



Alameda County Transportation Commission (Commission) Meeting Agenda Thursday, October 26, 2023, 2:00 PM

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

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

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

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

Chair: John J Bauters
Vice Chair: David Haubert

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

Location Information:

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

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

Zoom Link:

<https://us06web.zoom.us/j/81823881400?pwd=VoRnUUNTlNTQWo2cog3aHVHeWRIZzo9>

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

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

4. Chair and Vice Chair Report

5. Executive Director's Report

5.1 Executive Director's Report - October 2023

Information

[5.1_COMM_ED_Report-OCT2023_20231026.pdf](#)

6. Consent Calendar

6.1 Approve the September 28, 2023 Commission Meeting Minutes

Approve

[6.1_COMM_Minutes_20230928.pdf](#)

6.2 Approve the Administrative Amendments to Various Agreements to Extend Agreement Expiration Dates

Approve

[6.2_COMM_Admin_Amendment_20231026.pdf](#)

6.3 Bay Fair Connector/BART Metro (TEP-18) – Approve Measure BB Allocation for BART's Core Capacity Rail Car Procurement Project

Approve

[6.3_COMM_BART-CCP-TEP18-Allocation_20231026.pdf](#)

6.4 BART Station Modernization and Capacity Program (TEP-19) - Approve Measure BB Allocation for BART's Next Generation Fare Gates Project

Approve

[6.4_COMM_BART-NGFG-TEP19-Allocation_20231026.pdf](#)

6.5 Approve the Alameda County 2024 State Transportation Improvement Program

Approve

[6.5_COMM_2024_STIP_Program_20231026.pdf](#)

6.6 Approve actions necessary to facilitate advancement of the Oakland Alameda Access Project

Approve

[6.6_COMM_OAAP_Funding_Plan_20231026.pdf](#)

6.7 Approve actions necessary to facilitate the project development of the Rail Safety Enhancement Program

Approve

[6.7_COMM_Rail_Safety_Enhancement_Program_A_20231026.pdf](#)

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

Information

[6.8_COMM_CMP_20231026.pdf](#)

- 6.9 Approve the 2023 Congestion Management Program

Approve

[6.9_2023_CMP_Approval_20231026.pdf](#)

- 6.10 Approve the procurement and execution of one or more contract(s) for On-Call Communications and Public Relations Services

Approve

[6.10_COMM_On-Call_Communications_RFQ_Approval_Request_20231026.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 Federal, state, regional, and local legislative activities update

Information / Approve

[8.1_COMM_Oct_Leg_20231026v.pdf](#)

9. Commission Member Reports

10. Adjournment

Next Meeting:

December 7, 2023

Notes:

- All items on the agenda are subject to action and/or change by the Commission/Committee.
- To comment on an item not on the agenda submit a speaker card to the clerk, or follow remote instructions listed in the agenda preamble.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.

- Meeting agendas and staff reports are available on the [website calendar](#).
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.



Alameda CTC's Bikeways Academy Implementation Workshop



ALAMEDA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE DIRECTOR'S REPORT

OCTOBER 2023

Keeping Our Promises

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

Thank you,

Tess

Planning Updates

Bikeways Academy Workshop a big success!



Chair John J. Bauters welcomes guests to the Alameda CTC Bikeways Academy workshop.

Alameda CTC's Bikeways Academy Implementation Workshop on October 19th was a big success! Elected officials and local government leaders, agency staff, and stakeholders convened at Alameda CTC'S offices and online for an exciting day devoted to bringing bikeways for All Ages and Abilities to every community in Alameda County.

The event began with a dynamic fireside chat hosted by Alameda CTC Chair John J. Bauters and featured leaders from throughout the country, offering national perspectives on pathways to "yes" for transformative bikeway projects.

The first panel followed, *Setting Up for Success: Policies that Support Implementation*. During that segment, transportation leaders presented on how key policies helped inform bikeways implementation by disrupting "business as usual," including policies on the Safe

System Approach, All Ages and Abilities Bikeways, Vision Zero and Equity. A robust Q and A session ensued.



Panelists discuss *Setting Up for Success: Policies that Support Implementation*.

The final panel, *Local Project Spotlight Panel: Building the Network!* highlighted local success stories of implementing high-quality bike facilities in jurisdictions throughout Alameda County. After presentations, a high-level discussion on putting strategies into practice followed, as well as Q and A.

The day closed with a review of the biggest lessons learned and a renewed commitment to high-quality bikeways.



Alameda CTC Chair Bauters and the virtual Fireside Chat panelists.

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

TABLE OF CONTENTS

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

Planning Updates cont'd from page 1

Please visit Alameda CTC's [Bikeways Academy webpage](#) to learn more.

2023 Congestion Management Program update



As the state-designated Congestion Management Agency for Alameda County, Alameda CTC is responsible for adopting the county's Congestion Management Program (CMP) every other year. Alameda County's CMP is a short-range plan that includes a variety of congestion and travel demand management strategies, programs, and projects that support and contribute to the implementation of long-range plans, such as the Countywide Transportation Plan and the Metropolitan Transportation Commission (MTC)'s Regional Transportation Plan.

The 2023 update continues the processes and methodologies established in previous CMPs, referencing new policies and plans that have been adopted since the last update, and summarizing activities carried out over the past two years to meet and exceed legislative requirements of the CMP. Chapter 1 summarizes updates by chapter and details how the 2023 CMP fulfills the spirit, purpose, and intent of CMP legislation.

The 2023 CMP, including appendices, is available on Alameda CTC's [Congestion Management webpage](#).

Project Updates

An express lanes update—encouraging carpooling and offering options

The Alameda County Transportation Commission (Alameda CTC) operates the Interstate 580 (I-580) Express Lanes and Interstate 680 (I-680) Sunol Express Lanes. In March, coinciding with tolling operations resuming on I-680 Sunol Express Lanes in the southbound direction and the start of tolling in the new northbound lane, a new policy went into effect offering Clean-air vehicles a 50% toll discount on the I-580 and I-680 Express Lanes, consistent with all other Bay Area express lanes.

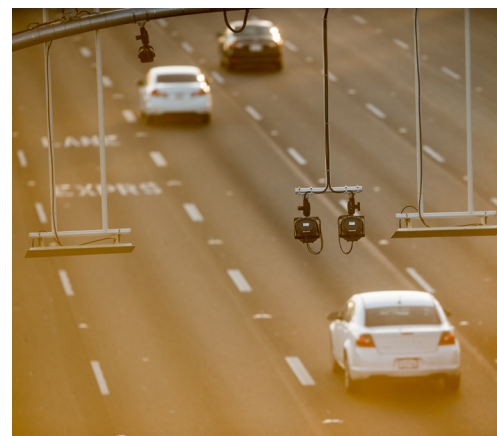
Two communications efforts were conducted in early 2023 to get the word out about express lanes' operational changes and to remind drivers about toll tag requirements. Outreach was conducted using various media channels, including radio, print, digital, and social media. The first effort lasted from February through May to educate drivers on operational changes for I-580 and I-680 Express Lanes, encourage drivers to obtain a FasTrak Flex® toll tag to use Express Lanes, and to direct drivers to [expresslanes.511.org](https://www.expresslanes.511.org) for more information. Subsequent communication efforts conducted from July through August reminded drivers to set their switchable toll tags to correctly match the number of occupants in the vehicle and that the California Highway Patrol enforces occupancy requirements or improper toll tag use.

Interstate 680 Express Lanes are fully operational

The I-680 Sunol Southbound Express Lane, opened to traffic in September 2010 as a controlled access express lane,

developed a parallel northbound express lane and upgraded the southbound lane with violation enforcement technology. While tolling operation paused during construction and toll system development, both lanes reopened for tolling on March 31, 2023.

From reopening through June 2023, the I-680 Sunol Express Lanes have recorded over 1.7 million total trips and collected over \$2.9 million in gross toll revenues.



Interstate 580 Express Lanes in its 7th year of operation

The I-580 Express Lanes, operate along approximately 10 eastbound miles from Hacienda Drive in Pleasanton to Greenville Road in Livermore and approximately 12 westbound miles from Greenville Road to the I-580/I-680 Interchange in Dublin since opening in February 2016.

From inception through June 2023, the I-580 Express Lanes have recorded over 49 million total trips and collected over \$10 million in gross toll revenues, which fund ongoing operations and facility maintenance, as well as risk reserves.

Express lanes continue to be monitored to manage congestion and optimize corridor capacity, providing motorists with significant benefits, including travel time savings and travel reliability.

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

Programming Updates

Direct Local Distribution Programs Compliance Workshop

Each year, Alameda CTC requires recipients of Measure B, Measure BB, and Vehicle Registration Fee Direct Local Distribution (DLD) funds to submit Audited Financial Statements and Program Compliance Reports that summarize revenues and expenditures supporting local street and roads, bicycle and pedestrian, paratransit, and transit investments. These compliance reports inform the public with detailed information, including recipient use of funds, fund balances, and information about specific improvements and programs funded by voter-approved dollars.

On September 27, 2023, Alameda CTC held a virtual DLD Compliance Workshop to review reporting requirements and provide instructions to complete the required Audited Financial Statements and Compliance Report Forms for the reporting period of fiscal year (FY) 2022-23. Materials relating to the workshop can be found on Alameda CTC's Reporting and Grants Forms webpage. All DLD recipients are required to submit separate audited financial statements and program compliance reports to Alameda CTC by December 29, 2023.

2024 State Transportation Improvement Program Approval

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program for transportation projects on and off the State Highway System administered by the California Transportation Commission (CTC). The 2024 STIP will cover FYs 2024-25 through 2028-29. Alameda County's share of the CTC-adopted 2024 STIP Fund Estimate is approximately \$64.2 million, with \$43.8 million available for discretionary

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

Finance Updates

Audit process concludes as Annual Comprehensive Financial Report development continues

The FY 2022-23 financial audits performed by Maze and Associates, the agency's independent auditors for both Alameda CTC and the Sunol Joint Powers Authority (JPA), wrapped up in September. The audits involved many activities, including exhaustive testing, analytical reviews of the trial balances, and the confirmation of reported information with outside sources.

Toward the end of September and during the first half of October, finance staff worked with the auditors to draft the Sunol JPA annual financial report and the Alameda CTC Annual Comprehensive Financial Report (ACFR) for the fiscal year that ended June 30, 2023. These reports include many detailed sections of reporting to allow full transparency of financial information to the public. The draft ACFR will go to the audit committee for review in October, then to the Sunol JPA Board and Commission for final approval during the November and December meetings, respectively.

During FY 2022-23, sales tax revenues were \$402.1 million. This is a 4.2 percent increase over the prior fiscal year and an all-time high collection amount of the transportation sales taxes in Alameda County, reflecting the strong economy in the county.

