to facilitate project advancement for the Interstate 80 (I-80) Ashby Avenue Interchange Improvements Project (Project, Project Number 1445.000) :

1. Authorize the Executive Director to execute Amendment No. 5 to Agreement A18-0028 with TY Lin International (TY Lin), Inc. for Project Approval/Environmental Document (PA/ED) , Plans, Specification and Estimate (PS&E) and Right of Way (R/W) phase services to revise the scope of work to advance the Bicycle-Pedestrian Overcrossing component of the project with no change in budget and authorize a 12-month extension to June 30, 2027, and;
2. Authorize the Executive Director or designee to execute agreements required to effectuate the construction phase of the Project.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the Project, a named Capital Project in the 2014 Transportation Expenditure Plan (TEP). The Project has been developed in partnership with Caltrans and the Cities of Berkeley and Emeryville and proposes to improve traffic, pedestrian and bicycle safety and operations in and around the interchange. The Project has achieved the significant milestones of completing the PA/ED phase upon Caltrans adoption of the Environmental Document in December 2023, and approval of the Project Report in January 2024.

The Commission approved a 1-year TEP extension for Project at its December 2, 2023 meeting and today's item serves as the follow-up for the conditions of the TEP extension approval. Related, at the April 25, 2024 Commission meeting, Resolution No. 24-001 was approved which added a specific reference to the TEP for Ashby which allowed for advancement of a near-term bicycle and pedestrian overcrossing (BPOC) phase of the project.

Approval of today's item aligns the consultant contract with the April 2024 action. Alameda CTC through a competitive bid process awarded A18-0028 to TY Lin on November 14, 2017, actions related to contract A18-0028 are summarized in Table A. Several agreements will be necessary to effectuate the construction phase and thus one of the requested actions is to authorize the Executive Director to execute such agreements.

Background

Alameda CTC as both the project sponsor and implementing agency for the Project has been leading the development of both PA/ED and PS&E efforts which propose to provide the following benefits:

- Improve interchange access and circulation
- Provide multimodal connectivity
- Provide westbound I-80 connection to Shellmound Street
- Provide bicycle and pedestrian connectivity and across I-80
- Enhance safety for all modes of transportation
- Improve circulation at I-80/Powell Street and 7th Street, and

The interchange constructed in the 1950's is an obsolete design and does not provide access to or from westbound I-80 to Shellmound Street in the City of Emeryville. Additionally, the interchange lacks east-west connectivity for multi-modal transportation (i.e., for vehicular, bicycle, and pedestrian users). Due to these reasons, the interchange continues to experience the following operational deficiencies:

- Increased vehicle miles traveled due to lack of access between Shellmound Street and westbound I-80
- Lack of access from Shellmound Street to West Frontage Road
- Lack of direct pedestrian and bicyclist access to the San Francisco Bay Trail from the 65th Street/Shellmound Street

The approved Project proposes to implement the following improvements:

- Replace existing I-80/Ashby Avenue interchange and connector ramps with a Tight Diamond Interchange
- Construct a much wider Ashby Avenue (State Route 13) Overcrossing (approximately 118 feet wide by 164 feet long) that will also provide increased vertical clearance (18.25 feet over I-80) to accommodate large trucks on I-80

- Modify existing ramp connection from the eastbound I-80 off-ramp to Shellmound Street
- Provide a new connection from Bay Street to Ashby Avenue (State Route 13)
- Provide east-west connection for multi-modal use within the interchange
- Construct a stand-alone Class I BPOC structure to provide safe access to Bay Trail from the 65th Avenue
- Realign the existing West Frontage Road, and provide greater separation between the West Frontage Road and the San Francisco Bay Trail
- Construct other improvements such as improved drainage, clean water program elements, ramp metering, signals and lighting

Project Approval for these improvements were obtained on January 12, 2024 for an estimated overall project cost of \$157.1 million. Current available funding includes \$52.1 million that includes \$52 million in Measure BB funds and \$50,000 each in Federal and State funds. Given the large funding gap, the Alameda CTC Commission approved a TEP Amendment in April 2024 to advance Project improvements in phases to ensure public benefits are delivered as quickly as possible. Consistent with this amendment, staff is working on developing and delivering a stand-alone BPOC structure across I-80 as the Phase 1 Project improvement that will connect the existing bicycle/pedestrian facilities east of the interchange to the Bay Trail, located west of the interchange. This Phase 1 Project is consistent with the approved environmental document.

Consultant Contract

TY Lin is the consultant providing engineering services related to the pre-construction phases development of the Project. Pending Commission's approval, this proposed Amendment No. 5 to Agreement No. A18-0028 will redefine the scope of services required to deliver a Phase 1 Project and revise the project deliverables and schedule. This action will not result in any new budget increase, but in order to implement the Phase 1 Project, the consultant's design scope of services and associated schedule require revision.

Summary of amendment is provided below, in Table A:

Table A: Summary of Agreement No. A18-0028 with TY Lin			
Contract Status	Work Description	Amendment Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with TY Lin International (A18-0028) <i>Approved September 2017</i>	Provide preliminary engineering, environmental studies and final design.	\$7,500,000	\$7,500,000
Amendment No. 1 <i>Commission action was not required</i>	Revise indemnification and insurance clauses	\$0	\$7,500,000
Amendment No. 2 <i>Commission action was not required</i>	Extend the term of Agreement from June 30, 2021 to June 30, 2022	\$0	\$7,500,000
Amendment No. 3 <i>Approved June 2022</i>	Extend the term of Agreement from June 30, 2022 to June 30, 2023	\$0	\$7,500,000
Amendment No. 4 <i>Approved October 2022</i>	Augment design services scope and budget to reflect the project selected in the environmental documents, and extend the term of Agreement from June 30, 2023 to June 30, 2026	\$8,100,000	\$15,600,000
Amendment No. 5 <i>(Proposed)</i>	Redefine the design services scope and revise schedule, and extend the term of Agreement from June 30, 2026 to June 30, 2027	\$0 <i>(Proposed)</i>	\$15,600,000 <i>(Proposed)</i>

Initial activities of this Phase 1 Project will include evaluation of BPOC build alternative alignment across I-80 to evaluate new ramp touchdown locations to the east of the interchange and Point Emery in Emeryville. The evaluation will ensure the project's consistency with the recently approved environmental document, safety, minimize the impact to future phases of Project implementation (i.e. that the Phase 1 will not preclude the future phases of Project implementation), minimize throwaway costs and reduce impacts to the travelling public.

The previously anticipated ready-to-list (RTL) timeframe was Spring 2025, assuming the project would be fully funded. Given the previously described large funding shortfall and limited funding opportunities to close large funding shortfalls, these efforts to advance a Phase 1 project result in a delay to the RTL date, but results in a significantly smaller funding shortfall. The RTL has been revised to Spring 2026 with the construction contract award anticipated in late 2026. The requested extension to TY Lin's contract term reflects that change.

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

Fiscal Impact: Approval of the TY Lin amendment is a zero-dollar value amendment, and their current contract amount is included in the project funding plan. This has been included in the FY2024-25 Capital Program Budget.

Attachment:

A. Project Location Map



Project Location

Figure

1



Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 20, 2024

TO: Alameda County Transportation Commission

FROM: Jhay Delos Reyes, Director of Project Delivery

SUBJECT: Interstate 680 Landscaping – Amend Professional Service Agreements for Landscaping Services

Recommendation

It is recommended that the Commission approve the following actions to facilitate the delivery of required Interstate 680 (I-680) Landscaping Projects for the Plans, Specifications, and Estimate (PS&E) phase:

1. Approve Amendment No.7 to professional services agreement A15-0035 with WMH Corporation (WMH) for an amount of \$1,050,000 for a total not-to-exceed amount of \$12,775,405 and authorize a 30-month extension to June 30, 2027 for the Interstate 680 Northbound Express Lane Landscape Project (Project Number, PN 1369.001) and;
2. Approve Amendment No.6 to professional services agreement A18-0030 with WMH for an amount of \$1,250,000 for a total not-to-exceed amount of \$21,150,000 and authorize an 18-month extension to June 30,2027 for the State Expressway Route 84 Widening and State Route 84/Interstate 680 Interchange Landscape Project (PN 1386.001), and;
3. Approve Amendment No.4 to professional services agreement A20-0004 with WMH for an amount of \$1,300,000 for a total not-to-exceed amount of \$18,645,727 and authorize a 28-month extension to June 30,2027 for the Interstate 680 Southbound Express Landscape Project (PN 1490.002), and;
4. Authorize the Executive Director or designee to execute all agreements required to effectuate the construction phase of I-680 Landscape Projects (PNs 1369.001, 1386.001, 1490.002).

Summary

The Alameda County Transportation Commission (Alameda CTC) is the Project Sponsor, and Implementing Agency for the I-680 Landscaping Projects, a collection of three projects required as a follow-up to the 2014 Transportation Expenditure Plan (TEP) construction projects:

- I-680 Northbound Sunol Express Lane Landscape Project
- SR84 Expressway Widening and SR84/I-680 Interchange Improvement Landscape Project
- I-680 Southbound Express Lane Landscape Project

These are follow-up landscaping projects to recently completed or projects currently under construction. Caltrans requires that follow-up landscaping projects be ready for construction after completion of the highway construction project. Staff worked with Caltrans and negotiated the start of construction of the I-680 Landscaping Projects to begin upon completion of the I-680 Southbound Express Lane project to avoid multiple disturbances in the corridor and ensure successful growth of the proposed plantings for all three landscaping projects.

Alameda CTC through a competitive bid process awarded professional services agreements A15-0035, A18-0030 and A20-0004 to WMH on April 2015, April 2018 and October 2019, respectively for PS&E services. Approval of the staff recommendations for the contract amendments will encumber funds to provide needed services in order to achieve the ready-to-list (RTL) milestone and support advertisement of the construction package by Caltrans. A summary of all contract actions related to A15-0035, A18-0030 and A20-0004 are provided in Tables A, B and C respectively.

Background

Alameda CTC serves as the implementing agency for the Project Approval and Environmental Documents (PA&ED), and PS&E phases and Caltrans serves as the lead agency for the environmental documents and implementing agency for the construction phase of the 2014 TEP projects listed below:

- I-680 Northbound Sunol Express Lane Project – This project constructed an express lane, rehabilitated existing pavement, widened an existing bridge and constructed new retaining walls. This project was completed early 2022.
- SR84 Expressway and SR84/I-680 Interchange Improvement Project - The project conforms SR 84 to expressway standards, constructs new ramps at the SR84/I-680 Interchange improvements and extends the existing northbound express lane as a high occupancy vehicle (HOV) from SR84 to north of Koopman Road. This project is currently in construction with an expected completion by Spring 2025.
- I-680 Southbound Express Lane Project -This project includes construction of an express lane and associated structures and rehabilitates existing pavement. This project is currently in construction with an expected completion by end of 2025.

Caltrans policy requires separate follow-up landscape projects be completed by the sponsoring agency. As previously stated, Caltrans will advertise, award and administer the I-680 Landscaping Projects.

Contract Amendments

The Commission authorized the release of the Requests for Proposals for PS&E services for each of the highway projects subsequently awarded to WMH which included landscaping efforts. Staff has negotiated the I-680 Landscape Project contract amendments with WMH to complete the PS&E work for the required follow-up Landscape Projects associated with the highway civil projects. Each contract for the respective Landscape Project provides the following services through advertisement of the bid package and extends the contract performance periods accordingly:

- Project Management
- PS&E package preparation for milestone deliverables
- RTL including right-of-way certification and environmental support
- Design Support during Advertisement

Interstate 680 Northbound Express Lane Landscape Project

Table A: Summary of Agreement No. A15-0035 with WMH			
Contract Status	Work Description/Amendment	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement <i>Approved April 23, 2015</i>	PS&E phase services	\$10,225,405	\$10,225,405
Amendment No. 1 <i>September 28, 2017</i>	Additional scope and budget for DSDC, and extend the term from 6/30/2019 to 6/30/2021	\$1,500,000	\$11,725,405
Amendment No. 2 <i>June 22, 2020</i>	Modify indemnification and insurance provisions	N/A	\$11,725,405
Amendment No. 3 <i>March 25, 2021</i>	12-month time extension from 6/30/2021 to 6/30/2022	N/A	\$11,725,405
Amendment No. 4 <i>April 11, 2022</i>	12-month time extension from 6/30/2022 to 6/30/2023	N/A	\$11,725,405
Amendment No. 5 <i>May 25, 2023</i>	12-month time extension from 6/30/2023 to 6/30/2024	N/A	\$11,725,405
Amendment No. 6 <i>May 23, 2024</i>	6-month time extension from 6/30/2024 to 12/31/2024	N/A	\$11,725,405
Amendment No. 7 <i>TBD</i> <i>(This Agenda Item)</i>	Additional scope and budget for landscape PS&E and extend the term from 12/31/2024 to 6/30/2027	\$1,050,000 <i>(Proposed)</i>	\$12,775,405 <i>(Proposed)</i>
Total Amended Contract Not-to-Exceed Amount			\$12,775,405

SR 84 Widening and SR 84/Interstate 680 Interchange Landscape Project

Table B: Summary of Agreement No. A18-0030 with WHM			
Contract Status	Work Description/Amendment	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement <i>Approved April 2018</i>	PS&E and R/W phase services	\$15,000,000	\$15,000,000
Amendment No. 1 <i>August 2018</i>	Insurance and other requirements to address access to SFPUC property for surveys	N/A	\$15,000,000
Amendment No. 2 <i>December 2019</i>	Additional scope and budget	\$1,300,000	\$16,300,000
Amendment No. 3 <i>June 2020</i>	Modification of insurance and indemnification requirements	N/A	\$16,300,000
Amendment No. 4 <i>March 2021</i>	Additional scope and budget for DSDC and extend the term from June 30, 2021 to December 31, 2023	\$2,000,000	\$18,300,000
Amendment No. 5 <i>September 2023</i>	Additional budget and extend the term from December 31, 2023 to December 31, 2025	\$1,600,000	\$19,900,000
Amendment No. 6 <i>(This Agenda Item)</i>	Additional scope and budget for landscape PS&E and extend the term from 12/31/2025 to June 30, 2027	\$1,250,000 <i>(Proposed)</i>	\$21,150,000 <i>(Proposed)</i>
Total Amended Contract Not-to-Exceed Amount			\$21,150,000

Interstate 680 Southbound Express Landscape Project

Table C: Summary of Agreement No. A20-0004 with WMH			
Contract Status	Work Description/Amendment	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement <i>Approved October 2019</i>	PS&E phase services	\$15,524,767	\$15,524,767
Amendment No. 1 <i>June 2020</i>	Modification of insurance and indemnification requirements	N/A	\$15,524,767
Amendment No. 2 <i>November 2020</i>	Revise description of scope services	N/A	\$15,524,767
Amendment No. 3 <i>July 2022</i>	Additional scope and budget for DSDC	\$1,820,960	\$17,345,727
Amendment No. 4 <i>TBD</i> <i>(This Agenda Item)</i>	Additional scope and budget for landscape PS&E and extend the term from 2/28/2025 to 6/30/2027	\$1,300,000 <i>(Proposed)</i>	\$18,645,727 <i>(Proposed)</i>
Total Amended Contract Not-to-Exceed Amount			\$18,645,727

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

Fiscal Impact: No funding allocations are needed for this item. The budget to support contract amendments for A15-0035, A18-0030, A20-0004 are included in the adopted FY 2024-2025 Capital Program Budget.