Contracting opportunities

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

- East Bay Greenway Multimodal – North Segment
- Financial Audit Services
- Media and Public Relations Services

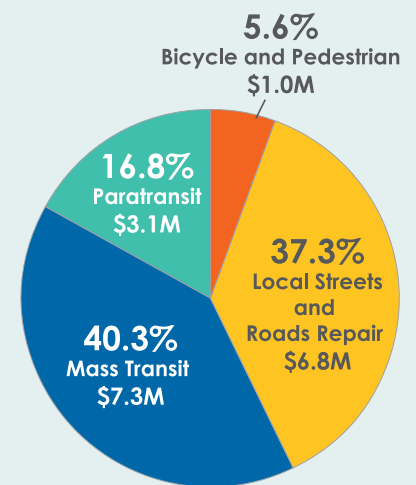
[Finance Updates cont'd on page 4](#)

Transportation Investments

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

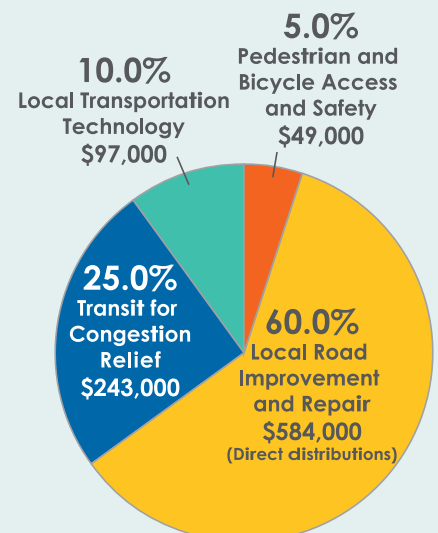
Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and total over \$826.0 million; over \$15.5 million was distributed in July 2023.



Vehicle Registration Fee

Since 2011, Alameda CTC has distributed more than \$88.3 million for local road repair; over \$0.9 million was collected in July 2023.



Agency Activities

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

- October 1 – Oktoberfest, Oakland
- October 4 – International Walk and Roll to School Day, locations throughout Alameda County
- October 10 – 3rd Annual Caltrans Disadvantaged Business (DBE) Summit, Richmond
- October 11 – Construction Management Association of America - Northern California Chapter's Meet the Primes, Oakland
- October 19 – Bikeways Academy Implementation Workshop, Alameda CTC offices, Oakland
- October 19 – American Council of Engineering Companies and Women in Transportation's Girls in Motion - a panel discussion with Executive Director Tess Lengyel, Oakland
- October 28 – Harvest Festival - dedication of the new Huchin Park Emeryville
- October 30 – Focus on the Future Mobile Tour, San Francisco By Ferry and Port of Oakland
- [BikeMobile](#) Outreach Events
 - October 2 – Lydiksen Elementary, Pleasanton
 - October 3 – Bay Farm, Alameda
 - October 4 – Thornton Junior High, Fremont
 - October 5 – Ardenwood Elementary, Fremont
 - October 6 – Castro Valley Elementary, Castro Valley
 - October 7 – Cox Academy, Oakland
 - October 8 – Roosevelt Elementary, San Leandro
 - October 10 – Brier Elementary, Fremont
 - October 11 – Thomas S. Hart Middle, Pleasanton
 - October 12 – Schafer Park Elementary, Hayward
 - October 13 – Fremont High, Oakland
 - October 14 – John Gomes Elementary, Fremont
 - October 15 – Sequoia Elementary, Oakland
 - October 16 – J. Haley Durham Elementary, Fremont

- October 17 – Ocean View Elementary, Albany
- October 18 – William Hopkins Junior High, Fremont
- October 19 – San Leandro High, San Leandro
- October 20 – E. M. Grimmer Elementary, Fremont
- October 24 – Tyrrell Elementary, Hayward
- October 25 – Irvington High, Fremont
- October 26 – Foothill High, Pleasanton
- October 27 – Searles Elementary, Union City
- October 29 – Malcolm X Elementary, Berkeley

Programming Updates cont'd from page 3
programming. As part of the overall STIP programming process, Alameda CTC is to adopt and forward a program of STIP projects to the Metropolitan Transportation Commission (MTC) for inclusion in MTC's 2024 STIP program, the Regional Transportation Improvement Program (RTIP). MTC will approve the RTIP and submit it to the CTC for final approval.

In October, Alameda CTC staff is recommending Commission approval of five 2024 STIP project requests. The recommendations include projects from AC Transit, Livermore Amador Valley Transportation Authority, Alameda CTC, and the cities of Dublin and Pleasanton for complete streets, interchange modernization, and transit improvements.

Finance Updates cont'd from page 3

- Rail Safety Enhancement Program – Phase A
- San Pablo Avenue Parallel Bike Project

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



Committee Activities

October advisory committee activities

During October, the following advisory committees met. Highlights from those meetings include:

- October 12 – The [Alameda County Technical Advisory Committee \(ACTAC\)](#) approved the 2023 Congestion Management Program and the 2024 State Transportation Improvement Program Project List. Committee members also received information MTC's Community Action Resource & Empowerment Program and an update on the Alameda County Federal Inactive Projects.
- October 23 – The [Paratransit Advisory and Planning Committee \(PAPCO\)](#) received training on Brown Act and Roberts Rules of Order and updates on program implementation guidelines and performance measures, grant program progress and mobility management. Additional reports were provided by the Independent Watchdog Committee and other Americans with Disabilities Act and Transit Advisory committees.

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

Other News

Celebrating National Pedestrian Safety Month

October is National Pedestrian Safety Month and at Alameda CTC, we strive to keep you and the communities in which you live safe by partnering throughout the county to create transportation systems that are easily navigable for all pedestrians. As you get out to walk and/or roll, be sure to:

- Plan your trip
- Follow the rules of the road
- Watch for traffic
- Walk defensively

Be safe out there!



Alameda County Transportation Commission

Commission Meeting Minutes

Thursday, September 28, 2023, 2:00 p.m.

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Call to Order

2. Roll Call

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

Commissioner Bowen attended as the alternate for Commissioner Tam.

Commissioner McCorriston attended as the alternate for Commissioner Haubert.

Commissioner Salwan attended as the alternate for Commissioner Mei.

Commissioner Welch attended as the alternate for Commissioner Carson.

Subsequent to the roll call

Commissioners Fife, Jordan, Marquez, and Salwan arrived during item 4.

Commissioner Salinas arrived during item 5.

Commissioners Freitas and Salinas left after item 9.1.

Commissioner Salinas stated that he would participate in the meeting remotely, pursuant to AB 2449 for just cause.

3. Public Comment

There were no public comments.

4. Chair and Vice Chair Report

Chair Bauters announced that Alameda CTC has received the Government Finance Officers Association Award for Excellence for the Annual Comprehensive Financial Report for ten consecutive years. He expressed his appreciation to the Finance Team for a job well done. Chair Bauters noted that the Independent Watchdog Committee released the 21st Annual Report to the Public, which is available on the Alameda CTC website for viewing. He shared that Alameda CTC will host a Bikeways Academy Workshop on October 19, 2023, and that Commissioners are invited to attend. Chair Bauters also provided instructions regarding technology procedures, including administering public comments during the meeting.

5. Executive Director Report

Tess Lengyel reported that Alameda CTC hosted a local meeting for the National Aging and Disability Transportation Center's National Symposium on Transportation Diversity, Equity, and Inclusion on August 29, 2023. She informed the Commission that Alameda CTC Safe Routes to Schools Program will celebrate the Annual International Walk and Roll to School Day on Wednesday, October 4, 2023.

6. Consent Calendar

- 6.1. Approve the July 27, 2023 Commission Meeting Minutes**
- 6.2. FY2022-23 Fourth Quarter Report of Claims Acted Upon Under the Government Claims Act Update**
- 6.3. Approve an Update to the Alameda CTC Investment Policy**
- 6.4. I-580 Express Lanes Operations Update**
- 6.5. Approve the 2024 State Transportation Improvement Program Programming Principles and Schedule**
- 6.6. Approve actions necessary to facilitate advancement of the East Bay Greenway Multimodal Phase 1 – North Segment, Lake Merritt to Bayfair (Project Number 1587.001)**
- 6.7. Approve Contract Amendment No. 5 to Professional Services Agreement A18-0030 with WMH Corporation for State Route 84 Expressway and State Route 84 / Interstate 680 Interchange Improvements Project**
- 6.8. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments**
- 6.9. Approve the Professional Services Agreement (A23-0023) with Kittelson & Associates, Inc. for Multimodal Performance Monitoring**
- 6.10. Approve Community Advisory Appointments**

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

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

No: None

Abstain: None

Absent: Miley

7. Community Advisory Committees

7.1 Bicycle and Pedestrian Advisory Committee

Matt Turner provided the Commission with an overview of the September 14, 2023 BPAC meeting.

7.2 Independent Watchdog Committee

There was no one present from the Independent Watchdog Committee.

7.3 Paratransit Advisory and Planning Committee

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

8. Regular Matters

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

Carolyn Clevenger updated the Commission on federal, state, regional, and local legislative activities. This was an informational item.

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

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

Yes: Bauters, Bowen, Brown, Cavanaugh, Dutra-Vernaci, Ezzy Ashcraft, Fife, Freitas, Gonzalez, Hernandez, Jordan, Kaplan, Marchand, Marquez, McCorriston, Robinson, Salinas, Saltzman, Salwan, Welch, Young
No: None
Abstain: None
Absent: Miley

9. Closed Session

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

9.2 Report on Closed Session

Alameda CTC legal counsel Neal Parish confirmed that the Committee did not take any action during the Closed Session.

10. Executive Director Performance Evaluation and Salary Adjustment

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

Commissioner Bauters made a motion to approve amending the Executive Director's salary to \$369,055.20. Commissioner Cavanaugh seconded the motion. The motion passed with the following roll call vote:

Yes: Bauters, Bowen, Brown, Cavanaugh, Dutra-Vernaci, Ezzy Ashcraft, Fife, Gonzalez, Hernandez, Jordan, Kaplan, Marchand, Marquez, McCorriston, Robinson, Saltzman, Salwan, Welch, Young
No: None
Abstain: None
Absent: Freitas, Miley, Salinas

11. Adjournment

The next meeting is Thursday, October 26, 2023, at 2:00 p.m. and will be in person at the Alameda CTC offices at 1111 Broadway, Suite 800, Oakland, CA 94607.



Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 19, 2023

TO: Alameda County Transportation Commission

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

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

Recommendation

It is recommended that the Commission approve administrative amendments to various Alameda CTC agreements in Attachment A in support of local agency-sponsored projects receiving Alameda CTC-administered discretionary funding.

Summary

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

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

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

Background

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

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

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

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

Levine Act Statement: Not applicable.

Fiscal Impact: There is no fiscal impact.