Memorandum

6.7

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• 510.208.7400

• www.AlamedaCTC.org

DATE: June 20, 2024

TO: Alameda County Transportation Commission

FROM: Jhay Delos Reyes, Director of Project Delivery
Matt Bomberg, Senior Transportation Engineer

SUBJECT: Approve Actions to Facilitate the Project Delivery of the East Bay Greenway Multimodal Project – North Segment

Recommendation

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

1. Approve the Executive Director or designee to execute Professional Services Agreement (PSA) A24-0013 with Park Engineering for a not-to-exceed amount of \$3,500,000 to provide construction management services for the San Leandro construction package of the Project;
2. Authorize the release of an Invitation for Bid (IFB) for the construction the Project;
3. Authorize the Executive Director or designee to execute agreements required to effectuate the construction phase of the Project.

Summary

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

The Project is currently in the PS&E phase with the 65% PS&E package completed in March 2024. The Project is anticipated to achieve the ready-to-list (RTL) milestone in

early 2025 and advertise construction of the Project in late 2025. The East Bay Greenway – North Segment is being divided into four construction packages to facilitate competitive bidding (Oakland North, Oakland South, San Leandro, Caltrans).

Alameda CTC's selection process to procure construction management services for the San Leandro construction package began in September 2023 with Commission's approval to release the Request for Proposal (RFP) and RFP R24-0004 was released in January 2024. Proposals were received from one firm meeting the RFP criteria. Alameda CTC reviewed the proposal submitted and concluded that Park Engineering was a well-qualified firm to perform this work.

Staff recommends the award of the construction management services contract to Park Engineering, Inc. who will be the firm primarily responsible for the administration of the construction contract and managing the general contractor for the San Leandro construction package. Related to the award of the construction management services, staff also recommends the authorization to release the IFB for the construction of the Project and to allow the Executive Director or designee to enter into the needed agreements to achieve the RTL milestone such as funding agreements, agreements with project partners, third-party utilities and right-of-way agreements, etc., in support of the construction phase.

Background

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

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

Alameda CTC's Construction Management Administration Guide calls for retaining a Construction Management firm when the project is near the 65% PS&E milestone in order to obtain independent constructability reviews. Alameda CTC's selection process to procure construction management services for the San Leandro construction package began in July 2023 with Commission's approval release the Request for Proposal (RFP) and RFP R24-0004 was released in January 2024.

A mandatory pre-proposal meeting was held on January 24, 2024 and 17 individuals from 12 firms registered and attended. Of the 12 firms, 6 indicated an interest in submitting as a Prime proposer. Proposals were received from one (1) firm on February 15, 2024.

Alameda CTC reviewed the proposal submitted and concluded that Park Engineering was a well-qualified firm to perform this work.

Alameda CTC staff negotiated the contract with Park Engineering for a not-to-exceed amount of \$3,500,000. The work under this contract will include services needed to review PS&E documents for constructability issues, advertise and analyze bids for award, administer the construction contract, provide outreach services during construction and provide services to close-out the construction contract. The initial estimated duration for these services is approximately 36 months.

The Project has received almost \$90 million in construction phase funding grants, including from the state Active Transportation Program, state Solutions for Congested Corridors Program, and federal Reconnecting Communities and Neighborhoods Program. Due to the anticipated use of federal funds, the Disadvantage Business Enterprise (DBE) program applies. The Park Engineering project team exceeds the established DBE goal identified in the RFP of 21.0%.

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

Fiscal Impact: Award of contract A24-0013 to Park Engineering will encumber \$3,500,000 to the project budget. No funding allocations are needed for this item. This is included in the FY2024-2025 Capital Project Budget.

Attachment:

- A. Project Fact Sheet



East Bay Greenway Multimodal (Phase 1) – Lake Merritt to Bayfair

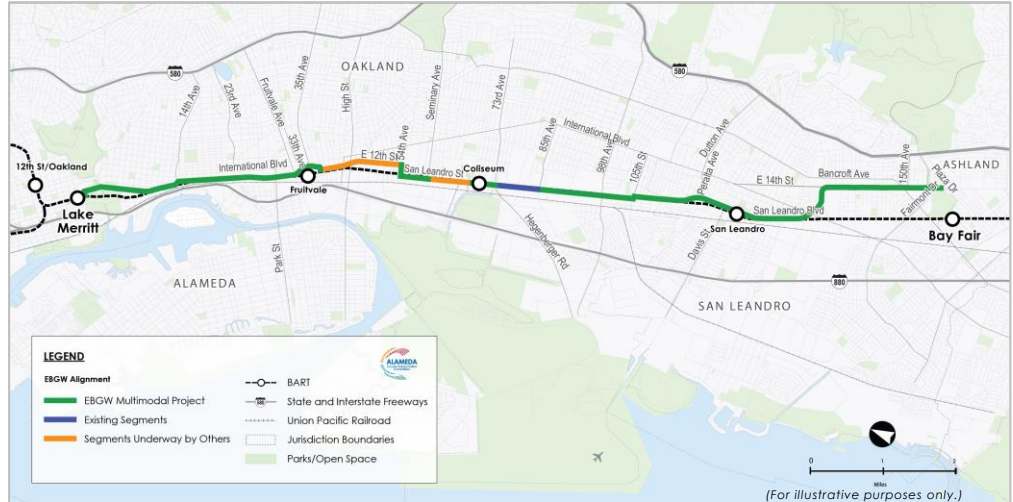
6.7A

MAY 2024

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) is the implementing agency for the East Bay Greenway (EBGW) project that will construct a regional active transportation facility along the BART corridor from Lake Merritt BART to the Bayfair area in San Leandro. The project will follow major arterials to connect five BART station in Oakland and San Leandro. Project improvements will include Class I pathways, Class IV separated bikeways, pedestrian crossing enhancements, bus stop upgrades, raised medians, protected intersections, new and upgraded traffic signals, safety lighting, curb ramp upgrades, and opportunities for stormwater treatment features, street trees, and amenities.

The project forms a segment of the East Bay Greenway Multimodal (Phase 1) which focuses on implementing near term safety and multimodal access improvements in the project corridor in a three to five-year horizon. A longer-term East Bay Greenway Urban Trail (Phase 2) project would implement a rail-trail facility and has a 10+ year horizon.



PROJECT NEED

- The existing county bikeway network does not provide a continuous and comfortable route connecting along the BART corridor.
- Existing interjurisdictional routes in the East Bay Greenway corridor are generally arterial roadways that carry significant traffic and have established histories of collisions involving bicyclists and pedestrians.
- The East Bay Greenway jurisdictions have adopted 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 Equity Priority Communities
- Improves access to regional transit, schools, affordable housing, commercial districts 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: Final Design

PROJECT DOCUMENTS

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

PARTNERS AND STAKEHOLDERS

Cities of Oakland, San Leandro, 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	\$1,158
Final Design	\$11,900
Construction	\$179,000
Total Phase 1 Expenditures	\$192,058

FUNDING SOURCES (\$ x 1,000)	
Local	\$13,058
State (ATP) ¹	\$19,500
State (SCCP) ²	\$39,375
Federal (RCN) ³	\$30,000
Other/TBD	\$90,125
Total Phase 1 Revenues	\$192,058
¹ Active Transportation Program. ² Solutions for Congested Corridor Program. ³ Reconnecting Communities and Neighborhoods.	

SCHEDULE BY PHASE		
	Begin	End
PE/Environmental	Spring 2022	Summer 2023
Final Design (PS&E)	Summer 2023	Summer 2025
Construction	Fall 2025	Fall 2027



Rendering of East Bay Greenway.



Memorandum

6.8

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 20, 2024

TO: Alameda County Transportation Commission

FROM: Jhay Delos Reyes, Director of Project Delivery
Angelina Leong, Senior Program Analyst

SUBJECT: GoPort – 7th Street Grade Separation East (PN 1442001): Award of Professional Services Agreement No. A24-0015 with VSCE, Inc. for Public Relation Services During Construction

Recommendation

It is recommended that the Commission approve and authorize the Executive Director or designee to execute Professional Services Agreement (PSA) No. A24-0015 with VSCE, Inc. for a not-to-exceed amount of \$910,000 to provide Public Relation services during construction for the 7th Street Grade Separation East (7SGSE) Project (Project).

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the Project. These capital improvements along 7th Street will substantially increase the efficiency and reliability of goods movement operations, improve the competitiveness of the Port of Oakland (Port), enhance the safety and incident response capabilities, and improve truck throughput within and near the Port.

The Project is currently in construction which is anticipated to complete by Spring 2027. The Project will realign 7th Street and the multi-use path to the north of its existing location with a new rail bridge and reconstruct the existing aged-substandard railroad underpass between Interstate 880 (I-880) and Maritime Street. The new rail bridge will meet the current seismic standards, provide vertical and horizontal clearances for trucks based on current standards allowing for higher speed of travel.

The Alameda CTC selection process to procure public relation services during construction for a Public Information Officer (PIO) for the Project began in October 2023 with the Commission's approval to release the Request for Proposal (RFP). Alameda CTC maintains a PIO for construction projects to provide a point of contact knowledgeable about the project to communicate information accurately to the public about construction activities and provide

needed outreach to the communities being affected during construction. RFP R24-0005 was released in February 2024 and one pre-proposal meeting was held to review the RFP criteria. Alameda CTC reviewed the proposals and concluded that VSCE, Inc. is a well-qualified firm to perform this work. Staff recommends the award of the public relation services contract to VSCE, Inc.

Background

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

The Project construction is approximately 10% complete. The Project is located in the Port, which is adjacent to the West Oakland community and is a critical gateway for the community to access competitive jobs at the 1,300-acre Oakland Port Complex and the Bay Trail. Having a designated Project PIO to provide ongoing coordination and communication to the West Oakland community is essential. In August 2020, Alameda CTC retained an overall GoPort program-specific PIO to lead frequent communication with the local community, public and private sectors during the design phase. This project specific PIO will focus on serving the West Oakland community and the general public throughout the construction phase of the Project.

The Alameda CTC selection process to procure public relation services for a Public Information Officer (PIO) for the Project began in October 2023 with the Commission's approval to release the Request for Proposal (RFP). RFP R24-0005 was release in February 2024 and one proposal was received in response to the RFP by the proposal due date of March 12, 2024. There were 17 firms who provide Public Relations services that downloaded the RFP.

Alameda CTC reviewed the proposal and concluded that VSCE, Inc. is a well-qualified firm to perform this work.

Alameda CTC staff negotiated the contract with VSCE, Inc. for a not-to-exceed amount of \$910,000. The estimated duration to complete the required scope with VSCE, Inc. is 36

months. The work under this contract will allow for continued communication and include all PIO services needed for the Project including public outreach, public relations efforts as well as ongoing coordination and communication with various project stakeholders, residents and community members throughout construction.

The contract will be funded from Alameda CTC Measure BB funds which requires the application of Alameda CTC's Local Business Contract Equity Program (LBCE). VSCE, Inc. is both a Local Business Enterprise (LBE) and Small Local Business Enterprise (SLBE) certified firm and the negotiated contract exceeds the LBCE participation requirements.

Levine Act Statement: VSCE, Inc. did not report a conflict in accordance with the Levine Act.

Fiscal Impact: Award of contract A24-0015 to VSCE will encumber \$910,000 to the project. No funding allocations are needed for this item. This is included in the FY2024-2025 Capital Projects Budget.

Attachment:

- A. Project Fact Sheet



7th Street Grade Separation East Project

6.8A

JANUARY 2024

PROJECT OVERVIEW

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

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

PROJECT NEED

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



PROJECT BENEFITS

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



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



Truck stuck at the 7th Street underpass.