Attachment:

A. Table A: Administrative Amendment Summary

Table A: Administrative Amendment Summary

Index No.	Firm/Agency	Project/Services	Agreement No.	Contract Amendment History and Requests	Reason Code	Fiscal Impact
1	City of Alameda	Implement Improvements from Eight School Site Assessments in Alameda project	A22-0007	A1: 24-month time extension from 12/31/2023 to 12/31/2025 (current request)	1	None
2	City of Alameda	Cross Alameda Trail Gap-Closing Connectors	A22-0019	A1: 12-month agreement time extension from 12/31/2023 to 12/31/2024 and 12-month TFCA time extension from 11/23/2023 to 11/23/2024 (current request)	1	None
3	City of Albany	Lower Codornices Creek Restoration Project Phase IV	A22-0022	A1: 12-month agreement time extension from 12/31/2023 to 12/31/2024 and 12-month TFCA time extension from 11/23/2023 to 11/23/2024 (current request)	1	None
4	City of Berkeley	Citywide Bike Parking Program	A21-0028	A1: 12-month TFCA time extension from 12/29/2022 to 12/29/2023 and 12-month agreement time extension from 12/31/2023 to 12/31/2024 A2: 12-month TFCA time extension from 12/29/2023 to 12/29/2024 (current request)	1	None
5	City of Berkeley	Washington Elementary Bancroft Way Project	A22-0018	A1: 12-month time extension from 12/31/2023 to 12/31/2024 (current request)	1	None
6	City of Berkeley	Telegraph Avenue Multimodal Corridor Project	A22-0023	A1: 24-month time extension from 12/31/2023 to 12/31/2025 (current request)	1	None

7	City of Berkeley	Adeline Street Transportation Improvement Project	A22-0025	A1: 24-month time extension from 12/31/2023 to 12/31/2025 (current request)	1	None
8	East Bay Community Energy	Electric Vehicle Charging in Piedmont	A21-0030	A1: 12-month TFCA time extension from 12/29/2022 to 12/29/2023 A2: 12-month TFCA time extension from 12/29/2023 to 12/29/2024 and 12-month agreement time extension from 12/31/2026 to 12/31/2027 (current request)	1	None
9	City of Emeryville	Emeryville Next Generation Traffic Signals Project (IDEA Grant Match)	A19-0012	A1: 12-month time extension from 12/31/2020 to 12/31/2021 A2: 24-month time extension from 12/31/2021 to 12/31/2023 (current request)	1	None
10	City of Fremont	Fremont Blvd, Decoto Rd, and Auto Mall Pkwy Signal Timing Project	A17-0103	A1: Administrative update to budget A2: 36-month agreement time extension from 12/31/2021 to 12/31/2024 A3: 12-month TFCA time extension from 12/08/2022 to 12/08/2023 A4: 12-month agreement time extension from 12/31/2024 to 12/31/2025 and 12-month TFCA time extension from 12/08/2023 to 12/08/2024 (current request)	1	None
11	City of Fremont	I-880 Bicycle/Pedestrian Bridge and Trail Project East Bay Greenway Trail Reach Six (Innovation District to Bay Trail)	A18-0059	A1: 12-month time extension from 12/31/2021 to 12/31/2022 A2: Phase task budget reallocation A3: 12-month time extension from 12/31/2022 to 12/31/2023 A4: 12-month time extension from 12/31/2023 to 12/31/2024 (current request)	1	None

12	City of Fremont	Dumbarton Bridge to Quarry Lakes Trail Project	A19-0058	A1: 12-month time extension from 12/31/2022 to 12/31/2023 A2: 12-month time extension from 12/31/2023 to 12/31/2024 (current request)	1	None
13	City of Fremont	Fremont Boulevard/Country Drive Protected Intersection Project	A22-0011	A1: 12-month time extension from 12/31/2023 to 12/31/2024 (current request)	1	None
14	City of Livermore	Vasco Road/I-580 Interchange Project	A21-0034	A1: 24-month time extension from 12/31/2023 to 12/31/2025 (current request)	1	None
15	City of Oakland	East 12th Street Bikeway	A17-0114	A1: 36-month agreement time extension from 12/31/2020 to 12/31/2023 and 12-month TFCA time extension from 12/29/2022 to 12/29/2023 A2: 12-month agreement time extension from 12/31/2023 to 12/31/2024 and 12-month TFCA time extension from 12/29/2023 to 12/29/2024 A3: 24-month TFCA time extension from 12/29/2024 to 12/29/2026 and 24-month time extension from 12/31/2024 to 12/31/2026 (current request)	1	None
16	City of Oakland	Fruitvale Ave Alive Gap Closure	A19-0061	A1: 36-month time extension from 12/31/2023 to 12/31/2026 (current request)	1	None
17	City of Oakland	Lincoln Elementary Safe Routes to School	A22-0015	A1: 12-month time extension from 12/31/2023 to 12/31/2024 (current request)	1	None

18	City of Oakland	14th Street Complete Streets Project	A22-0062	A1: 24-month agreement time extension from 12/31/2023 to 12/31/2025 and 12-month TFCA time extension from 11/23/2023 to 11/23/2024. (current request)	1	None
19	City of Oakland	East Bay Greenway, Phase 2 Project	A22-0063	A1: 12-month agreement time extension from 12/31/2023 to 12/31/2024 and 12-month TFCA time extension from 11/23/2023 to 11/23/2024 (current request)	1	None
20	City of San Leandro	San Leandro Rehabilitation Project	A19-0069	A1: 12-month time extension from 12/31/2023 to 12/31/2024 (current request)	1	None
21	City of San Leandro	Class IV Protected Bike Lanes	A22-0035	A1: a 12-month TFCA time extension from 11/23/2023 to 11/23/2024 (current request)	1	None
22	Alameda-Contra Costa Transit District	Berkeley Southside Pilot Transit Lanes	A17-0080	A1: 24-month time extension from 12/31/2019 to 12/31/2021 A2: 24-month time extension from 12/31/2021 to 12/31/2023 A3: 12-month time extension from 12/31/2023 to 12/31/2024 (current request)	1	None
23	Alameda-Contra Costa Transit District	AC Transit Rapid Bus Corridor Upgrades	A17-0081	A1: 36-month time extension from 12/31/2020 to 12/31/2023 A2: 12-month time extension from 12/31/2023 to 12/31/2024 (current request)	1	None

(1) Project delays.

(2) Extended phase/project closeout activities.

(3) Other.



Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 19, 2023

TO: Alameda County Transportation Commission

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

SUBJECT: Bay Fair Connector/BART Metro (TEP-18) – Approve Measure BB Allocation for BART's Core Capacity Rail Car Procurement Project

Recommendation

It is recommended that the Commission approve the following actions related to a Measure BB allocation for the rail car procurement element of the San Francisco Bay Area Rapid Transit District (BART) Core Capacity Program:

- 1) Allocate \$35.35 million of Measure BB funds from the Bay Fair Connector/BART Metro (TEP-18) commitment for new BART cars to support the rolling stock acquisition phase of BART's Core Capacity Rail Car Procurement Project; and
- 2) Authorize the Executive Director or designee to enter into the necessary Project Funding Agreements to encumber the allocated funds.

Summary

The San Francisco Bay Area Rapid Transit District (BART) has requested an allocation of Measure BB funds from the Bay Fair Connector/BART Metro commitment (TEP-18) identified in 2014 Measure BB Transportation Expenditure Plan to support the BART's Core Capacity Program Rail Car Procurement Project. The requested Measure BB allocation of \$35.35 million is proposed to be used as part of an overall funding package for a \$186.24 million option on BART's existing rail procurement contract to provide 54 additional cars in the 2025/2026 timeframe.

The recommended Measure BB allocation of \$35.35 million will be leverage against \$150.89 million of other state and regional fund sources secured by BART for this project. More details about the project costs and funding can be found in Attachment A: BART Request for Allocation Package.

Background

The 2014 Measure BB Transportation Expenditure Plan (2014 TEP) includes \$100 million of Measure BB funding identified specifically for the Bay Fair Connector/BART Metro project. The 2014 TEP included the following language for the Bay Fair Connector/BART Metro project:

“The Bay Fair Connector/BART METRO project will receive \$100 M in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the southern part of the county and beyond as Santa Clara County builds its own BART extension.”

Since the passage of Measure BB in 2014, BART has established the Core Capacity Program, which includes rail car procurement as part of the BART Metro program.

In Summer 2023, BART submitted a request for allocation for \$35.35 million of Measure BB funds from 2014 TEP commitment (TEP-18) to support the BART’s Core Capacity Program Rail Car Procurement Project. The cashflow schedule submitted by BART with their request for allocation package shows all \$35.35 million in FY 2025/26. More details about the project costs and funding can be found in Attachment A: BART Request for Allocation Package.

Upon review the request for allocation, and subsequent proposed use of Measure BB funds, Alameda CTC staff has determined the proposed use of Measure BB funds is eligible under the 2014 TEP the Bay Fair Connector/BART Metro commitment (TEP-18).

The requested Measure BB funds represents approximately 19% of the estimated total project cost for the contract option and demonstrates significant leveraging of Measure BB dollars. The funding package for the contract option includes a majority share from the state-level Senate Bill 1 Transit and Intercity Rail Capital Program (TIRCP) along with a commitment from the San Francisco County Transportation Authority (SFCTA) equivalent to the Alameda CTC’s commitment.

In order to ensure Measure BB funds are drawn down concurrently and proportionately with non-Measure BB funds allocated for the same project phase, it is recommended that the availability of the \$35.35 million Measure BB funds allocated for the Core Capacity Rail Car Procurement Project be limited to annualized fiscal year drawdown schedule as follows:

- \$15 million in FY 2025/26;
- \$15 million in FY 26/27; and
- \$5.35 million in FY 27/28.

In no event shall the draw down of the Measure BB funds exceed the Measure BB proportional share of the total eligible costs incurred by BART at the time of any request for

reimbursement from BART. These drawdown requirements will be specified in the Project Funding Agreement to be executed with BART to encumber the allocated funds for the requested scope.

Upon approval of the Measure BB allocation, the remaining amount from the \$100 million in Measure BB funding specified for Bay Fair Connector/BART Metro commitment (TEP-18) is approximately \$59.07M as shown in the allocation record below.

Measure BB (TEP-18) Commitment Allocation History		
Project	Phase	Allocations
Bay Fair Connector/BART Metro	Scoping	\$585,000
Vehicle Overhaul and Heavy Repairs Shop (VOHRS)	PS&E	\$5,000,000
BART's Core Capacity Rail Car Procurement Project	O&M	\$35,350,000 <i>(Current Request)</i>
Total Allocations		\$40,935,000
Measure BB (TEP-18) Commitment Total		\$100,000,000
<i>Less prior and current requested allocations</i>		- \$40,935,000
Remaining Measure BB (TEP-18) Balance		\$59,065,000

Fiscal Impact: Approval of the recommended actions will allocate \$35.35 million of Measure BB Bay Fair Connector/BART Metro (TEP-18) funds and authorize the allocated funds to be encumbered in a Project Funding Agreement. The corresponding encumbrance amount will be included in Alameda CTC's annual fiscal year budget updates.

Attachment:

- A. BART Request for Allocation Package



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

2150 Webster Street, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

6.3A

2023

August 25, 2023

Janice Li
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

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

Subject: BART Measure BB Allocation Request for Next Generation Fare Gates and Rail Car Procurement Projects

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Duffy
9TH DISTRICT

Dear Mr. Bhat,

On behalf of the San Francisco Bay Area Rapid Transit District (BART), I am submitting this allocation request totaling \$54,920,000 of Alameda County Transportation Commission (ACTC) Measure BB Transportation Sales Tax funds (Measure BB funds). This allocation request is for two projects as detailed below and in the attached Request for Allocation (RFA) forms.