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

STATUS

Implementing Agency: Alameda CTC

Current Phase: Construction

- California Environmental Quality Act (CEQA) clearance through the 2002 Oakland Army Base Environmental Impact Report (EIR) and the 2012 addendum.
- National Environmental Policy Act (NEPA) clearance through a Categorical Exclusion (CE) was completed on October 25, 2018.
- Final Design was completed on December 2, 2022.
- The project was awarded in May 2023.
- Groundbreaking ceremony held on July 24, 2023.
- Public outreach efforts continue as necessary.
- Phase 1A construction has started.
- Construction completion anticipated by spring 2027.

PARTNERS AND STAKEHOLDERS

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

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

PE/Environmental	\$5,387
Final Design (PS&E)	\$18,393
Right-of-Way	\$81,708
Construction	\$272,512
Total Expenditures	\$378,000¹

¹ Includes construction contingencies.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$111,320
State - SB 1 LPP ²	\$3,180
State - SB 1 TCEP ³	\$175,000
State - PFIP ⁴	\$13,500
Regional - RM 3 ⁵	\$55,000
Port of Oakland	\$20,000
Total Revenues	\$378,000

² Senate Bill 1 Local Partnership Program (LPP).

³ Senate Bill 1 Trade Corridor Enhancement Program (TCEP).

⁴ Port and Freight Infrastructure Program (PFIP).

⁵ Regional Measure 3 (RM 3).

SCHEDULE BY PHASE

	Begin	End
Preliminary Engineering/Environmental	Fall 2016	Fall 2018
Final Design	Fall 2018	Late 2022
Right-of-Way	Fall 2018	Late 2022
Construction	Fall 2023	Spring 2027 ⁶

⁶ Excludes construction close-out.

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



Memorandum

6.9

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 20, 2024

TO: Alameda County Transportation Commission

FROM: Ashley Tam, Senior Transportation Engineer

SUBJECT: Approve Amendment No. 5 to Agreement A17-0021 with Novani, LLC for IT Support Services of the I-580 Express Lanes

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 5 to Agreement No. A17-0021 with Novani, LLC (Novani) for an additional \$230,000 for a total not-to-exceed amount of \$2,098,615 and a two-year time extension to June 30, 2026 for continued information technology (IT) support services of the I-580 Express Lanes.

Summary

The Alameda CTC operates and maintains the Interstate 580 (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. An All-Electronic Toll (AET) collection system is employed to collect tolls, which includes computer servers that are hosted in an on-premises colocation data center contracted with Novani under Agreement No. A17-0021. The agreement includes fixed annual and monthly fees for pass-through colocation data center costs, normal maintenance activities, and on-call services for unforeseen updates or decommissioning services. The additional budget of \$230,000 is required to continue uninterrupted I-580 Express Lanes operations for the next two years. A summary of all contract actions related to Agreement No. A17-0021 is provided in Table A.

Background

The Alameda CTC operates and maintains the Interstate 580 (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 toll system employs an All-Electronic Toll (AET) collection system to collect tolls. A critical component of the system includes computer servers that are hosted in an on-premises colocation data center. Novani, under Agreement No. A17-0021, is scoped to provide colocation management and hosting services for the I-580 Express Lanes computer servers. The agreement includes fixed annual

and monthly fees for colocation data center costs, including cabinet rental and power costs, normal maintenance activities, and on-call services for unforeseen updates or decommissioning services. Novani has provided colocation management services since the start of I-580 Express Lanes operations under Agreement No. A17-0021, which expires on June 30, 2024.

Staff is recommending approval of a two-year extension to Agreement No. A17-0021 with an additional budget of \$230,000. This will allow for continued hosting of the I-580 Express Lanes computer servers for an additional two years while maintaining an on-call budget that can be used for any unexpected or required changes. An example of a required change is the future decommissioning and removal of the servers in the data center when the I-580 Express lanes toll system is upgraded. The increase to the contract amount would result in a not-to-exceed total amount of \$2,098,615. A summary of all contract actions related to Agreement No. A17-0021 is provided in Table A.

In December 2023, the Commission authorized a two-year extension of the I-580 Express Lanes Toll System Operations and Maintenance (O&M) Services Agreement No. A17-0070 to allow for continued express lanes operations through December 2025. At that time, staff noted that additional contract actions would be brought to the Commission in 2024 to facilitate continued operations of the existing I-580 Express Lanes toll system and to implement an upgrade of the system, which has reached the end of its useful life. This amendment to Agreement No. A17-0021 completes the actions necessary to continue operations of the existing I-580 Express Lanes toll system for an additional two years while staff continue to explore options to upgrade the system and bring it to a state of good repair. Staff intend to bring a recommendation to upgrade the I-580 toll system to the Commission later this year.

Table A: Summary of Agreement No. A17-0021			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with Novani (A17-0021) <i>Approved January 28, 2016</i>	Information Technology Services. Term of agreement was September 2016 through June 2018.	\$573,200	\$573,200
Amendment No. 1 <i>Dated June 30, 2018</i>	Extended by three years to June 30, 2021	\$925,415	\$1,498,615
Amendment No. 2 (Administrative Amendment) <i>Dated June 22, 2020</i>	Modification of indemnification and insurance requirement provisions	N/A	\$1,498,615
Amendment No. 3 <i>Dated November 19, 2020</i>	Extended by one year to June 30, 2022	\$370,000	\$1,868,615
Amendment No. 4 (Administrative Amendment) <i>Dated June 23, 2022</i>	Extended by two years to June 30, 2024	N/A	\$1,868,615
<i>Proposed Amendment No. 5</i> <i>June 2024 – (This Agenda Item)</i>	<i>Provide additional budget and 2-year time extension to continue IT Services</i>	<i>\$230,000</i>	<i>\$2,098,615</i>
Total Amended Contract Not-to-Exceed Amount			\$2,098,615

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

Fiscal Impact: There is no fiscal impact. The associated expenditures for FY 2024-25 were included in the adopted I-580 Express Lanes operations budget and future expenditures will be included in the future operations budgets adopted for subsequent fiscal years.



Memorandum

6.10

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: June 20, 2024

TO: Alameda County Transportation Commission

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

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

Recommendation

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

Summary

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

Between March 16 and May 15, 2024, the Alameda CTC has not submitted comments on any Notices of Preparation (NOPs) or Draft Environmental Impact Reports (DEIRs).

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



Memorandum

6.11

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

DATE: June 20, 2024

TO: Alameda County Transportation Commission

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

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

Recommendation

This item will provide the Commission with an update on federal, state, regional, and local legislative activities. Staff recommends the Commission approve positions on bills as detailed in Table 1.

Background

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

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

Federal Update

The Commission's annual advocacy trip to Washington, D.C., took place May 12-16, 2024. Commission Chair Bauters and Commissioners Marquez, Marchand and Young represented the Commission in meetings with our federal Congressional delegation elected officials and staff, Congressional committee staff, and administration officials and senior agency staff. The Commissioners highlighted key priorities including safety, multimodal investments, transit, equity and climate, and discussed upcoming grant opportunities for partnership to advance common goals through a number of our projects and programs. The Commissioners articulated our strong local funding commitments and history of delivering projects and programs. Staff will continue to work closely with our federal delegation and agency administration to build off of the successful advocacy trip.

State Updates

In May, the Governor released the May Revise to the Governor's Budget. The revised budget identifies a \$27.6 billion deficit for fiscal year 2024-25. To address the shortfall, the Governor is calling for a combination of strategies such as reductions, fund shifts, delays in spending and utilizing reserves (Rainy Day funds). A significant source for the funds shifts is swapping dollars from the General Fund for dollars from the Greenhouse Gas Reduction Fund (cap and trade). These shifts total \$1.7 billion in the 2024-25 fiscal year, with programs affected including transit programs, clean energy programs and zero-emission vehicle programs. Transit funding provided through the Transit & Intercity Rail Capital Program is the largest beneficiary of this fund shift, which does not include cuts to the program. While there is currently a freeze on the allocation of Transit & Intercity Rail Capital Program (TIRCP) formula funds, no cuts are expected, and the freeze should be lifted in the near term.

The May Revise includes significant reductions to funding for the Active Transportation Program, including cutting funding by \$200 million in 2024-25, \$300 million in 2025-26, and \$99 million in 2026-27. In addition, the May Revise cuts all funding awarded to grade separation projects, totaling \$350 million. Staff will monitor budget negotiations as they progress this month.

May was a very busy month in the legislature, with bills needing to be out of their house of origin by the end of the month. Bills now face deadlines of July 3rd to pass out of policy committees, and August 16th Appropriations Committee deadlines. August 31st is the last day for bills to pass each house. Staff is monitoring a number of bills, with high-priority active bills detailed in Table 1 below.

Table 1. Recommended Bill Positions

Bill	Summary	Analysis	Recommended Position
AB 2645 (Lackey) Electronic toll collection systems: information sharing: law enforcement.	This bill would require a transportation agency using an electronic toll collection system to notify law enforcement when a vehicle identified in a CHP-activated emergency alert passes through a toll, and to provide the location and time a	Alameda CTC supports the intent of the bill, however as written, the bill sets unrealistic expectations of how quickly such information can be provided for the vehicles using Alameda CTC Express Lanes given the way	Oppose unless amended.

	vehicle used the toll facility to the California Highway Patrol within a reasonable time frame. This would apply to Alameda CTC's Express Lanes.	BATA processes license plate images. MTC has an Oppose unless amended position and is seeking amendments to ensure clarity of expectations to ensure express lanes in the Bay Area can be compliant should the legislation become law.	
SB 960 (Wiener) Transportation: planning; transit priority projects: multimodal.	This bill is focused on advancing complete streets on Caltrans' facilities. The bill would require Caltrans to adopt a policy on transit priority projects for state and local highways and to take certain actions to streamline the approval of transit priority projects. The bill would require the department to establish a process to streamline the approval of pedestrian facilities, traffic calming improvements, bicycle facilities, and transit priority projects.	Alameda CTC's Legislative Program supports multimodal improvements and safety, as well as efficient project delivery. MTC, AC Transit and the City of Emeryville have support positions on the bill.	Support
SB 961 (Wiener)	This bill would require 50% of	Alameda CTC's Legislative	Support

Vehicles: safety equipment.	certain vehicles, commencing with the 2029 model year, to be equipped with a passive intelligent speed assistance system, as specified, that would utilize a brief, one-time, visual and audio signal to alert the driver each time the speed of the vehicle is more than 10 miles per hour over the speed limit. The bill would require all specified vehicles, commencing with the 2032 model year, to be equipped in the above-described manner.	Program identifies safety as a top Commission priority, and includes: advance Vision Zero strategies to reduce speeds and protect communities and support policies that advance safety for all users of the transportation system. Speed is a major factor in collisions, in particular in fatal and severe collisions. Research has shown that intelligent speed assistance technologies offer clear safety benefits such as reducing overall driving speed, speed variability, and the proportion of time the speed limit was exceeded. AC Transit has a support if amended position, with the requested amendment to exempt public transit buses from the requirement.	
SB 1031 (Wiener and Wahab)	This bill would authorize MTC to place a regional transportation	Alameda CTC's Legislative Program is supportive of	No recommended position.

San Francisco Bay area: local revenue measure: transportation improvements.	measure on the ballot to support transit operations and transformation, safe streets, connectivity, and climate resilience. The bill calls for a study to be done of consolidating the region's transit agencies and then for CalSTA to develop a plan based on the recommendations from the study.	funding for transportation, and in particular for supporting transit coming out of the pandemic. SB 1031 includes a number of very complex issues and MTC, the sponsor of the legislation, and the authors have decided to not advance the bill this year. MTC is establishing a Select Committee to work to reach consensus to advance legislation in the next session to address the Bay Area's transit funding challenge.	
Existing Positions with No Changes Recommended			
AB 817 (Pacheco) Open meetings: teleconferencing: subsidiary body.	This bill would authorize a subsidiary body to use alternative teleconferencing provisions. The bill defines a subsidiary body to include: certain types of commissions, committees, or other bodies that serve exclusively as an advisory body; and a body that is not authorized to take	AB 817 would provide flexibility for remote meetings for advisory bodies. The bill is co-sponsored by the League of cities, and California State Association of Counties, as well as other entities. It is considered a compromise bill to allow some	Support

	final action on any contract, legislation, regulation or permit. The bill would sunset January 1, 2026.	meetings to occur remotely while requiring decision-making bodies meet in person.	
SB 1068 (Eggman): Tri-Valley-San Joaquin Valley Regional Rail Authority: contracting: Construction Manager/General Contractor project delivery method.	This bill would authorize the Tri-Valley-San Joaquin Valley Regional Rail Authority to also use the Construction Manager/General Contractor (CM/GC) project delivery method. The bill would additionally authorize the contracts of the authority to extend to work on the state highway system for the construction of passenger rail service through the Altamont Pass Corridor, and would require the Department of Transportation to inspect the work conducted on the state highway system or rights of way.	Alameda CTC's Legislative program supports policies that facilitate efficient and expedited project development and delivery. This bill would provide the Tri-Valley-San Joaquin Valley Regional Rail Authority additional authority to utilize the CM/GC method when contracting for the planning, design, and construction of Valley Link.	Support

Fiscal Impact: There is no fiscal impact.

Attachment:

A. Alameda CTC 2024 Legislative Program

2024 Legislative Program

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Memorandum

6.12

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• www.AlamedaCTC.org

DATE: June 20, 2024

TO: Alameda County Transportation Commission

FROM: Krystle Pasco, Senior Program Analyst
Michael Consunji, Associate Program Analyst

SUBJECT: Alameda CTC Student Transit Pass Program Update

Recommendation

This item provides the Commission with an overview and update on the Alameda County Transportation Commission's (Alameda CTC's) Student Transit Pass Program (STPP). This is an information item only.

Student Transit Pass Program

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

The initial three-year, \$15 million pilot program was identified in the voter-approved 2014 Transportation Expenditure Plan and funded by Measure BB. The pilot provided a vital opportunity to assess student transportation needs throughout the county and to develop an approach to meet those needs through implementation of an affordable pass program. The pilot proved effective at making it easier for students to travel to and from school and school-related programs, job opportunities and other activities.

In December 2018, the Commission approved continuation and expansion of the STPP beyond the pilot period. The implementation framework for the expanded program laid out a phased expansion to all school districts in the county over a five-year period. Based on lessons learned from the pilot program, the Commission adopted a largely Means-Based/Free program except for school districts in which a very high percentage of students are eligible for the Free and Reduced-Price Meals program (FRPM), which is determined based on household income. For expansion, districts where 75% or more of the student body are

eligible for FRPM, qualified for a Free/Universal program, while all other school districts qualified for a Means-Based/Free program.

Currently in the fifth year of the expanded program, the program now serves 149 schools, 18 school districts, and nearly 31,000 students (out of 56,071 eligible students) throughout Alameda County. At the end of the phased expansion in the 2024-25 school year (SY), over 160 schools and approximately 63,000 students will have access to the program.

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

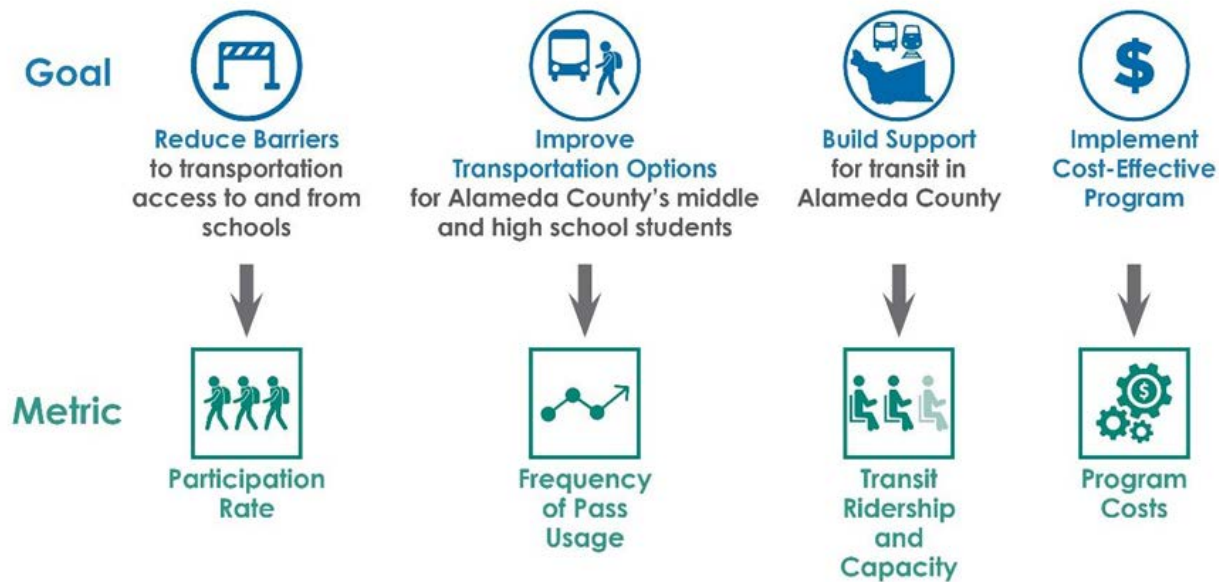
The program structure includes the following components:

- **Alameda CTC staff:** Alameda CTC is responsible for program oversight, funding, the management of program expansion and phasing, program evaluation, and coordination with school districts and transit agency partners.
- **Consultant support:** The consultant team facilitates activities necessary to launch the program in all STPP schools and assists with school and transit agency coordination, outreach, marketing, and develops the annual program evaluation.
- **Transit agencies:** The transit agencies are responsible for contracting with school districts, collecting and processing registration forms, creating and shipping cards, managing card replacements (LAVTA only), ongoing card and database management, serving as a liaison with Clipper/Cubic, and providing data for program evaluation.
- **School districts:** STPP school districts enter into agreements with transit agencies to allow designated district and/or school staff to be authorized to collect Youth Clipper card applications and verify the date of birth for students who chose to enroll.
- **Schools:** STPP schools promote the program, distribute and collect Youth Clipper card registration forms from students, verify date of birth per the district agreement, verify school enrollment twice per year, and transmit applications to transit agencies.

STPP 2022-2023 School Year Evaluation

This section provides a high-level summary of the 2022-23 school year evaluation report (included in Attachment A), providing key data to summarize the performance of the program. The Commission approved four goals and a targeted set of evaluation metrics to evaluate the program annually as shown in Figure 1 below. The metrics are based on readily available data sources and are designed to assess impacts of the program on students, transit agencies, and school districts and gauge the program's success against the adopted goals.

Figure 1: STPP Goals and Annual Evaluation Metrics

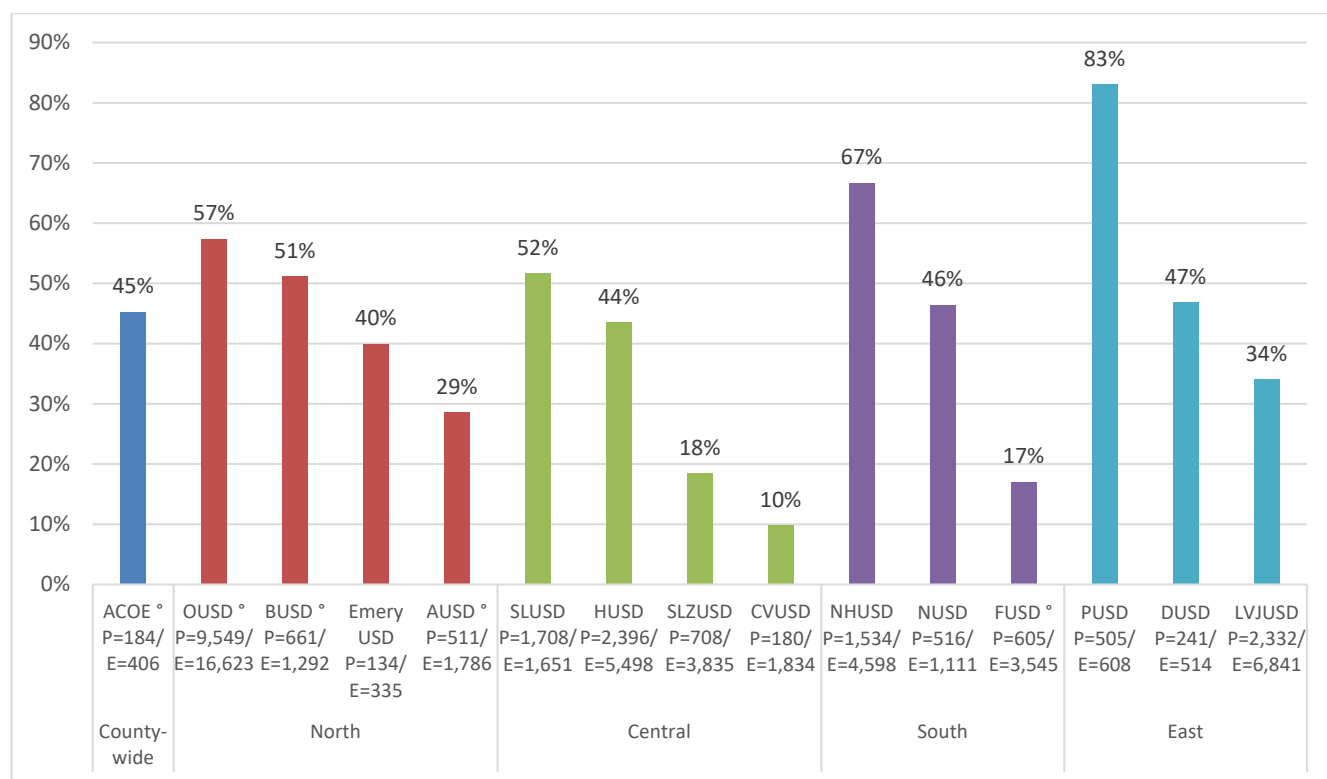


Participation Rate

Participation rate is the share of eligible students in each district who sign-up for a pass. Any student who signs up to receive a transit pass is considered a “participant” regardless of how often they use the pass. During the 2022-23 school year, the program served 132 schools in 15 districts throughout Alameda County. As of July 2023, about 44% of all eligible students had received a free bus pass through the STPP program; this equates to over 21,000 out of nearly 50,000 eligible students having participated in the program. The program-wide participation rate increased by 2% compared to the 2021-22 school year.

Participation rates vary greatly within each planning area. The variation in participation rates within planning areas is consistent with the trends observed in past school years. As shown in Figure 2 below, participation rates varied from 10% to 83% depending on the school district. The school districts with the highest levels of participation include the Pleasanton Unified School District (USD) (83%), New Haven USD (67%), and Oakland USD (57%). San Lorenzo USD, Fremont USD, and Castro Valley USD had the lowest participation rates, ranging from 10% to 18%.

Figure 2: 2022-2023 School Year Participation Rate by School District and Planning Area



Degree sign (*) indicates school districts that expanded to additional schools this year. For each district, P-value indicates the number of participants and E-value indicates the number of eligible students.

AUSD = Alameda Unified School District

Frequency of Pass Usage

Participants took over 1.1 million bus trips between August 2022 and July 2023 (see Table 1). This represents a 61% increase in bus trips compared to the 2021-22 school year. Total transit pass ridership in 2022-23 was approximately 92% of the pre-pandemic volumes seen in 2018-19. The program now has almost twice as many participants as before the pandemic, but on average, participants are riding transit less than half as often.

Table 1: 2022-2023 School Year Total Boardings by Transit Agency

Transit Agency	Bus Trips (Aug 2022 – Jul 2023)	Percent of Total Bus Trips
AC Transit	1,002,740	88%
Union City Transit	32,330	3%
LAVTA/Wheels	105,387	9%
Grand Total	1,140,457	100 %

Two school districts in the LAVTA/Wheels service area (in the East Planning Area) saw some of the highest pass usage rates in the county, likely due to LAVTA/Wheel's strong coordination with school bell times. Three school districts in the AC Transit service area (the

North, Central, and South Planning Areas) also had above average pass usage this past school year. All the districts in the Central planning area (in the AC Transit service area) experienced below average pass usage rates, ranging from 0.7 (Castro Valley USD) to 3.2 (San Lorenzo USD) monthly boardings per participant.

Transit Ridership and Capacity

The program team regularly coordinates with AC Transit, Union City Transit, and LAVTA/Wheels to monitor trends in their youth ridership and capacity to monitor potential overcrowding. Findings from these discussions include:

AC Transit

- Service levels were fully restored before the school year began.
- System ridership continued to recover. Supplementary Service¹ ridership, recovered at a 9.8% higher rate than the system-wide ridership recovery rate. Supplementary Service ridership was 74.7% of pre-pandemic levels compared to the 64.9% System-wide service recovery.
- Bus driver shortages seen during the height of the pandemic continued in 2022-23.

Union City Transit

- Service levels were increased somewhat to ensure transfer coordination with BART and other regional transit providers.
- System ridership is about 86% of pre-pandemic levels.
- Transit service reliability continued to be inconsistent during school pickup/drop-off due to high levels of vehicle congestion from many caregivers who opted to drive students to school.
- Maintenance challenges related to the aging fleet also affected service quality.

LAVTA/Wheels

- Service levels are mostly unchanged compared to the prior school year.
- Ridership has grown and led to vehicle capacity challenges, with high load factors particularly at school bell times at Dublin High School.
- A “sweeper” bus picks up unserved and/or students on school service routes.
- Bus driver shortage and fleet size constrain the ability to expand fixed route service and accommodate more riders.

Program Costs

Alameda CTC uses a pay-per-ride payment structure with each participating transit agency for the ongoing program. Total boardings, cost per trip, and bus pass costs are shown in Table 2.

¹ AC Transit operates Supplementary School Service to schools in 17 cities throughout the East Bay to ensure that regular local line service is not impacted by large loads associated with student passengers during school bell times.

Table 2: 2022-2023 School Year Transit Pass Costs by Transit Agency

Transit Agency	2022-2023 Boardings	Alameda CTC Cost per Trip ²	Bus Pass Cost
AC Transit	1,002,740	\$1.12	\$1,123,068.80
Union City Transit	32,330	\$1.60	\$40,412.50
LAVTA / Wheels *	103,776	\$1.25	\$166,041.60
Grand Total	1,138,846	Average = \$1.17	\$1,329,522.90

As shown in Table 3 below, Alameda CTC labor costs declined relative to last year, due to multiple staff transitions and reduced billings to the program from agency personnel. Total labor costs were higher than the threshold adopted by the Commission (5-8% of transit pass costs) due to boardings remaining below pre-pandemic levels and the continued hands-on approach to administering the program. Staff are actively monitoring administrative costs as the program ridership recovers from the pandemic and full program expansion is completed. Staff will assess and revisit this threshold and the program delivery model after analyzing data from this current year.