BART Next Generation Fare Gates Project. We are requesting \$19.57 million of Measure BB funds to support our Next Generation Fare Gates Project, which will install more than 700 new fare gates systemwide to replace the existing gates. We are requesting these funds from the BART Station Modernization and Capacity Program Transportation Expenditure Plan (TEP) named commitment (TEP ID 19). The attached RFA forms (Attachment A) further details the request.

BART Core Capacity Program Rail Car Procurement Project. We are also requesting \$35.35 million of Measure BB funds to support our Core Capacity Program, specifically an option of the rail car program project element contract to execute an option to procure 100 additional rail cars. We are requesting these funds from the Bay Fair Connector/BART METRO TEP named commitment (TEP ID 18). The attached RFA forms (Attachment B) further details the request.

We appreciate ACTC's ongoing coordination and communication with our teams on these major projects. ACTC's investment in these two projects will leverage significant other local, state, and federal funding, providing extensive transportation benefits to the region. Should you have any questions about these requests, please do not hesitate to reach out to me at rob.jaques@bart.gov or Donna Lee at dlee@bart.gov.

Sincerely,

Rob Jaques
Manager, Grants & Funding Advocacy



Request for Allocation Package

Form 1 - Measure BB Request for Allocation

A. PROJECT SPONSOR INFORMATION

Project Sponsor	San Francisco Bay Area Rapid Transit (BART)	Date	
Primary Contact	Donna Lee	Phone	510-464-6282
Project Title	BART Core Capacity Program	Email	dlee@bart.gov

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

Request for Allocation From TEP ID P-18: Bay Fair Connector/BART MET

Total Measure BB TEP Commitment Amount	Amount
	\$ 100,000,000.00

Prior TEP Allocation Record

Date Approved	Identify Phase	Amount
		\$ -
		\$ -
Subtotal Prior TEP Allocations		

Remaining Unallocated TEP Balance	\$ 100,000,000.00
-----------------------------------	-------------------

C. SPONSOR'S CURRENT REQUEST FOR ALLOCATION

Identify Phase	
5. CON	\$ 35,350,000.00
	\$ -
	\$ -
	\$ -
Subtotal Current Request for Allocation	\$ 35,350,000.00

Remaining TEP Balance = (Commitment - Prior - Current Request)	\$ 64,650,000.00
--	------------------

D. REQUEST FOR ALLOCATION JUSTIFICATION

1. Current Project Status

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

The BART Core Capacity Program (CCP) is well underway with several contracts awarded and several more planned.

The Core Capacity Rail Cars base contract, which included 100 rail cars, was executed in November 2020. A first option for 152 rail cars was exercised in March 2023. This \$35M allocation will fund the exercise of a contract option in December 2023 for the procurement of 54 (of the 306) Core Capacity rail cars.

2. Justify Allocation Request needs and approval timing requirements.

We request the approval of this allocation request in advance of the contractual option exercise date of December 2023. Actual project cashflow is planned in FY2025/26.

3. Describe expected outcomes of the Current Request for Allocation

Approval of this allocation request will enable BART to exercise an option to procure the final 54 Core Capacity Program rail cars .



Form 2 - Project Scope

1. PROJECT SCOPE

Project Title: BART Core Capacity Program

Project Description: The BART Core Capacity Program (CCP) will relieve crowding, increase ridership, and decrease greenhouse gas emissions by increasing the frequency and length of trains operating on the system. CCP includes four project elements:

- * 306 additional Fleet of the Future rail cars;
- * a new communications-based train control system, replacing BART's legacy 50-year-old fixed block train control system increase reliability and enable significantly closer headways;
- * additional rail car storage to accommodate the expanded fleet;
- * and additional traction power substations to power the increased service.

This \$35M allocation request is for execution of a contract option for the procurement of 54 (of a total of 306) Core Capacity rail cars.

Project Location: The Core Capacity Program will be implemented across the entire BART system and will benefit all BART riders.

Planning Area: Multi

Primary Mode: Transit

Attach a Map of Project Location and Scope



Form 3 - Project Schedule

2. PROJECT SCHEDULE

	Begin (Mo/Yr)	End (Mo/Yr)
Scoping/Planning		
PE/Environmental		
CEQA Approval		
NEPA Approval		
Final Design (PS&E)		
Right-of-Way Acquisition		
Right-of-Way Certification		
Utility Relocation/Protection		
Construction		
Operations		
Rolling Stock Acquisition	Dec-25	Mar-26
Other Non-Capital Phases (list below)		
Project Closeout		

Current Project Status

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



Form 4 - Project Cost Detail By Phase

3. PROJECT COST DETAIL BY PHASE

1. SCOPING/PLANNING PHASE	\$	-
TOTAL PHASE COST	\$	-
2. PE/ENVIRONMENTAL PHASE	\$	-
TOTAL PHASE COST	\$	-
3. FINAL DESIGN (PS&E)	\$	-
TOTAL PHASE COST	\$	-
4. RIGHT-OF-WAY CAPITAL	\$	-
TOTAL PHASE COST	\$	-
5. RIGHT-OF-WAY SUPPORT	\$	-
TOTAL PHASE COST	\$	-
6. UTILITY RELOCATION AND PROTECTION	\$	-
TOTAL PHASE COST	\$	-
7. CONSTRUCTION CAPITAL	\$	-
TOTAL PHASE COST	\$	-
8. CONSTRUCTION SUPPORT	\$	-
TOTAL PHASE COST	\$	-
9. ROLLING STOCK ACQUISITION	\$	186,243,147

Sub-total Sponsor Staff Costs \$ 1,773,246

Contract & Direct Costs (itemize)

Contract	\$ 176,470,865
Consultants	\$ 2,331,969
Direct Purchase & Miscellaneous	\$ 173,233
Contingency	\$ 5,493,834
Sub-total Contract/Direct Costs	\$ 184,469,901

TOTAL PHASE COST \$ 186,243,147

10. OPERATIONS	\$	-
TOTAL PHASE COST	\$	-

11. OTHER (non-capital)	\$	-
TOTAL PHASE COST	\$	-
TOTA PROJECT COST SUMMARY BY PHASE		

1. Planning/Scoping	\$	-
2. PE/Environmental	\$	-
3. Final Design (PS&E)	\$	-
4. Right-of-Way Capital	\$	-
5. Right of- Way Support	\$	-
6. Utility Relocation/Protection	\$	-
7. Construction Capital	\$	-
8. Construction Support	\$	-
9. Rolling Stock Acquisition	\$	186,243,147
10. Operations	\$	-
11. Other (non-capital)	\$	-
TOTAL PROJECT COST	\$	186,243,147



Form 5 - Project Cost Detail By Phase

SECTION 3: Project Cost Estimate by Phase and Source

Fund Source-->	SB-1	SB-1	ACTC	SFCTA
Fund Subset-->	TIRCP (2020)	TIRCP (2022)	Measure BB	Prop L
Fund Status-->	Programmed	Programmed	Programmed	Programmed

Phase

					TOTAL BY PHASE
1. Scoping/Planning	\$ -	\$ -	\$ -	\$ -	\$ -
2. PE/Environmental	\$ -	\$ -	\$ -	\$ -	\$ -
3. Final Design (PS&E)	\$ -	\$ -	\$ -	\$ -	\$ -
4. Right-of-Way Capital	\$ -	\$ -	\$ -	\$ -	\$ -
5. Right-of-Way Support	\$ -	\$ -	\$ -	\$ -	\$ -
6. Utility Relocation/Protection	\$ -	\$ -	\$ -	\$ -	\$ -
7. Construction Capital	\$ -	\$ -	\$ -	\$ -	\$ -
8. Construction Support	\$ -	\$ -	\$ -	\$ -	\$ -
9. Rolling Stock Acquisition	\$ 107,100,000	\$ 8,552,477	\$ 35,295,335	\$ 35,295,335	\$ 186,243,147
10. Operations	\$ -	\$ -	\$ -	\$ -	\$ -
11. Other Non-Capital Phases	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL BY SOURCE	\$ 107,100,000	\$ 8,552,477	\$ 35,295,335	\$ 35,295,335	\$ 186,243,147

Form 3 & 4
Consistency
Check

TRUE

TRUE

TRUE

TRUE

TRUE

TRUE

TRUE

TRUE

TRUE

TRUE

TRUE

TRUE

Notes and special considerations on status of identified Fund Sources, Funds Requested i.e. seeking grants, TBD, others.

Project Cashflow Demand Forecast

Project Title Core Capacity Rail Cars - Option 2
Project Manager: John Garnham
Project Number: _____
Prepared By: Rob Jaques
Date Updated: 11/23/2020

No.	FUND SOURCE	PHASE	Allocated Amount	PRIOR	FY 23/24	FY 24/25	FY 25/26	TOTAL
1	State TIRCP Funds - 2020 Award	CON	\$ 107,100,000		12,258,000	6,405,000	88,437,000	107,100,000
2	State TIRCP Funds - 2022 Award	CON	\$ 8,553,000				8,553,000	8,553,000
3	Measure BB	CON	\$ 35,296,000				35,296,000	35,296,000
4	SF Proposition L	CON	\$ 35,296,000				35,296,000	35,296,000
5								-
			Cashflow Demand	-	12,258,000	6,405,000	167,582,000	186,245,000

Form Notes

1. Cashflow demand is the amount of cash needed from Alameda CTC's administered funds to deliver the project based on timing of planned expenditures by fiscal year.
2. Fund Source is for only Alameda CTC Administered Funds obligated by the funding agreement (Measure B, Measure BB, Vehicle Registration Fee, Transportation Fund For Clean Air, CMA-TIP) or external funds (ATP, STIP, etc).
3. Phase reflects the phase that Alameda CTC's funds are assigned to based on the funding agreement.
4. Prior is amount reimbursed to date by the Alameda CTC, and should be updated to reflect actuals to date each time this form is updated.
5. ROW phase includes ROW Support, ROW Capital, and Utilities. CON phase includes Construction Capital and Construction Support

Notes

Initial payment due at time of option execution will be funded with TIRCP funds. Rail Car production is expected to begin December 2025 and be completed March 2026.



Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 19, 2023

TO: Alameda County Transportation Commission

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

SUBJECT: BART Station Modernization and Capacity Program (TEP-19) -
Approve Measure BB Allocation for BART's Next Generation Fare
Gates Project

Recommendation

It is recommended that the Commission approve the following actions related to the BART Next Generation Fare Gates Project, which is eligible for Measure BB funding from the BART Station Modernization and Capacity Program (TEP-19) commitment in the 2014 Measure BB Transportation Expenditure Plan (TEP):

- 1) Allocate \$19.57 million of Measure BB funds from the BART Station Modernization and Capacity Program (TEP-19) for the BART Next Generation Fare Gates Project; and
- 2) Authorize the Executive Director or designee to enter into the necessary agreements to encumber the allocated funds and facilitate delivery of the Project.