Table 3: 2022-2023 School Year Administrative Costs

Cost Type	Cost
Labor (including Alameda CTC, consultant team, and AC Transit)	\$430,200
Direct Costs (including online application platform, translations, shipping, printing)	\$19,300

STPP 2024-25 School Year Look Ahead

The program is currently in the fifth year of its phased expansion (2023-24 SY), now providing free transit to 149 schools in 18 school districts, and nearly 31,000 students (out of 56,071 eligible students) throughout Alameda County. At the start of the 2024-25 SY, the program anticipates expanding to all remaining eligible middle and high schools in Alameda County, with over 160 schools and approximately 63,000 students will have access to free transit.

Additional STPP information and resources can be found on the program's [webpage](#).

Fiscal Impact: There is no fiscal impact.

Attachment:

- A. [Student Transit Pass Program 2022-2023 School Year Evaluation](#)

² Alameda CTC Cost Per Trip with AC Transit, Union City Transit, and LAVTA/Wheels were negotiated separately during the program's launch.



Memorandum

6.13

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DATE: June 20, 2024

TO: Alameda County Transportation Commission

FROM: Krystle Pasco, Senior Program Analyst

SUBJECT: Alameda CTC Paratransit Program Update

Recommendation

This item provides the Commission with an overview and update on the Alameda County Transportation Commission's (Alameda CTC's) transportation for older adults and people with disabilities (or Paratransit) program, including an update on the 2024 Paratransit Discretionary Grant Program. This is an information item only.

Summary

Alameda CTC staff coordinates and implements a Paratransit program that is committed to enhancing mobility and maintaining independence, health, social connections, and employment opportunities for Alameda County's older adults and people with disabilities. The program is named in the 2014 Measure BB Transportation Expenditure Plan and is essential to supporting transportation options for older adults and people with disabilities throughout Alameda County.

Paratransit Program

The Alameda County Paratransit program is committed to enhancing mobility for Alameda County's older adults and people with disabilities, whether for work, recreation, social, or other types of trips. The Paratransit program provides various services and resources for older adults and people with disabilities including Americans with Disabilities Act (ADA)-mandated services, City paratransit programs, informational resources such as the Access Alameda website and booklet and the 2-1-1 transportation resource finder, as well as mobility management resources, travel training, and volunteer driver programs.

The Paratransit program is funded by Measure B and Measure BB transportation sales tax dollars. Alameda CTC distributes funding to eleven local jurisdictions for their City paratransit programs and three transit agencies for ADA-mandated paratransit operations. The revenues also fund a discretionary grant program which funds projects and programs

intended to reduce the differences in paratransit services available to individuals in different geographic areas of Alameda County and to address gaps within the transportation system.

Alameda CTC's Paratransit Advisory and Planning Committee (PAPCO), an all-consumer community advisory committee, provides recommendations to the Commission to improve the planning, development, coordination, and implementation of transportation services for older adults and people with disabilities in Alameda County, including the discretionary grant program. PAPCO is supported by the Paratransit Technical Advisory Committee (ParaTAC) comprised of Alameda CTC-funded paratransit providers (member jurisdictions) in Alameda County. Both Committees meet periodically throughout the year.

The benefits of the Paratransit program include the following:

- Funds a wide variety of paratransit services for older adults and people with disabilities.
- Helps older adults and people with disabilities navigate throughout Alameda County using the available transportation options.
- Improves mobility for older adults and people with disabilities, allowing individuals to be more independent, healthy, and social.

Additional Paratransit program information and resources can be found on the program's [website](#).

2024 Paratransit Discretionary Grant Program

Alameda CTC released a call for projects in December 2023 for its 2024 Paratransit Discretionary Grant Program (PDGP) for eligible transportation projects and programs serving older adults and people with disabilities in Alameda County. Through the 2024 PDGP an estimated \$12 million of funding was made available for a five-year funding period, fiscal years 2024-2025 through 2028-2029.

The 2024 PDGP focused on mobility management activities that strive to improve consumers' ability to access services, improve coordination between programs, and/or address gaps in the transportation system. The 2024 PDGP was designed to complement existing paratransit Direct Local Distribution (DLD) funding, which is dedicated to more traditional trip-provision services (e.g. taxi and Transportation Network Companies (TNCs) like Lyft and Uber subsidies, demand response services, etc.). Mobility management activities aim to:

- Equitably enhance people's travel options and access to services
- Effectively communicate and disseminate information to the public including one-call/one-click and other technology solutions
- Encourage older adults and people with disabilities who are able to use fixed-route public transit to do so
- Improve coordination and partnerships between new or existing programs and services
- Address critical gaps in the transportation system for older adults and people with disabilities

- Meet needs cost effectively and efficiently
- Increase equitable access to and utilization of programs and services

The 2024 PDGP supports eligible projects and programs such as travel training, trip planning, One-Call, One-Click programs, volunteer driver programs, and wheelchair accessible transportation. The discretionary grant program also supports capital improvements and equipment purchases if they are directly related to the implementation of a project or program serving older adults and people with disabilities, such as accessible vehicle and equipment purchases, software, and transit and shuttle stop improvements.

Fifteen agencies/organizations submitted applications for paratransit discretionary funding. Alameda CTC staff evaluated the applications and facilitated PAPCO's review and recommendations. PAPCO approved funding fifteen grant applications fully or partially for a total of \$11,467,906. PAPCO's final recommendation for the 2024 PDGP was incorporated into the agency's Comprehensive Investment Plan (CIP) document and approved by the Commission as part of the CIP approval in May 2024. A summary of the full grant funding approved by the Commission is included as Attachment 5.4A.

Fiscal Impact: There is no fiscal impact.

Attachment:

A. 2024 Paratransit Discretionary Grant Program Summary

Project/Program Type	Sponsor	Project/Program Name	Planning Area(s)	Total Funding Awarded (FY24-25 thru FY28-29)
Group Trips	Alzheimer's Services of the East Bay (ASEB)	ASEB Revitalization of Transportation Program after Pandemic	North Central South	\$541,865
Group Trips	Bay Area Outreach & Recreation Program (BORP)	Accessible Group Trip Transportation for Youth & Adults with Disabilities	Countywide	\$1,180,000
• Mobility Management/Travel Training • Same-Day Transportation • WAV Transportation	The Center for Independent Living	Mobility Management & NEMT	North	\$1,250,000
Door-through-Door/Volunteer Driver Program	CityServe of the Tri-Valley	Ride Care	East	\$1,000,000
• Capital • Door-through-Door/Volunteer Driver Program • Mobility Management/Travel Training • WAV Transportation	Community Resources for Independent Living	Door Through Door and Travel Training	Central South East	\$1,067,400
Mobility Management/Travel Training	AC Transit and BART	The East Bay Paratransit Travel Training Program	North Central South	\$731,545
Unique Transportation Need (WC Repair)	Easy Does It Emergency Services	FASTER	North Central	\$1,211,898
Mobility Management/Travel Training	Eden I & R, Inc.	Mobility Management Through 211 Alameda County	Countywide	\$955,937
• Capital • Expand DLD Service	City of Emeryville	Micro Transit Expanded Transportation Program	North	\$145,728
Mobility Management/Travel Training	City of Fremont	Ride-On Tri-City! Mobility Management and Travel Training Program	South	\$875,000
WAV Transportation	City of Fremont	Ride-On Tri-City! On-Demand WAV Pilot Project	South	\$525,000
• Mobility Management/Travel Training • Same-Day Transportation • Unique Transportation Need (OSR)	Livermore Amador Valley Transit Authority (LAVTA)	Wheels Access – Expanding Mobility Options in the Tri-Valley	East	\$598,565
• Capital • Expand DLD Service	City of Pleasanton	Pleasanton Rides Additional Driver and Electric Transit Vehicle	East	\$158,400

Project/Program Type	Sponsor	Project/Program Name	Planning Area(s)	Total Funding Awarded (FY24-25 thru FY28-29)
• Capital • Meal Delivery	Service Opportunity for Seniors	SOS Meals on Wheels	North Central South	\$471,273
Mobility Management/Travel Training	United Seniors of Oakland and Alameda County (USOAC)	USOAC Travel Training Program (USOACTTP)	North Central East	\$755,295
Total				\$11,467,906



Memorandum

6.14

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DATE: June 20, 2024

TO: Alameda County Transportation Commission

FROM: Krystle Pasco, Senior Program Analyst
Denise Turner, Associate Program Analyst/Program Coordinator

SUBJECT: Alameda CTC Safe Routes to Schools Program Update

Recommendation

This item provides the Commission with an overview and update on the Alameda County Transportation Commission's (Alameda CTC's) Safe Routes to Schools program. This is an information item only.

Safe Routes to Schools Program Overview

Alameda CTC administers and funds the countywide Safe Routes to Schools (SR2S) program. The SR2S program promotes safe, active, and shared transportation choices as fun and easy options for parents, caregivers, and students to travel to and from school. The program fosters partnerships and collaboration with school communities across the county to promote and teach safe, active (walking, bicycling, and rolling) and shared (carpooling and public transit) transportation options. The program offers a wide variety of program elements to public elementary, middle, and high schools, currently serving over 295 schools throughout Alameda County.

The program was established in 2006 through a local grant-funded pilot program. The following year, the Alameda County Transportation Improvement Authority (ACTIA) authorized \$1.3 million in Measure B funds to continue the program. The program is now administered and managed by Alameda CTC and is funded through a combination of federal, state, and local funds.

The program is now celebrating 18 years of service during the current 2023-24 school year as well as 12 years of technical assistance and engineering to develop School Safety Assessments (SSA). Initially, resources focused on developing programming while encouraging walking, biking, and rolling to school through three main countywide events (International Walk and Roll to School Day, the Golden Sneaker Contest, and Bike to School Day) held throughout the school year. As the program continues to grow, additional innovative program elements have

been introduced and customized to support schools with hands-on student activities as well as virtual and online programming.

The program is a collaboration between many partners—transportation and planning professionals, school communities, community groups, and families. Together, these partners help the program meet its mission by implementing the national six Es framework — education, encouragement, engineering, engagement, evaluation, and equity.

The benefits of the SR2S program include the following:

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

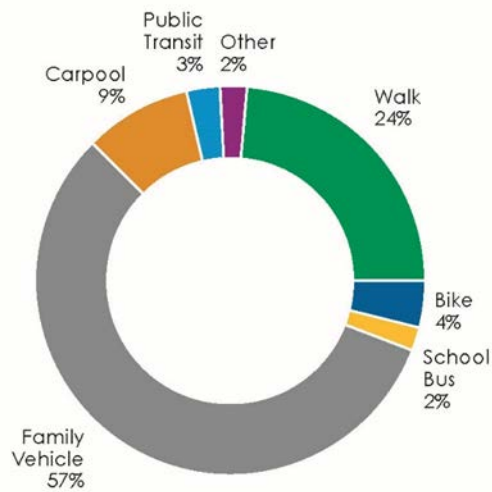
SR2S Program 2022-2023 School Year Evaluation

Each year, Alameda CTC prepares a year-end report to highlight the activities and outcomes of the SR2S program. In 2017, the Commission approved two desired program outcomes that guide the SR2S Program and the evaluation processes:

- **Mode Shift:** Increase use of active and shared transportation modes to get to school (bicycling, walking, taking transit and carpooling) and promote these modes as viable, everyday transportation options.
- **Safety:** Increase safe pedestrian and bicycling behaviors; decrease incidence of collisions; and increase student and caregiver confidence in safe walking, bicycling and transit riding abilities.

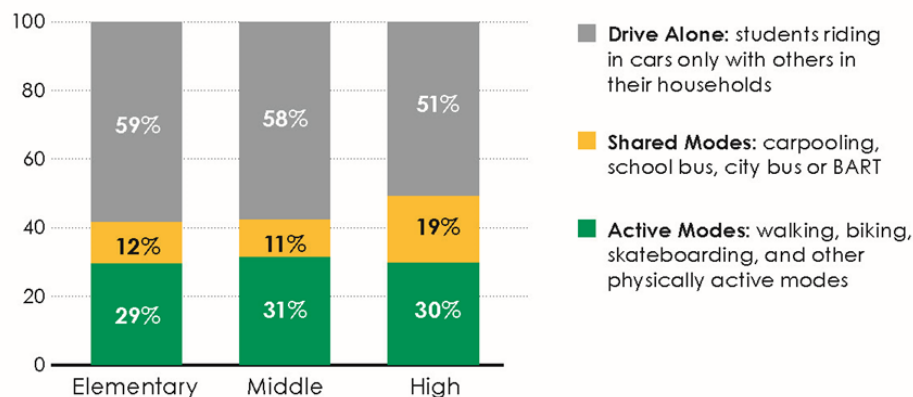
Mode Shift

The program began conducting student hand tallies during the 2021-22 school year as a source of data collection on travel behavior. Hand tally data for the 2022-23 school year showed that, among surveyed classrooms countywide, over 40 percent of student trips to and from school were made by an active mode or transit. The figure below illustrates, about a quarter of trips were made by walking, and 9 percent by carpooling, while 57 percent were made by a family vehicle. Using bicycling as an example, 7 bikes were tallied in the first fall 2021 hand tally collection in comparison to 128 bikes tallied during fall 2022. The program has observed increased mode shift in all categories to date.



Includes representative data from 64 out of 275 schools enrolled in the SR2S Program; these schools collected hand tally data during the 2022-23 school year.

The SR2S program is active in elementary, middle, and high schools. The figure below shows the countywide proportion of students in each school type that used active modes, shared modes, or drove as a single-family. Roughly a third of students at elementary, middle, and high schools report using active modes to get to and from school, with transit use ranging from roughly 10 percent for elementary and middle schoolers, to close to 20 percent for high school students.



Source: 2022-23 Hand tally data for all available schools.

Safety

Safety is a key goal of the SR2S program. The program provides educational activities and technical analysis to support safety near schools. School Safety Assessments (SSAs) bring school staff, community members and transportation experts together to observe conditions and motorist behaviors around a school site to identify and evaluate safety issues. Nine SSA's were completed during the 2022-23 school year. Over the Program's history, the SR2S Program and partner agencies have conducted SSA's at 241 schools, reaching approximately 81 percent of schools currently enrolled in the SR2S Program.

Schools enrolled in the SR2S Program can participate in a variety of safety education activities and fun countywide encouragement events. The table below shows the number of schools participating in each program activity in the 2022-23 school year.

Program Element	Elementary Schools	Middle Schools	High Schools	Combined Schools*	Community Events
Education Activities					
Pedestrian Rodeos	20	1		1	2
Bike Rodeos	14	0		2	5
Drive Your Bike		7	3	2	1
Alameda County BikeMobile	73	18	11	8	72
Walk and Roll Concert	36	1		0	
Travel Training		4	2	7	
Rail Safety Training	0	1	1	0	
Go Green	7	2	0	1	
Encouragement Activities					
International Walk and Roll to School Day	102	19	8	8	
Golden Sneaker Contest	63	6		2	
Reboot Your Commute			10	4	
Bike to School Day	42	9	6	7	
Walking School Bus	19	1		0	
Bike Train	20	0		1	
Ongoing Walk and Roll Days	28	1	2	0	
Transportation Storytime	10			1	

*Elementary School: Grades K-5/6; Middle School: Grades 6-8; High School: Grades 9-12; Combined School: Combination Lower-Grade Schools (K-8), Combination Upper-Grade Schools (6-12) and Combination All-Grade Schools (K-12).

Gray shading indicates a program that is not available at the given grade level.

The Access Safe Routes Program provides targeted support to under-resourced schools to boost engagement from the schools. During the 2022-23 school year, 57 schools were served with increased resources through the Access program resulting in 583 successful SR2S events and activities in under-resourced schools. This equity-centered approach informs short- and long-term efforts to support mode shift and the infrastructure necessary to maximize use of active and shared transportation modes for school-related travel. In addition to the standard SR2S programming, schools participating in the Access program receive technical assistance from site coordinators for a customized approach to addressing the schools' needs, based on the unique circumstances that affect students' safe use of active and shared modes. Additionally, Access program schools receive capacity building support to implement and sustain SR2S programming that continues to meet their unique needs and increases positive outcomes.

SR2S Program 2023-2024 School Year

The 2023-24 school year includes participation from over 295 schools in 18 school districts. The program will continue to leverage promising partnership opportunities to sustain program growth and promote innovation and best practices as a national leader in Safe Routes to Schools programming through active participation in national conferences and regional taskforce and working groups.

Additional SR2S program information and resources can be found on the program [website](#).

Fiscal Impact: There is no fiscal impact.

Attachment:

- A. [Safe Routes to Schools Program 2022-2023 Year-End Report](#)

Immediate Past President
MARILYN EZZY ASHCRAFT
Mayor of Alameda

President
JESSE ARREGUIN
Mayor of Berkeley

Vice President
MELISSA HERNANDEZ
Mayor of Dublin

Alameda County Mayors' Conference

Alameda
Marilyn Ezzy Ashcraft

February 15, 2024

Albany
Aaron Tiedemann

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

Berkeley
Jesse Arreguin

Dublin
Melissa Hernandez

Dear Ms. Ayers,

Emeryville
John Bauters

At its February 14, 2024, meeting, the Alameda County Mayors' Conference reappointed Jeremy Johansen as the District 3 representative to the Alameda County Transportation Commission Bicycle and Pedestrian Advisory Committee for a two-year term commencing March 1, 2024. Please advise if this term is inaccurate so I can adjust my records.

Fremont
Lily Mei

reHayward
Mark Salinas

Please contact Jeremy directly for additional information regarding processing her reappointment.

Livermore
John Marchand

Please contact me if you have any questions regarding this matter.

Newark
Michael Hannon

Sincerely,

Oakland
Sheng Thao

Sincerely,

Piedmont
Jennifer Cavanaugh

Steven Bocian

Pleasanton
Karla Brown

Steven Bocian
Executive Director, Alameda County Mayors' Conference
sbocian@acmayorsconference.org
[Alameda County Mayors' Conference](#)

San Leandro
Juan Gonzalez

c. Jeremy Johanson

Union City
Carol Dutra-Vernaci

Executive Director
Steven Bocian



Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 20, 2024

TO: Alameda County Transportation Commission

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

SUBJECT: Countywide Transportation Plan Update: Advancing Clean Transportation in Alameda County

Recommendation

This item will provide to the Alameda County Transportation Commission an overview of a sampling of major initiatives underway in the county to advance clean transportation.

Background

Approximately every four years, the Alameda County Transportation Commission (Alameda CTC) prepares a CTP that establishes a vision and goals for the transportation system in Alameda County, and recommends transportation project priorities and strategies that will achieve the vision and goals over time. The CTP informs the agency's funding, legislative advocacy, programming actions, capital project development, programs implementation, and priorities for planning initiatives.

As shared in previous months, the current update to the CTP will be done in two phases. Throughout 2024, staff will initiate policy discussions and the Commission will provide input on a policy and prioritization framework for the next CTP. This Policy Blueprint phase will be organized around the three Commission priorities of safety, equity, and climate and establish the policy foundation for the CTP.

At the June Commission meeting, a panel of experts leading clean transportation initiatives will present updates on efforts to advance zero-emission transportation options. Panelists are anticipated to include representatives from transit agencies, non-profit sector and the state.

Fiscal Impact: There is no fiscal impact.

Alameda County Transportation Commission⁸¹

AC Transit ZEB Programs



AC TRANSIT At-A-Glance



- CA's largest bus-only transit system
- 3rd largest bus-only in the U.S.
- 7 Elected Board Members
- 364 square miles, 1.5M people
- 132 lines (15 transbay)
- 16.7M annual service miles
- 2,200+ FTE's
- 7 facilities (4 bus-3 support)
- 630 buses (58 ZEB)

ZEB Programs History



- Leader in advancing ZE technology since 2000
- Implemented one of the nation's most comprehensive ZEB programs
- Advancing social equity & environmental justice with the Board-adopted Clean Corridors Plan
- Active in the White House Roundtable on Clean Bus Manufacturing
- 60% of the fleet "Made Locally" in Alameda County



Over 5M ZE miles, eliminating 14,000+ metric tons of CO2

Leading the way to a **ZERO EMISSION FUTURE.**

A Bold Vision for Zero Emission Bus Service

PHASE I: FTA FY 2024 Low No Grant Application - \$39 million

Leverage FTA LoNo funding to deliver a larger \$110 million project

- Purchase or replace over 40 hydrogen fuel cell electric buses (FCEBs)
- Deliver fueling infrastructure to support 100-plus FCEBs in Hayward, D6
- Upgrade 14 bus bays that support FCEB maintenance and worker safety
- Demolish the existing parking structure to accommodate ZEB infrastructure
- Deliver ZEB service into south Alameda County

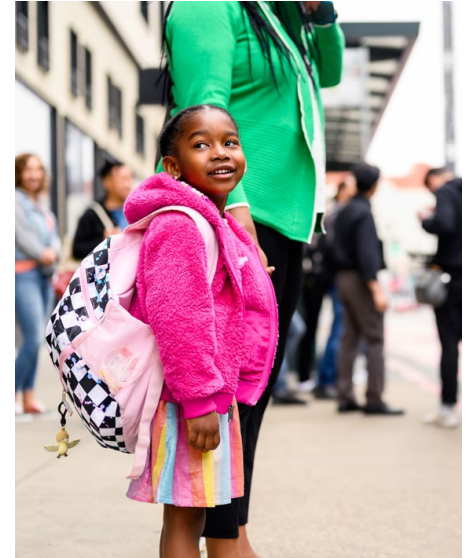


A Bold Vision for Zero Emission Bus Service

PHASE II: As Funding Becomes Available - \$39 million

Leverage future state / federal investment to deliver a larger \$75 million project

- Implement a microgrid system at Oakland, D4
- Self-power generation will ensure an uninterruptible and resilient power supply that keeps zero-emission BEBs on the road
- Purchase 24 battery electric buses (BEBs)
- Expand ZEB across historically underserved East Oakland



From Training Center to Zero Emission Bus University

Pioneering Sustainable Education for Transportation



FTA 2023 GRANT AWARD

\$25M Bus Low-and No-Emission Grant: \$16M for Facility Modernization, \$1.275M for Workforce Development



Today's Training Center



Today's Service Bay



Traditional Training



Zero Emission Bus University



Zero Emission Training Bay



Immersive Training

A man with a beard, wearing a black VR headset and a black jacket, is working on a complex engine. The engine has various components, including a green hose, blue hoses, and a silver metal block. The man is using a tool to work on the engine. The background is a concrete wall.

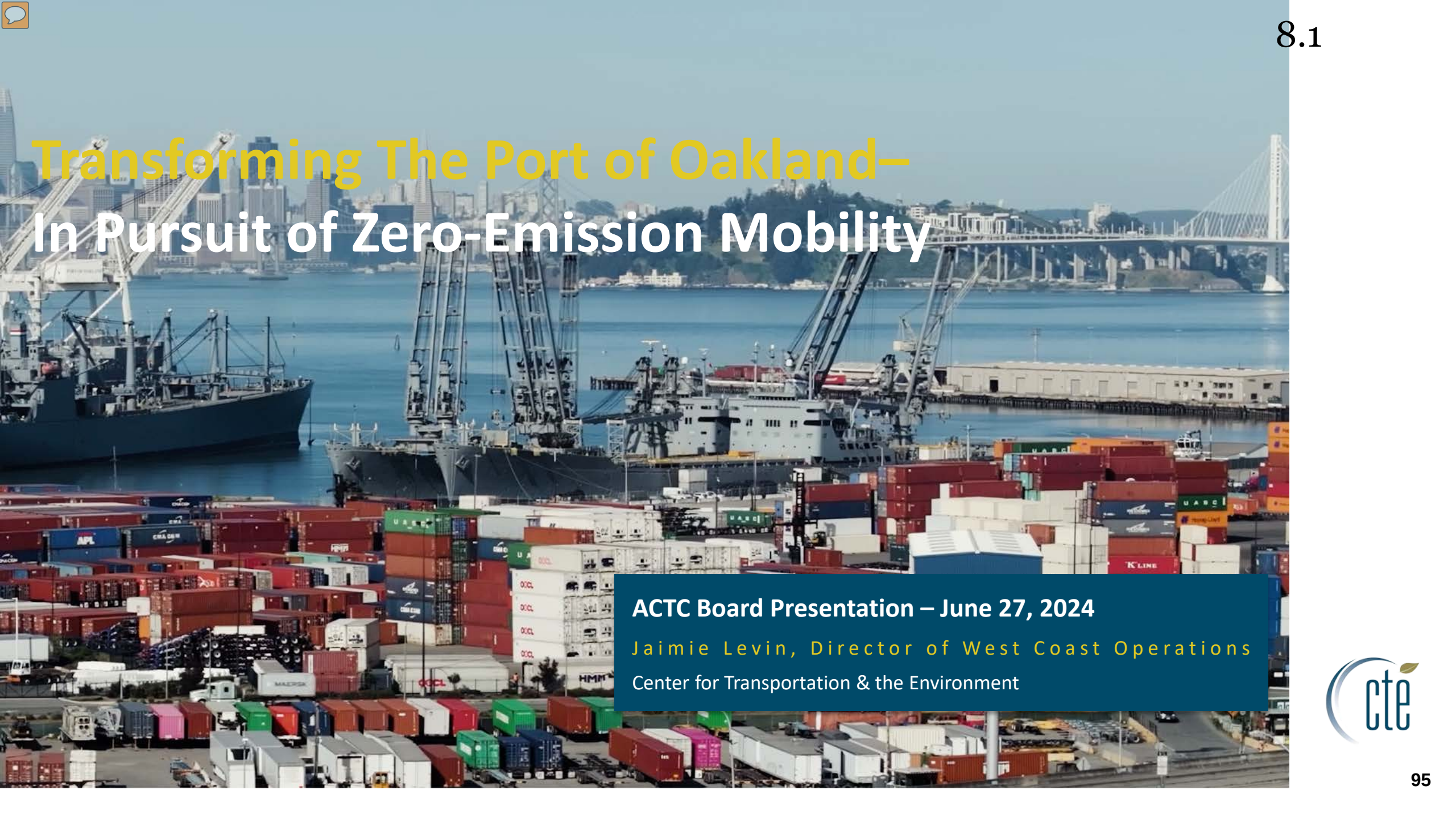
MIXED REALITY TRAINING

Immersive
Simulated Environment
Live-Assist
Hands-On Experience
Controlled & Secure

THANK YOU!

www.actransit.org





Transforming The Port of Oakland— In Pursuit of Zero-Emission Mobility

ACTC Board Presentation – June 27, 2024

Jaimie Levin, Director of West Coast Operations
Center for Transportation & the Environment

About CTE



- **Who We Are:** 501(3)(c) non-profit engineering and planning firm
- **Our Mission:** Improve the **health of our communities and the planet**
- **Our Vision:** Transforming the transportation sector to zero-emissions
- **Offices:** Atlanta, Berkeley, Los Angeles, Minneapolis/St. Paul