Summary

The San Francisco Bay Area Rapid Transit District (BART) has requested an allocation of Measure BB funds from the BART Station Modernization and Capacity Program (TEP-19) commitment for the BART Next Generation Fare Gates Project. The requested allocation of \$19.57 million of Measure BB funding is part of a funding package for a \$35.13 million project to install new fare gates at all 22 BART stations in Alameda County. The new fare gates are scheduled to be installed by the end of 2026.

Background

The 2014 Measure BB Transportation Expenditure Plan (2014 TEP) included \$90 million of Measure BB funding for the BART Station Modernization and Capacity Program. The 2014 TEP included the following language for the BART Station Modernization and Capacity Program:

“The BART Station Modernization and Capacity Program will receive \$90 M for improvements at all BART stations in Alameda County, addressing station site, building envelope, escalator and elevator rehabilitation/replacement, circulation and wayfinding, air conditioning, lighting and ambient environment, station reliability upgrades, and other station equipment replacement/upgrades.”

In Summer 2023, BART submitted a request for allocation for \$19.57 million of Measure BB funds from 2014 TEP commitment (TEP-19) to support the BART Next Generation Fare Gates Project. The cashflow schedule submitted by BART with their request for allocation package shows the \$19.57 million spread across four fiscal years (FY23/24 through FY26/27). More details about the project costs and funding can be found in Attachment A: BART Request for Allocation Package.

The funding package for the fare gates project includes six (6) other grants from a mix of federal, state, and local (BART) sources in addition to the Measure BB commitment. The \$19.57 million of Measure BB represents approximately 56% of the estimated total project cost. More details about the project costs and funding can be found in Attachment A: BART Request for Allocation Package.

Upon review the request for allocation, and subsequent proposed use of Measure BB funds, Alameda CTC staff has determined the proposed use of Measure BB funds is eligible under the 2014 TEP the BART Station Modernization and Capacity Program (TEP-19).

In order to ensure Measure BB funds are drawn down concurrently and proportionately with non-Measure BB funds allocated for the same project phase, it is recommended that the availability of the Measure BB funds allocated for the Next Generation Fare Gates Project be limited to:

- \$2 million in FY 2023/24;
- \$7 million in FY 24/25;
- \$7 million in FY 25/26; and
- \$3.57 million in FY 26/27.

In no event shall the drawdown of the Measure BB funds exceed the Measure BB proportional share of the total eligible costs incurred by BART at the time of any request for reimbursement from BART. These drawdown requirements will be specified in the Project Funding Agreement to be executed with BART to encumber the allocated funds for the requested scope.

Upon approval of the Measure BB allocation, the remaining amount from the \$90 million in Measure BB funding specified for BART Station Modernization and Capacity Program (TEP-19) is approximately \$52.780M as shown in the allocation record below.

Measure BB (TEP-19) Commitment Allocation History		
Project	Phase	Allocations
19th Street Oakland BART Modernization	CON	\$17,650,000
BART Next Generation Fare Gates Project	CON	\$19,570,000 <i>(Current Request)</i>
Total Allocations		\$37,220,000
Measure BB (TEP-19) Commitment Total		\$90,000,000
<i>Less prior and current requested allocations</i>		- \$37,220,000
Remaining Measure BB (TEP-19) Balance		\$52,780,000

Fiscal Impact: Approval of the recommended actions will allocate \$19.57 million of Measure BB BART Station Modernization and Capacity Program (TEP-19) funds and authorize the allocated funds to be encumbered in a Project Funding Agreement (PFA) with BART to make them available for reimbursement of eligible costs incurred by BART.

Attachment:

- A. BART Request for Allocation Package



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

2150 Webster Street, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

6.4A

2023

August 25, 2023

Janice Li
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

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

Subject: BART Measure BB Allocation Request for Next Generation Fare Gates and Rail Car Procurement Projects

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Duffy
9TH DISTRICT

Dear Mr. Bhat,

On behalf of the San Francisco Bay Area Rapid Transit District (BART), I am submitting this allocation request totaling \$54,920,000 of Alameda County Transportation Commission (ACTC) Measure BB Transportation Sales Tax funds (Measure BB funds). This allocation request is for two projects as detailed below and in the attached Request for Allocation (RFA) forms.

BART Next Generation Fare Gates Project. We are requesting \$19.57 million of Measure BB funds to support our Next Generation Fare Gates Project, which will install more than 700 new fare gates systemwide to replace the existing gates. We are requesting these funds from the BART Station Modernization and Capacity Program Transportation Expenditure Plan (TEP) named commitment (TEP ID 19). The attached RFA forms (Attachment A) further details the request.

BART Core Capacity Program Rail Car Procurement Project. We are also requesting \$35.35 million of Measure BB funds to support our Core Capacity Program, specifically an option of the rail car program project element contract to execute an option to procure 100 additional rail cars. We are requesting these funds from the Bay Fair Connector/BART METRO TEP named commitment (TEP ID 18). The attached RFA forms (Attachment B) further details the request.

We appreciate ACTC's ongoing coordination and communication with our teams on these major projects. ACTC's investment in these two projects will leverage significant other local, state, and federal funding, providing extensive transportation benefits to the region. Should you have any questions about these requests, please do not hesitate to reach out to me at rob.jaques@bart.gov or Donna Lee at dlee@bart.gov.

Sincerely,

Rob Jaques
Manager, Grants & Funding Advocacy



Request for Allocation Package

Form 1 - Measure BB Request for Allocation

A. PROJECT SPONSOR INFORMATION

Project Sponsor	San Francisco Bay Area Rapid Transit (BART)	Date	7/28/2023
Primary Contact	Donna Lee	Phone	510 464-6282
Project Title	Next Generation Fare Gates	Email	dlee@bart.gov

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

Request for Allocation From TEP ID TEP-19: BART Station Modernization

	<u>Amount</u>
Total Measure BB TEP Commitment Amount	\$ 90,000,000.00

Prior TEP Allocation Record

<u>Date Approved</u>	<u>Identify Phase</u>	<u>Amount</u>

Remaining Unallocated TEP Balance	\$ 90,000,000.00
-----------------------------------	------------------

C. SPONSOR'S CURRENT REQUEST FOR ALLOCATION

<u>Identify Phase</u>	
5. CON	\$ 19,570,000.00
	\$ -
	\$ -
	\$ -
Subtotal Current Request for Allocation	\$ 19,570,000.00

Remaining TEP Balance = (Commitment - Prior - Current Request)	\$ 70,430,000.00
--	------------------

D. REQUEST FOR ALLOCATION JUSTIFICATION

1. Current Project Status

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

The Next Generation Fare Gates (NGFGs) Project will upgrade fare gates at all twenty-two stations in Alameda County. This effort is part of a larger \$90 million capital project to replace more than 700 fare gates throughout the BART system. STraffic America has been brought under contract to finalize the design of the fare gates and to provide the fare gates for the prototype station which is the West Oakland station. Following testing and acceptance of the fare gates, the project will proceed with installing fare gates at the remaining 8 base stations and with the options for all fare gates.

2. Justify Allocation Request needs and approval timing requirements.

The existing fare gates have reached the end of their useful life and consistently been identified by BART riders and community stakeholders as a priority for replacement.

3. Describe expected outcomes of the Current Request for Allocation

New fare gates will be installed at all twenty-two stations; West Oakland, Lake Merritt, Fruitvale, Coliseum, San Leandro, Bay Fair, Hayward, South Hayward, Union City, Fremont, Rockridge, Oakland Airport, 12th St, 19th St., MacArthur, Castro Valley, West Dublin / Pleasanton, Dublin / Pleasanton, Ashby, Downtown Berkeley, North Berkeley, and Warm Springs.



Form 2 - Project Scope

1. PROJECT SCOPE

Project Title: Next Generation Fare Gates

Project Description: The Next Generation Fare Gates (NGFGs) Project will upgrade 277 fare gates located at all twenty-two stations in Alameda County. This effort is part of a larger \$90 million capital project to replace more than 700 fare gates throughout the BART system.

Project Location: At all Alameda County BART stations; West Oakland, Lake Merritt, Fruitvale, Coliseum, San Leandro, Bay Fair, Hayward, South Hayward, Union City, Fremont, Rockridge, Oakland Airport, 12th St, 19th St., MacArthur, Castro Valley, West Dublin / Pleasanton, Dublin / Pleasanton, Ashby, Downtown Berkeley, North Berkeley, and Warm Springs.

Planning Area: Multi

Primary Mode: Transit

Attach a Map of Project Location and Scope



Form 3 - Project Schedule

2. PROJECT SCHEDULE

	Begin (Mo/Yr)	End (Mo/Yr)
Scoping/Planning	Jan-19	Apr-23
PE/Environmental		
CEQA Approval		
NEPA Approval		
Final Design (PS&E)		
Right-of-Way Acquisition		
Right-of-Way Certification		
Utility Relocation/Protection		
Construction	May-23	Dec-26
Operations		
Rolling Stock Acquisition		
Other Non-Capital Phases (list below)		
Extended Warranty	Jan-27	Dec-30
Project Closeout	Jan-31	Jun-31

Current Project Status

Fare gate final design is being completed under the fare gate procurement contract.

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



Form 4 - Project Cost Detail By Phase

3. PROJECT COST DETAIL BY PHASE

1. SCOPING/PLANNING PHASE	\$	1,149,936
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Sub-total Sponsor Staff Costs	\$	542,003
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Contract & Direct Costs (itemize)

HNTB-FMG 6M6138 B-01.01, B-02-01, 02, 03	\$	304,684
PGH Wong 6M8176 B.11-01	\$	23,451
Jacobs 6M8145 B.33-01	\$	279,798
	\$	-
Sub-total Contract/Direct Costs	\$	607,933

TOTAL PHASE COST	\$	1,149,936
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2. PE/ENVIRONMENTAL PHASE	\$	-
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TOTAL PHASE COST	\$	-
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3. FINAL DESIGN (PS&E)	\$	-
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TOTAL PHASE COST	\$	-
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4. RIGHT-OF-WAY CAPITAL	\$	-
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TOTAL PHASE COST	\$	-
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5. RIGHT-OF-WAY SUPPORT	\$	-
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TOTAL PHASE COST	\$	-
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6. UTILITY RELOCATION AND PROTECTION	\$	-
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TOTAL PHASE COST	\$	-
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7. CONSTRUCTION CAPITAL	\$	31,252,169
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Sub-total Sponsor Staff Costs	\$	3,120,000
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Contract & Direct Costs (itemize)

STraffic America Contract 47CJ-230A	\$	21,502,169
Construction Contractor(s) TBD	\$	4,680,000
District Furnished Materials	\$	1,950,000
	\$	-
Sub-total Contract/Direct Costs	\$	28,132,169

TOTAL PHASE COST	\$	31,252,169
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8. CONSTRUCTION SUPPORT	\$	2,730,000
Sub-total Sponsor Staff Costs	\$	1,170,000
Contract & Direct Costs (itemize)		
Construction Management Support	\$	1,170,000
Project Management Support	\$	390,000
	\$	-
	\$	-
Sub-total Contract/Direct Costs	\$	1,560,000
TOTAL PHASE COST	\$	2,730,000
9. ROLLING STOCK ACQUISITION	\$	-
TOTAL PHASE COST	\$	-
10. OPERATIONS	\$	-
TOTAL PHASE COST	\$	-
11. OTHER (non-capital)	\$	-
TOTAL PHASE COST	\$	-