Services



Technology
Development →



Smart
Deployment →



Transition
Planning →



Advocacy →



Grant Writing as
a Service →

Impact

30

Years in the
Industry

\$1B

Advanced
Transportation
Project
Portfolio

70⁺

Fleet Vehicle
Owners
Supported

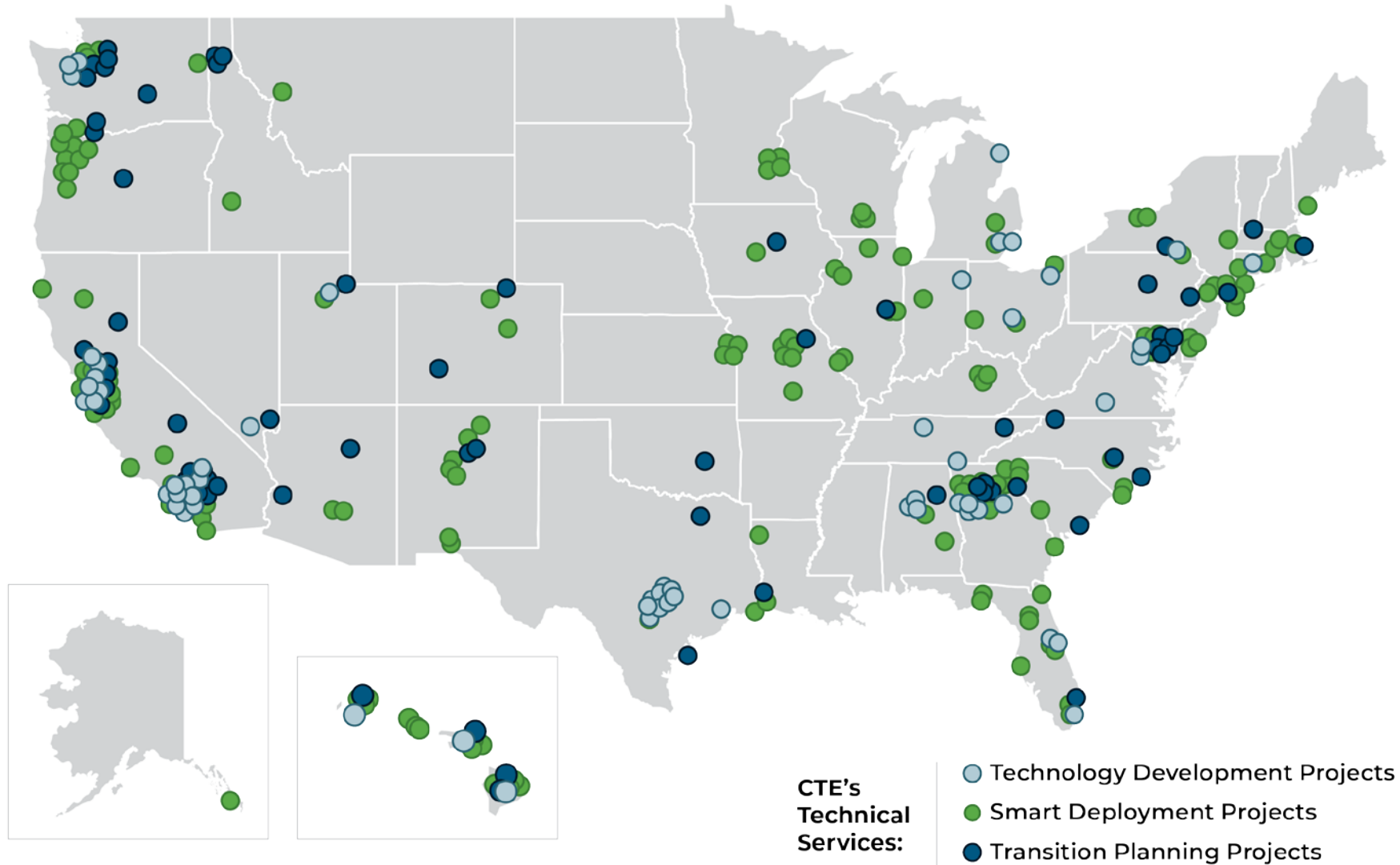
1,100⁺

Zero-Emission
Vehicles
Deployed

40⁺

Transition
Plans
Developed

CTE Projects



NorCAL ZERO Project – \$52 million



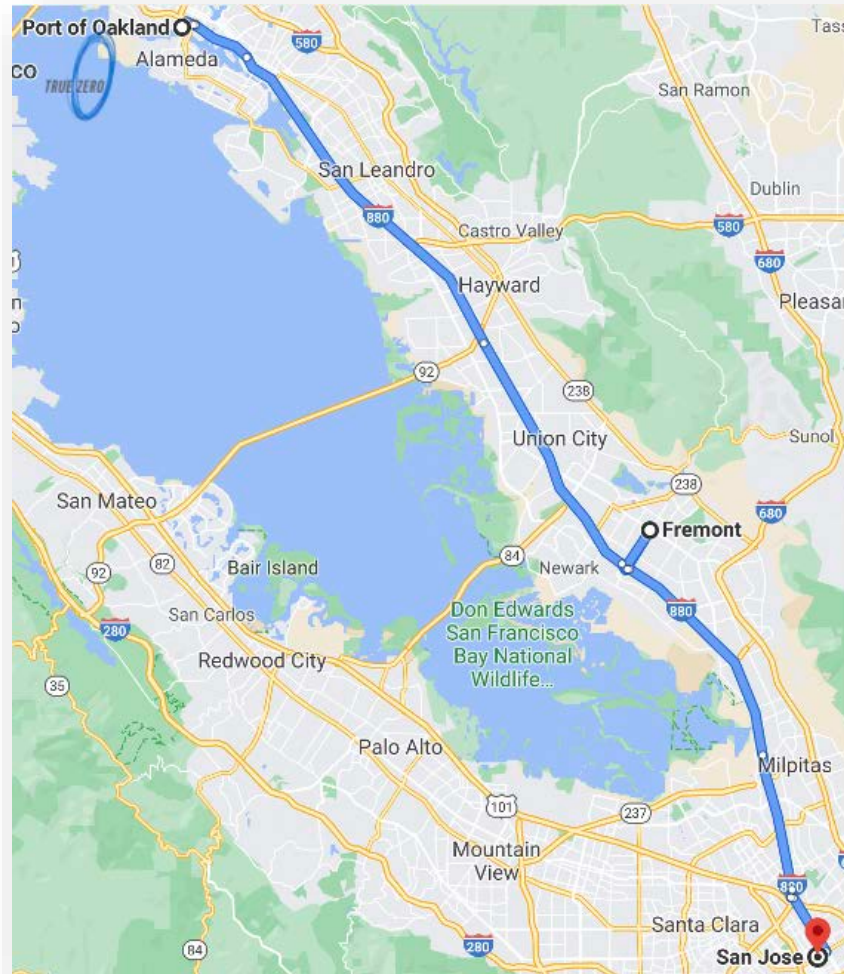
- Operate **30 Class 8 Fuel Cell** Trucks in commercial operation in Northern California for at least **six years**.
- Demonstrate **Economies of Scale** for future FCET deployments.
- Build and operate a **hydrogen refueling station**
- Conduct a **Workforce Training program** and demonstrate benefits to local employment.
- **Emission Benefits** – Avoid:
 - 24,362 metric tons of carbon dioxide
 - 13.14 tons Criteria Emissions
 - 1.5 million gallons of diesel fuel



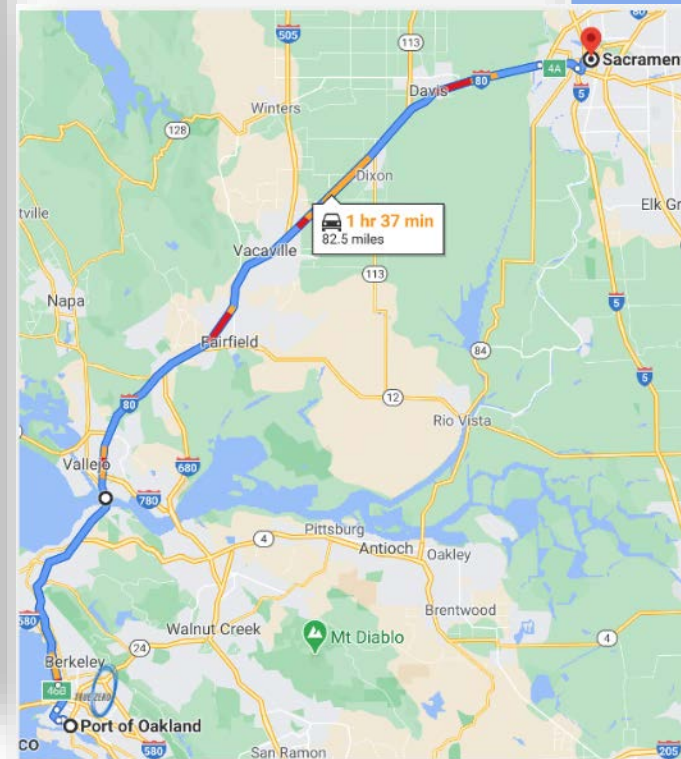
Largest HRS in The World – 200 Trucks/Day



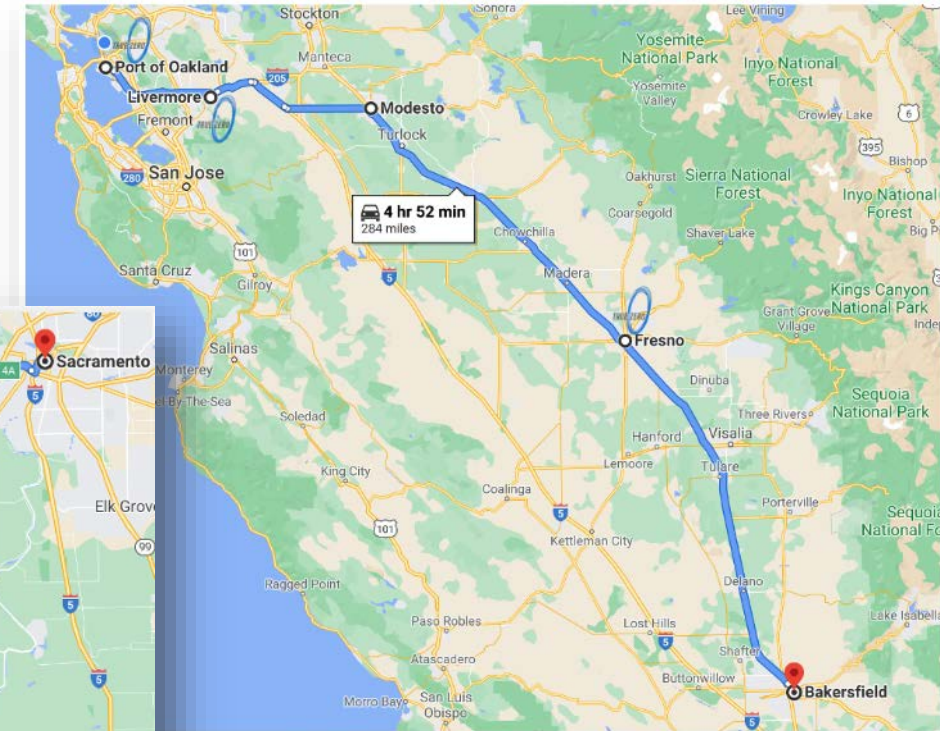
Truck Duty Cycle – 400- to 500-mile Range



Bay Area



Sacramento



Central Valley



Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES) California H2Hub



BIL (IIJA) \$8 Billion Regional H2 Hubs

Mid-Atlantic Hydrogen Hub (MACH2)

- PA, DE, NJ – \$750 million

Appalachian Hydrogen Hub (ARCH2)

- WV, OH, PA – \$925 million

California Hydrogen Hub (ARCHES)

- CA – \$1.2 billion

Gulf Coast Hydrogen Hub (HyVelocity)

- TX – \$1.2 billion

Heartland Hydrogen Hub

- MN, ND, SD – \$925 million

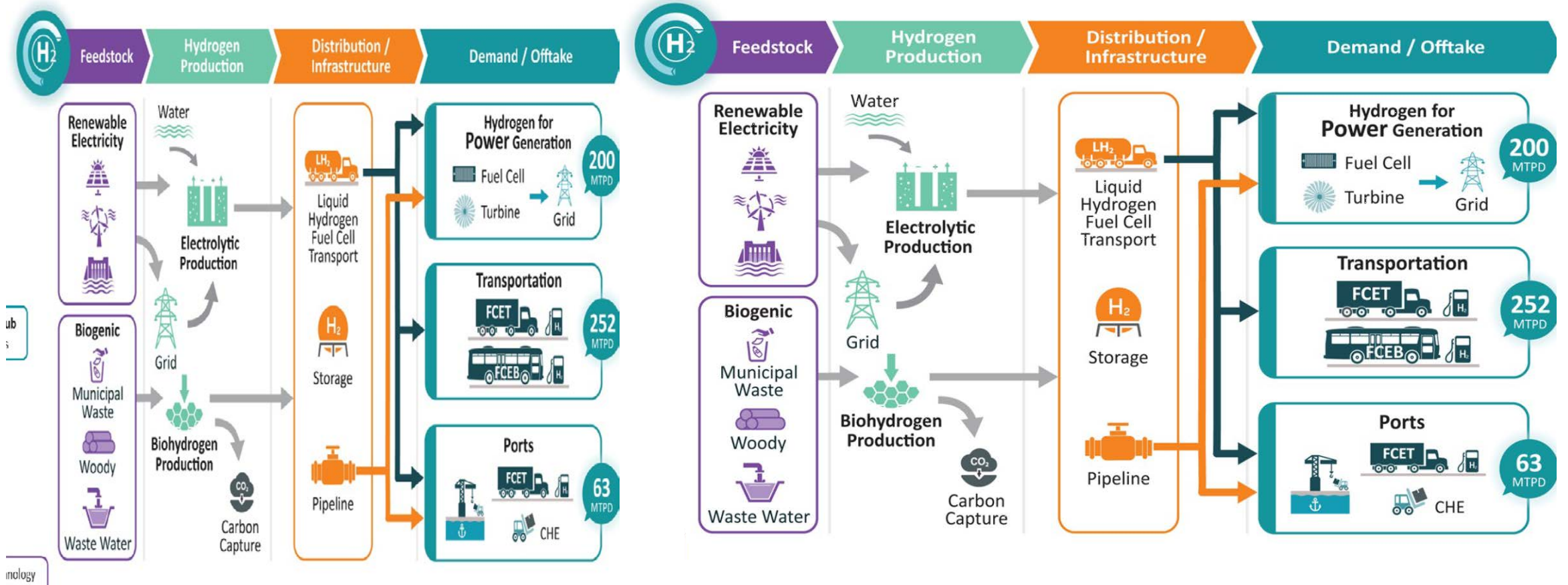
Midwest Hydrogen Hub (MachH2)