TOTAL PROJECT COST SUMMARY BY PHASE

1. Planning/Scoping	\$	1,149,936
2. PE/Environmental	\$	-
3. Final Design (PS&E)	\$	-
4. Right-of-Way Capital	\$	-
5. Right of- Way Support	\$	-
6. Utility Relocation/Protection	\$	-
7. Construction Capital	\$	31,252,169
8. Construction Support	\$	2,730,000
9. Rolling Stock Acquisition	\$	-
10. Operations	\$	-
11. Other (non-capital)	\$	-
TOTAL PROJECT COST	\$	35,132,105



Form 5 - Project Cost Detail By Phase

SECTION 3: Project Cost Estimate by Phase and Source

Fund Source-->	FTA	State	State	Local	BART	ACTC	TBD
Fund Subset-->	Formula Funds	AHSC	AHSC	South Hayward JPA	Capital Allocations	Measure BB	TBD
Fund Status-->	Programmed	Programmed	Planned	Programmed	Programmed	Programmed	TBD

Phase

	TOTAL BY PHASE						
1. Scoping/Planning	\$ 1,149,936	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2. PE/Environmental	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3. Final Design (PS&E)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4. Right-of-Way Capital	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5. Right-of-Way Support	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
6. Utility Relocation/Protection	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7. Construction Capital	\$ 4,953,355	\$ 1,900,000	\$ 837,063	\$ 750,000	\$ 4,797,932	\$ 18,013,819	\$ -
8. Construction Support	\$ 1,170,393	\$ -	\$ -	\$ -	\$ -	\$ 1,559,607	\$ -
9. Rolling Stock Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
10. Operations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
11. Other Non-Capital Phases	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL BY SOURCE	\$ 7,273,683	\$ 1,900,000	\$ 837,063	\$ 750,000	\$ 4,797,932	\$ 19,573,427	\$ -
							\$ 35,132,105

Notes and special considerations on status of identified Fund Sources, Funds Requested i.e. seeking grants, TBD, others.

Project Cashflow Demand Forecast

Project Title Next Generation Faregates
Project Manager: Michael Wong
Project Number: 47CJ012 & 47CJ112
Prepared By: Denise McDonald
Date Updated: 8/15/2023

No.	FUND SOURCE	PHASE	Allocated Amount	Expended	Remaining	PRIOR	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	TOTAL
1	FTA Formula Funds	PE/ENV	\$ 919,717	\$ 919,717	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2	BART/Other Grants/Other	PE/ENV	\$ 229,929	\$ 229,929	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	FTA Formula Funds	CON	\$ 6,123,060	\$ 175,094	\$ 5,947,966	\$ -	\$ 3,200,000	\$ 2,400,000	\$ 347,966	\$ -	\$ -	\$ -	\$ -	\$ 5,947,966
4	BART/Other Grants/Other	CON	\$ 4,790,065	\$ 43,773	\$ 4,746,292	\$ -	\$ 2,400,000	\$ 1,000,000	\$ 600,000	\$ 300,000	\$ 200,000	\$ 200,000	\$ 46,292	\$ 4,746,292
5	State AHSC	CON	\$ 2,737,063	\$ -	\$ 2,737,063	\$ -	\$ -	\$ 2,237,063	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 2,737,063
6	Local South Hayward JPA	CON	\$ 750,000	\$ -	\$ 750,000	\$ -	\$ -	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750,000
7	Measure BB (ACTC)	CON	\$ 19,573,427	\$ -	\$ 19,573,427	\$ -	\$ 2,000,000	\$ 14,000,000	\$ 3,000,000	\$ 573,427	\$ -	\$ -	\$ -	\$ 19,573,427
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Cashflow Demand	\$ 1,368,513	\$ 33,754,748	\$ -	\$ 7,600,000	\$ 20,387,063	\$ 4,447,966	\$ 873,427	\$ 200,000	\$ 200,000	\$ 46,292	\$ 33,754,748

Form Notes

- 1. Cashflow demand is the amount of cash needed from Alameda CTC's administered funds to deliver the project based on timing of planned expenditures by fiscal year.
- 2. Fund Source is for only Alameda CTC Administered Funds obligated by the funding agreement (Measure B, Measure BB, Vehicle Registration Fee, Transportation Fund For Clean Air, CMA-TIP) or external funds (ATP, STIP, etc).
- 3. Phase reflects the phase that Alameda CTC's funds are assigned to based on the funding agreement.
- 4. Prior is amount reimbursed to date by the Alameda CTC, and should be updated to reflect actuals to date each time this form is updated.
- 5. ROW phase includes ROW Support, ROW Capital, and Utilities. CON phase includes Construction Capital and Construction Support

Notes



Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 19, 2023

TO: Alameda County Transportation Commission

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

SUBJECT: Approve the Alameda County 2024 State Transportation Improvement Program

Recommendation

It is recommended the Commission approve Resolution 23-013 (Attachment A) which includes \$64.236 million of 2024 State Transportation Improvement Program (STIP) funds for Alameda County.

Summary

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources administered by the California Transportation Commission (CTC), including Senate Bill 1 (SB 1). The 2024 STIP will cover Fiscal Years (FYs) 2024-25 through 2028-29. Alameda County's share of the CTC-adopted 2024 STIP Fund Estimate is \$64.236 million.

As part of the overall STIP programming process, Alameda CTC is to adopt and forward a program of STIP projects to the Metropolitan Transportation Commission (MTC) for inclusion in MTC's 2024 Regional STIP program (2024 RTIP). As the Regional Transportation Planning Agency (RTPA) for the nine-county Bay Area, MTC is responsible for developing the regional priorities for the Regional Transportation Improvement Program (RTIP). MTC approves the region's RTIP and submits it to the CTC for inclusion in the STIP. Staff is recommending Commission approval of Resolution 23-013, the Alameda County 2024 STIP Project List (Attachment A) which is consistent with the 2024 STIP Principles adopted by the Commission in September 2023 (Attachment B).

Background

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System that is administered by the CTC and funded with revenues

from the State Highway Account and other State and federal funding sources, including SB 1. The STIP is composed of two sub-elements with 75% of the STIP funds reserved for the RTIP and 25% for the Interregional Transportation Improvement Program (ITIP). Each STIP cycle, Alameda CTC adopts and forwards a program of STIP projects to MTC. As the RTPA for the nine-county Bay Area, MTC is responsible for developing the regional priorities for the RTIP. MTC approves the region's RTIP and submits it to the CTC for inclusion in the STIP. Caltrans is responsible for developing the ITIP.

The STIP is one of the discretionary funding sources included in the Comprehensive Investment Plan (CIP), Alameda CTC's near-term strategic programming document. The CIP includes a five-year programming horizon and is updated annually to capture new programming and allocation recommendations. The 2024 STIP fund estimate includes \$64.236 million available for Alameda County. Programming approved for the 2024 STIP will be incorporated in the next annual update of the CIP.

2024 STIP Program

At its September 2023 meeting, the Commission approved the 2024 STIP principles and schedule. Based on the approved item and 2024 STIP fund estimate, jurisdictions were requested to provide preliminary information for projects and programs that could meet the 2024 STIP program requirements. Alameda CTC received six (6) project applications requesting \$95.749 million in funding. Staff performed a preliminary analysis of the project requests received and contacted sponsors for further information. As listed in Attachment C, the projects were evaluated for funding in accordance with the STIP principles, including the requirements for an approved Project Study Report (PSR) or PSR-equivalent, federalized environmental document (obtained or planned) and potential to leverage external funds. Projects were also evaluated to ensure they align with the goals and objectives of the Alameda CTC's near-term strategic planning and programming documents, the Countywide Transportation Plan and the Comprehensive Investment Plan.

Staff is recommending Commission approval of the Alameda County 2024 STIP Program (Attachment A), which reflects a revised program recommendation based on the action taken at the October 12th ACTAC meeting. At the ACTAC meeting, Fremont staff declined the recommended award of \$2.59 million of 2024 STIP for the submitted East Bay Greenway (Reach 6) project, citing concerns regarding the ability to secure full funding for the project within the time allowed (5 years). ACTAC discussed and unanimously approved moving the \$2.59 million from Fremont's project to LAVTA's Atlantis Maintenance Facility project, the only other project in the 2024 STIP program that is recommended for partial funding. Staff supports the revised recommendation and presented it at the October 16th PPC meeting where it was unanimously approved. Following a Commission action, the approved project list and supporting documentation including Resolution of Local Support, PSR/ PSR-equivalent and other final STIP application material is due to MTC by November 1, 2023.

The recommended 2024 STIP program of projects are subject to MTC and CTC approvals and requirements. Following Commission approval, if there are any changes to the programming amounts, they will be brought back to the Commission at a future meeting.

Next Steps

Due to the condensed programming schedule for the 2024 STIP, Alameda County's 2024 STIP program needs to be approved in October 2023 in order to meet MTC's November 1, 2023 submittal deadline for the county STIP programs and supporting documentation. In addition to a Commission-approved 2024 STIP project list, the documentation required by MTC for each project recommended for STIP funding includes:

- MTC Complete Streets Checklist
- Electronic STIP Project Programming Request (ePPR) form
- Performance measures analysis
- Final Project Study Report (PSR) or PSR Equivalent, and
- MTC Resolution of Local Support

The MTC-approved RTIP is due to the CTC in December 2023 and the final 2024 STIP is scheduled to be adopted by the CTC in March 2024.

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

Attachments:

- A. Resolution 23-013, Alameda County 2024 STIP Program
- B. Principles for the Development of the Alameda County 2024 STIP Project List, Approved 09/28/23
- C. Alameda County 2024 STIP Program Evaluation



ALAMEDA COUNTY TRANSPORTATION COMMISSION RESOLUTION 23-013

Commission Chair
Mayor John J. Bauters
City of Emeryville

Commission Vice Chair
Supervisor David Haubert, District 1

Alameda County
Supervisor Elisa Márquez, District 2
Supervisor Lena Tam, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

AC Transit
President Joel B. Young

BART
Director Rebecca Saltzman

City of Alameda
Mayor Marilyn Ezy Ashcraft

City of Albany
Councilmember Preston Jordan

City of Berkeley
Councilmember Rigel Robinson

City of Dublin
Mayor Melissa Hernandez

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Mark Salinas

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

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

City of Piedmont
Mayor Jen Cavenaugh

City of Pleasanton
Mayor Karla Brown

City of San Leandro
Mayor Juan Gonzalez, III

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

Approval of the Alameda County 2024 State Transportation Improvement (STIP) Program

WHEREAS, SB 45 (Chapter 622, Statutes 1997) substantially revised the process for estimating the amount of state and federal funds available for transportation projects in the state and for appropriating and allocating the available funds to these projects; and

WHEREAS, as part of this process, the Alameda County Transportation Commission (Alameda CTC) is responsible for programming projects eligible for Regional Improvement Program (RIP) funds, pursuant to Government Code Section 14527 (a), for inclusion in the Regional Transportation Improvement Program, and submission to the Metropolitan Transportation Commission (MTC) for inclusion in the MTC Regional Transportation Improvement Program (RTIP) and then to the California Transportation Commission (CTC), for inclusion in the State Transportation Improvement Program (STIP); and

WHEREAS, projects recommended for inclusion in the 2024 STIP must be consistent with the Commission-approved 2024 STIP Principles and satisfy all STIP programming, allocation and delivery requirements; and

WHEREAS, the funding identified in the 2024 STIP Fund Estimate for Alameda County includes \$ 18.557 million of carryover and unprogrammed balances from prior STIP cycles, \$1.875 million of new STIP funding for Planning, Programming and Monitoring (PPM) and \$43.804 million of new STIP funding for projects for a total Fund Estimate of \$64.236 million.

NOW, THEREFORE BE IT RESOLVED, that the Alameda CTC approves the 2024 STIP program detailed in Exhibit A.

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, October 26, 2023 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED:

Attest:

John J. Bauters
Chair, Alameda CTC

Vanessa Lee,
Clerk of the Commission

EXHIBIT A

Alameda County 2024 STIP Program

Index	Project	Proposed for 2024 STIP (\$ x 1,000)
Prior STIP Commitments		
1	AC Transit Purchase of 10 Zero-emission Buses	\$13,125
2	Improved Bike/Ped Connectivity to East Span SFOBB (2022 STIP Carryover project - MTC/BATA)	\$5,063
Recommended for Full Funding of 2024 STIP Request to Complete Committed Funding Plan		
3	Oakland Alameda Access (formerly I-880 Broadway-Jackson)	\$23,474
4	Village Parkway Complete Streets Improvements	\$9,150
5	Interstate 680/Sunol Boulevard Interchange Modernization	\$6,000
Recommended for Partial Funding of 2024 STIP Request to Leverage Additional Funds		
7	LAVTA Atlantis Facility Construction	\$5,180
STIP Planning Programming and Monitoring (PPM)		
8	STIP Administration - Alameda CTC portion	\$1,875
9	STIP Administration - MTC portion	\$369
Total 2024 STIP		\$64,236

Principles for the Development of the Alameda County 2024 STIP Project List
(adopted 9/28/2023)

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

Alameda County 2024 STIP Program Evaluation

			\$ in millions				
Index	Sponsor	Project Name	Total Project Cost	STIP funds Requested	2024 STIP Recommendation	Phase	Evaluation Notes / Comments
Prior STIP Commitment							
1	AC Transit	Purchase of 10 Zero-emission Buses	\$ 17.650	\$ 13.125	\$ 13.125	CON	Fulfills prior \$40M STIP Commitment to AC Transit's BRT project; Potential to leverage external funds.
Recommended for Full Funding of 2024 STIP Request to Complete Committed Funding Plan							
2	Alameda CTC	Oakland Alameda Access (I-880 Broadway/Jackson)	\$ 151.917	\$ 23.474	\$ 23.474	CON	Named project in 2014 MBB Expenditure Plan; In 10-year CTP Priority list; Addresses multimodal / safety needs; Funding plan secured / complete with STIP.
3	Dublin	Village Parkway Complete Streets Improvements	\$ 19.700	\$ 9.150	\$ 9.150	CON	In CTP Programmatic Category; Addresses multimodal / safety needs; Funding plan secured / complete with STIP.
4	Pleasanton	Interstate 680/Sunol Boulevard Interchange Modernization	\$ 33.420	\$ 6.000	\$ 6.000	CON	In 10-year CTP Priority list; Addresses multimodal / safety needs; Funding plan secured / complete with STIP.
Recommended for Partial Funding of 2024 STIP Request to Leverage Additional Funds							
5	LAVTA	LAVTA Atlantis Facility Construction	\$ 84.595	\$ 19.000	\$ 5.180	CON	In 10-year CTP Priority list; Supports ZEB fleet & expansion needs; Funding plan partially secured; Potential to leverage external funds.
Not Recommended for 2024 STIP Funding							
6	Fremont	East Bay Greenway - Reach 6 (Innovation District to Bay Trail)	\$ 92.019	\$ 25.000	\$ -	CON	In 10-year CTP Priority list; Addresses multimodal / safety needs; Funding plan partially secured; Potential to leverage external funds; Sponsor has declined original staff recommendation of \$2.59M.
Total 2024 STIP Recommendation for Projects			\$ 399.301	\$ 95.749	\$ 56.929		

New 2024 STIP funding for projects	\$ 43.804
Funds reserved for a prior STIP commitment	\$ 13.125



Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 19, 2023

TO: Alameda County Transportation Commission

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

SUBJECT: Approve actions necessary to facilitate advancement of the Oakland Alameda Access Project

Recommendation

It is recommended that the Commission approve the project funding plan and authorize the Executive Director or designee to enter into necessary agreements to facilitate project delivery of the Oakland Alameda Access Project, which is included in the 2014 Measure BB Transportation Expenditure Plan.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor of the Oakland Alameda Access Project (Project). The Project, previously known as the I-880 Broadway-Jackson Interchange Project, has been in the planning stages for more two decades due to the lack of consensus between key stakeholders. The Project is a named capital project in the 2000 Measure B and the 2014 Measure BB Transportation Expenditure Plan (TEP) and has a combined earmark of \$83,101,000 in Measure funds.

In June 2023, the California Transportation Commission (CTC) awarded \$25 million Senate Bill 1 (SB1) Local Partnership Program Complete (LPP-C) funds for the construction phase of the Project. As a requirement of the LPP-C award, Alameda CTC is required to include a full funding plan for Project in the SB1 baseline agreement, for approval by the CTC.

The current estimated total cost of the project is \$151.9 million, from inception to completion of construction and is currently funded by a combination state and local funds. The Project is currently in the Design phase and scheduled to be advertised for construction in 2024 and begin construction by Spring 2025.

The California Department of Transportation (Caltrans) will be the Implementing Agency of the Construction phase of the Project. This recommendation addresses Caltrans' requirements as a full funding plan is required and will allow advancement of the project into the construction phase.

Background

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and the implementing agency for the Plans, Specifications and Estimate (PS&E) and right-of-way (R/W) phases for the Project. Currently the Project has entered the 95% PS&E milestone.

The purpose of the Project is to:

- Improve mobility and safety for travelers between I-880, the City of Alameda, and downtown Oakland neighborhoods;
- Reduce freeway-bound regional traffic on local roadways and within area neighborhoods;
- Reduce conflicts between regional and local traffic; and
- Improve connectivity for bicycle and pedestrian traffic within the project area.

The Project, previously known as the I-880 Broadway Jackson Project, has been in the planning stages for nearly 30 years. Caltrans as the lead agency for the environmental document approved the final environmental document in August 2021, which was an Environmental Impact Report in compliance with the California Environmental Quality Act and an Environmental Assessment in compliance with the National Environmental Policy Act. The related Project Report was approved by Caltrans in January 2022, marking the completion of the Project Approval and Environmental Document (PA&ED) phase.

The current estimated total cost from inception to completion of construction of the Project is \$151.9 million. The Project has leveraged a significant amount of external funding and is currently funded with a combination of \$8.1 million of 2000 Measure B, \$73.5 million of 2014 Measure BB, \$2.5 million local CMA TIP, \$11.9 million STIP and \$32.5 million SB1 LPP funds. Currently, the \$23.5 million needed to complete the funding plan is proposed through the 2024 STIP under PPC item 5.3, as listed in the subsequent table.

OAAP – Costs and Funding by Phase							
Phase	Costs	Funding (\$ x 1,000)					
		Local			State		
		MB	MBB	CMA TIP	LPP-C	LPP-F	STIP
PA/ED	13,901	8,101	5,800				
PS&E	12,050		12,000				50
R/W	6,966		6,770			196	
CON	119,000		48,875	2,500	25,000	7,281	35,344
Total	151,917	8,101	73,445	2,500	25,000	7,477	35,394

As per the SB1 LPP Guidelines, Alameda CTC must execute a baseline agreement with the CTC, that includes a full funding plan for the Project, by December 2023. Execution of a Baseline Agreement will permit Caltrans to submit any funding allocation requests to the CTC for state funds (SB1 and STIP) in fall 2024.

Staff will update the Commission and bring future funding-related actions prior to the implementation of the construction phase.

Fiscal Impact: There is no fiscal impact.

Attachment:

- A. Oakland Alameda Access Project Fact Sheet

Oakland Alameda Access Project

6.6A

OCTOBER 2023

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) is currently working to advance the Oakland Alameda Access Project, including multimodal safety improvements and changes to arterial roadway operations that will reduce freeway impacts on the local community. Today, motorists traveling between the I-880 and I-980 freeways and the Webster and Posey Tubes, which connect the cities of Oakland and Alameda, must travel along congested city streets causing heavy bottlenecks, long delays and vehicle-pedestrian-bicycle conflicts. After an extensive planning and community process, an alternative that best meets the project's purpose and need was selected. This alternative has been documented in the Final Environmental Document and is being carried into the final design phase, which commenced in February 2022.

PROJECT NEED

- Access between the freeway and the roadway networks between I-880 and the Tubes is limited and indirect and access to/from the cities of Oakland and Alameda is circuitous.
- Oakland Chinatown has a high volume of pedestrian activity and experiences substantial vehicle-pedestrian conflicts.
- The I-880 viaduct limits bicycle and pedestrian connectivity between downtown Oakland and the Jack London District.

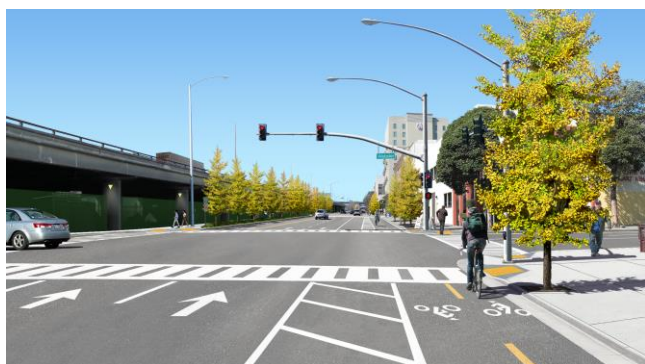


PROJECT BENEFITS

- Improves multimodal safety and reduces conflicts in equity priority communities and will reduce incidents between regional and local traffic
- Enhances bicycle and pedestrian accessibility and connectivity within the project study area
- Creates more multimodal options helping to protect the climate
- Improves mobility and accessibility between I-880, SR-260, City of Oakland downtown neighborhoods and the City of Alameda, some of which are equity priority communities that are low income and have been historically underserved
- Reduces freeway-bound regional traffic and congestion on local roadways and in area neighborhoods, reducing carbon emissions



Aerial view of Oakland Alameda Access Project.