- IL, IN, MI – \$1 billion

Pacific Northwest Hydrogen Hub (PNW H2)

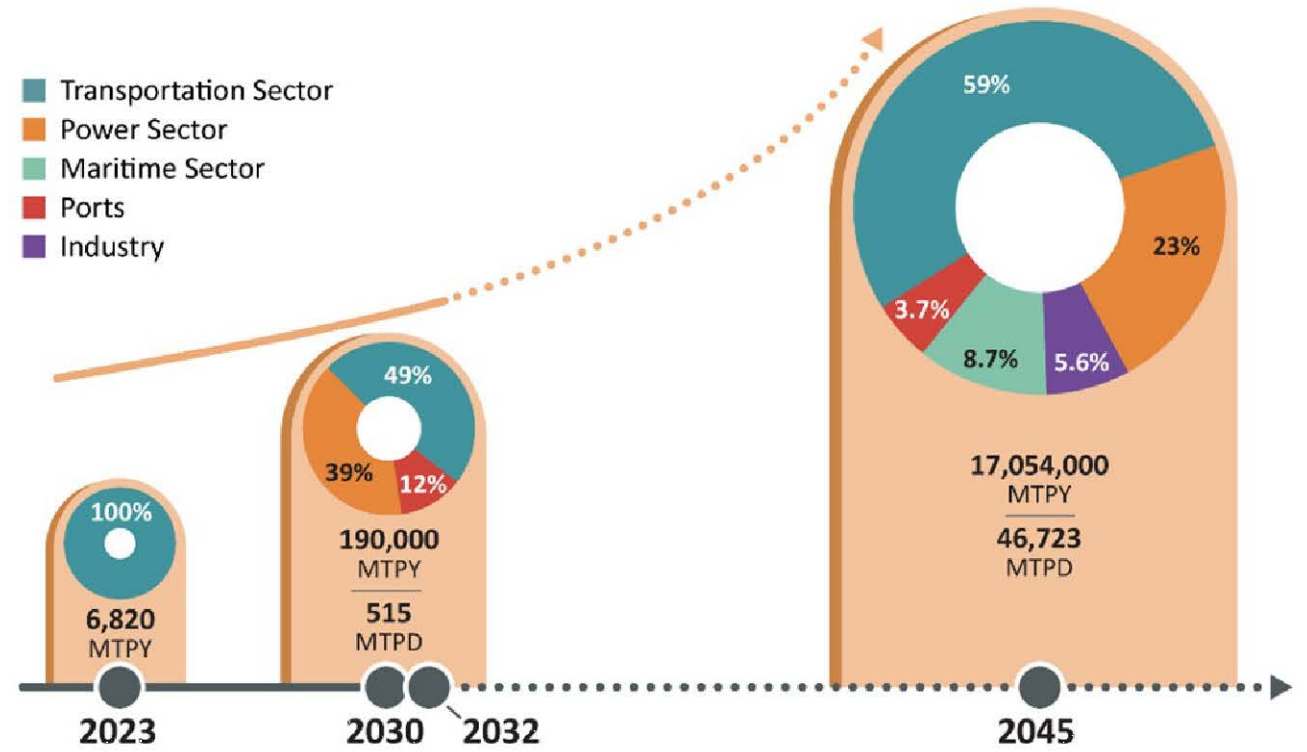
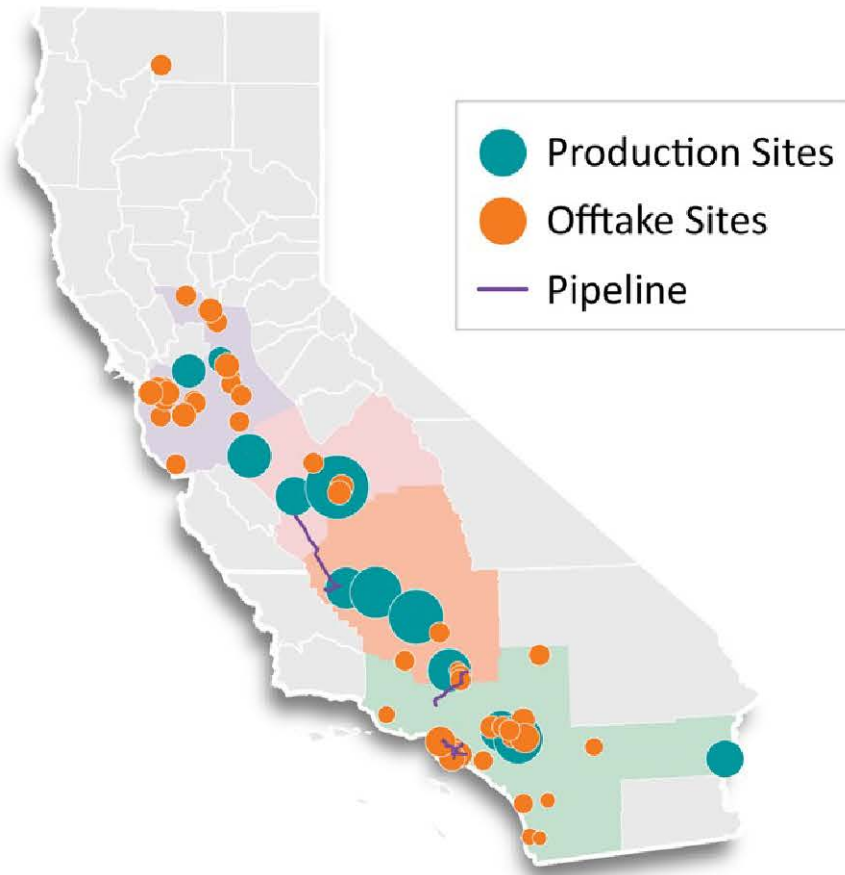
- WA, OR, MT – \$1 billion





Systems Approach – 500 TPD to 47,000 TPD

Large Future Growth Opportunities



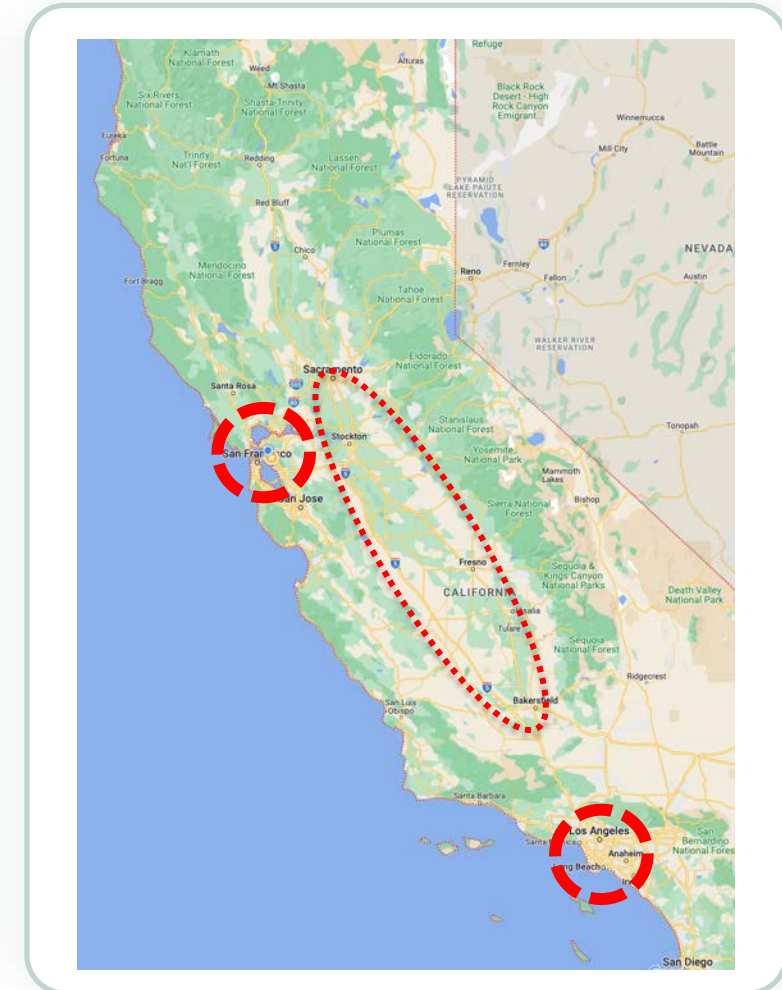
2030: 1,000 FCEBs and 5,000 FCETs

“1,000-Bus Initiative”

- 13 Transit Agencies
- 1,081 Buses
- 13 New HRS
- 9 Upgraded HRS
- 16 Maintenance Facilities
- **30 TPD**

5,000 Class 8 Trucks

- Ports of Oakland, LA, and Long Beach; Central Valley
- I-80/I-580
- I-5 & 99
- I-10/I-710/I-15
- 6 years of Operation
- **200 TPD**



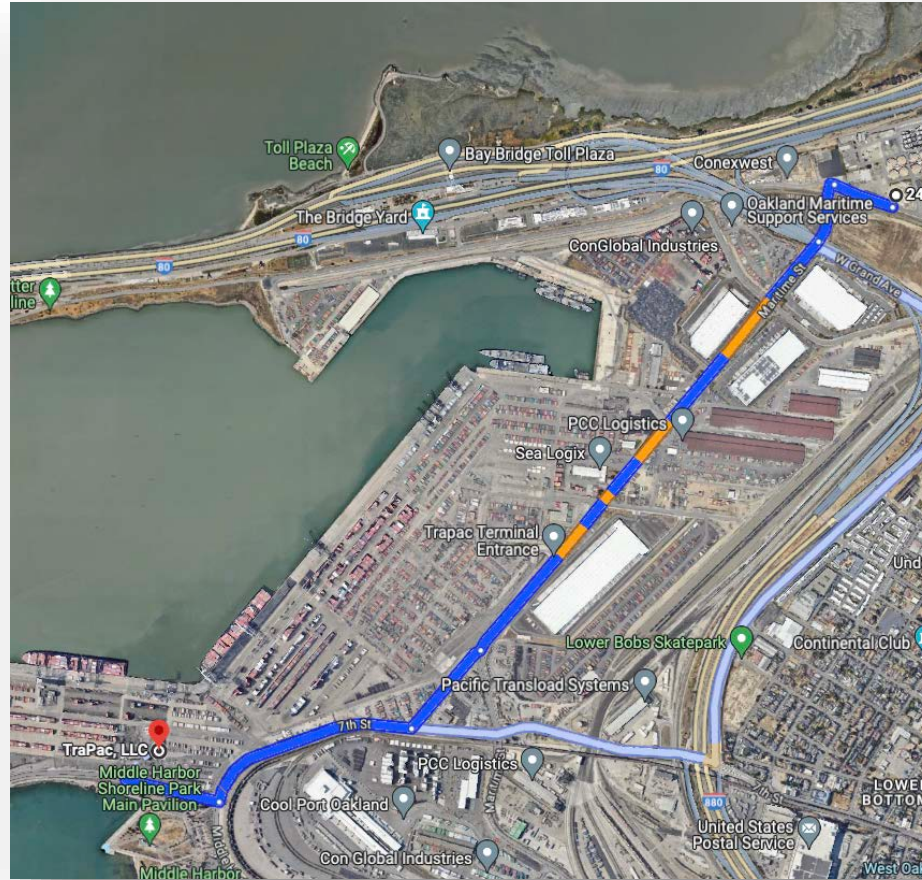
POO Fuel Cell Top Loader – DOE Application



- Two Top Loaders
- Wet-Hose Fueling
- FEF HRS Station to TraPac – 2 miles

Partners –

- CTE
- Port of Oakland
- Hyster
- Hyundai
- TraPac Terminal
- GTL Leasing (Oakland)
- FirstElement Fuel



POO EPA Clean Ports Proposal



- **Project Cost:** \$586 million
- **EPA Grant:** \$417
- **Zero-Emission Equipment** (battery electric and fuel cell)
 - o 482 drayage trucks
 - o 179 yard tractors
 - o 61 forklifts
 - o 33 front end loaders
 - o Five reach stackers
 - o One rail car mover
 - o 253 charging stations



20 partners have applied for a federal grant that will fast track the Oakland Seaport's conversion to 100 percent zero-emissions cargo handling operations.

Questions?



Jaimie Levin
Director of West Coast Operations
Center for Transportation and the Environment
Jaimie@CTE.tv