Rendering of 6th and Webster Streets.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Final Design—Plans, Specifications and Estimates (PS&E)

Environmental Document: Environmental Impact Report/ Environmental Assessment

- Final Environmental Document approved on August 16, 2021
- Final Project Report approved on February 2, 2022

PARTNERS AND STAKEHOLDERS

Federal Highway Administration, California Department of Transportation, the cities of Oakland and Alameda, regional organizations, local advocacy groups, businesses and residential organizations in Alameda, Chinatown and Jack London District

www.alamedactc.org/oakland-alamedaproject

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

Scoping	\$2,172
Preliminary Engineering/ Environmental	\$11,729
Final Design (PS&E)	\$12,050
Right-of-Way	\$6,966
Construction	\$119,000
Total Expenditures	\$151,917

FUNDING SOURCES* (\$ X 1,000)

Measure BB	\$73,445
Measure B	\$8,101
State	\$67,871
Local (CMA-TIP)**	\$2,500
Total Revenue	\$151,917

*Pending Commission approval.

**Congestion Management Agency Transportation Improvement Program.

SCHEDULE BY PHASE

	Begin	End
Scoping	Summer 2009	Spring 2011
Preliminary Engineering/ Environmental	Fall 2017	Early 2022
Final Design	February 2022	Fall 2024
Right-of-Way	Early 2022	Fall 2024
Construction	Spring 2025	Late 2027

Note: Information on this fact sheet is subject to periodic updates.
Schedule assumes just-in-time funding.



Memorandum

6.7

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 19, 2023

TO: Alameda County Transportation Commission

FROM: Jhay Delos Reyes, Director of Project Delivery

SUBJECT: Approve actions necessary to facilitate the project development of the Rail Safety Enhancement Program

Recommendation

It is recommended that the Commission approve the following actions to facilitate the delivery of Plans, Specifications, and Estimate (PS&E) phase of the Rail Safety Enhancement Program (RSEP, Project Number 1392.104):

1. Approve Amendment No.2 for contract A20-0013 with T.Y. Lin International for an amount of \$900,000 for a total not-to-exceed amount of \$2,630,000 and authorize an 18-month extension to June 30, 2026, and;
2. Approve Amendment No.2 for contract A20-0014 with Kimley-Horn and Associates, Inc. (KHA), for an amount of \$1,030,379 for a total not-to-exceed amount of \$5,650,000 and authorize an 18-month extension to June 30, 2026, and;
3. Authorize the Executive Director to release a Request for Proposals (RFP) for Construction Management Services for RSEP, and enter into negotiations with the top-ranked firm and;
4. Authorize the Executive Director to release an RFP for Preliminary Engineering/Environmental (PE/Env), PS&E, and Right-of-Way (R/W) Services of RSEP crossings to be funded by the Federal Section 130 program and enter into negotiations with the top-ranked firm.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the Project Sponsor, and Implementing Agency for the RSEP. RSEP was developed from the Countywide Goods Movement Plan, and the prioritization framework to select the at-grade crossings came from the Rail Strategy Study approved by the Commission in 2016 and 2018 respectively. The safety improvements for at-grade crossings in RSEP is divided into two phases, RSEP-

A and RSEP-B. RSEP-A focuses on near-term delivery in three to five years since the beginning of the program in 2020.

Currently Alameda CTC is focusing on RSEP-A which constructs pedestrian and roadway improvements at 28 rail crossings and two trespass areas on the Union Pacific Railroad (UPRR) corridors within Alameda County. California Environmental Quality Act (CEQA) clearance of the all 30 locations in RSEP-A was completed in September 2023. A separate National Environmental Protection Act (NEPA) clearance will be completed in 2024 in order to comply with the Consolidated Railroad Infrastructure Safety Improvement (CRISI) grant awarded in June 2022.

The Project is advancing PS&E phase work in order to reach the needed design milestone with UPRR to begin work on the time-critical Construction and Maintenance (C&M) Agreement, which is required for each at-grade crossing individually. Due to the nature of work of the safety upgrades, several utility relocations will be needed in UPRR R/W which are considered during the C&M development. Additionally, coordinating the number C&M agreements in RSEP-A with UPRR has extended the anticipated RTL from September 2024 to December 2025.

Alameda CTC through a competitive bid process awarded and A20-0013 to TY Lin in July 2020 and A20-0014 to KHA. Approval of the staff recommendation for contract amendments will encumber funds to provide needed services in order to achieve RTL of the RSEP-A Crossings. A summary of all contract actions related to Agreement No. A20-0013 and A20-0014 is provided in Tables A and B respectively.

To support preparation of the construction plans, eventual bid and construction administration, staff recommends authorizing a release of an RFP for CM services. Separately, in coordination with the California Public Utilities Commission (CPUC) and Caltrans Division of Rail and Mass Transportation, 1 crossing in RSEP-A and additional crossings in RSEP-B have recently been funded through the Federal, Section 130 program, including design and construction. To ensure Alameda County retains this federal funding, this recommendation includes authorizing the release of an additional RFP to support all project development phases in order to obtain a consultant team eligible for reimbursement through the federal Section 130 program, which requires the contract procured by following the federal processes and will include a Disadvantaged Business Equity (DBE) goal.

Background

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

proximity to equity priority communities, and anticipated growth narrowed the number of at-grade locations to 42.

Separately in 2019, the Federal Rail Administration identified that Alameda County had the 4th highest number of fatalities on rail corridors in the nation. Alameda CTC's response to this, and in combination of previous work, led to the RSEP. The 42 crossings were then divided into two separate work programs, RSEP-A and RSEP-B, where the goals of RSEP-A focused on delivery in three to five years. The RSEP-A program comprises 28 at-grade crossings and two trespass locations at Union Pacific Railroad crossings in the Cities of Berkeley, Oakland, San Leandro, Hayward, Livermore and unincorporated Alameda County.

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

Contract Amendments

Staff has negotiated the contract amendments with T.Y. Lin and KHA. For each contract additional services are needed due to added railroad requirements and coordination which extends the RTL date in the project schedule:

- T.Y. Lin International (A20-0013): TY Lin provides Project Management Oversight (PMO) services for RSEP-A to the ready-to-list (RTL) milestone. This amendment provides the needed funds to:
 - o Support Project Management, local agency and stakeholder coordination through RTL;
 - o Coordinate discussions with local agencies, stakeholders, KHA team (see additional KHA team actions below), and Alameda CTC to obtain all known permits, licenses and agreements for execution to achieve RTL;
 - o Support development and production of grants;
 - o Provide on-call capacity for unforeseen required efforts needed to achieve RTL.

Project Management Oversight services is part of the overall administration of a Project. Depending on the complexity of a Project, administrative costs are between 3% - 5% of the total project costs. Approval of this item would represent approximately 2.6% of project administrative costs, which is still well within industry standard. A summary of actions for A20-0013 is included in Table A.

Table A: Summary of Agreement No. A20-0013 with T.Y. Lin International			
Contract Status	Work Description/Amendment	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with TY Lin, Int'l <i>Approved July 2020</i>	Project Management Oversight Services	\$1,590,000	\$1,590,000
Amendment No. 1 <i>July 2022</i>	Additional budget and extend the term from 8/31/2023 to 12/31/2024	\$140,000	\$1,730,000
Amendment No. 2 <i>July 2023</i> (This Agenda Item)	Additional budget and extend the term from 12/31/2024 to 6/30/2026	\$900,000 (Proposed)	\$2,630,000 (Proposed)
Total Amended Contract Not-to-Exceed Amount			\$2,630,000

- KHA (A20-0014): KHA provides professional services for PE/Env, PS&E and R/W services for RSEP-A. This amendment provides the needed funds to:
 - o Support coordination between the PS&E design team through RTL;
 - o Due to refinement of the project design in coordination with Union Pacific, more properties require additional right of way needs beyond what was originally scoped;
 - o Additional coordination with the Federal Rail Administration is needed during design to ensure design improvements are eligible for federal funds;
 - o Additional mapping and survey needs are required related to the C&M Agreement with Union Pacific;
 - o Development of supporting technical drawings for currently known permits, licenses and agreements to achieve RTL;
 - o Provide on-call capacity for unforeseen required efforts needed to achieve RTL.

Project development support costs for PA/ED, PS&E and R/W services are separate of project administrative cost and can widely vary as a percentage of overall project costs based on the complexity of the Project. Approval of this item will result in a project development support costs being approximately 5.6% of the total project costs which is on the low end for a project of this complexity. A summary of actions for A20-0014 is included in Table B.

Table B: Summary of Agreement No. A20-0014 with KHA			
Contract Status	Work Description/Amendment	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with KHA <i>Approved July 2020</i>	PE/Env, PS&E and R/W phase services	\$3,859,621	\$3,859,621
Amendment No. 1 <i>July 2022</i>	Additional budget and extend the term from 8/31/2023 to 12/31/2024	\$760,000	\$4,619,621
Amendment No. 2 <i>July 2023</i> (This Agenda Item)	Additional budget and extend the term from 12/31/2024 to 6/30/2026	\$1,030,379 (Proposed)	\$5,650,000 (Proposed)
Total Amended Contract Not-to-Exceed Amount			\$5,650,000

Construction Management RFP

The project team has submitted the 95% plans for UPRR review for 26 of the 30 locations as of July 3, 2023. Alameda CTC's Construction Management Administration Guide recommends constructibility review of the PS&E package by an independent Construction Management team. The Construction Management team should be on board prior to preparation of the final bid package to ensure the bid package is complete for advertisement.

Section 130 Program RFP

Section 130 is a federally funded program with the purpose of reducing the number and severity of accidents at existing railroad crossings by eliminating hazards to pedestrians and vehicles. CPUC is responsible for identifying and prioritizing project locations under this program and works with local agencies, railroads and Caltrans. Caltrans obtains the federal allocation and manages the agreements under the Section 130 program.

CPUC, Caltrans, the Cities of Oakland and Union City and Alameda CTC have coordinated to implement improvements at two at-grade crossings which are considered fully funded through construction under the Section 130 program. Those two crossings are part of RSEP-B: High Street on the Niles Subdivision in Oakland and H Street on the Niles Subdivision in Union City. If Alameda CTC advances these crossings from RSEP-B due to the windfall of funding that has become available, the remaining crossings of RSEP-B would create a third implementation program of crossings; RSEP-A (original group), RSEP-B (Section 130-funded

crossings) and RSEP-C (the remainder of the RSEP-B crossings). If additional funds are awarded in Alameda County with solely CPUC funds for projects on Alameda CTC's original RSEP-A and RSEP-B lists, they will be included in the newly defined RSEP-B (Section 130-funded crossings).

In order to be eligible to be reimbursed from the Section 130 program, procurement procedures must follow the federal requirements outlined in the Caltrans Local Assistance Procedures Manual. The previous procurement for the consultants working on the RSEP-A crossings were procured under local procedures which are less stringent and complex than the federal requirements.

Levine Act Statement: Kimley-Horn and Associates, Inc. and T.Y. Lin International 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 A20-0013 and A20-0014 are included in Alameda CTC Adopted FY 2023-2024 Capital Program Budget. The budget for Section 130 crossings will be added in the mid-year FY 2023-2024 budget update.



Memorandum

6.8

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 19, 2023

TO: Alameda County Transportation Commission

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

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

Recommendation

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

Summary

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

Alameda CTC submitted comments on two Draft Environmental Impact Reports (DEIRs) and one NOP in the period between August 16 and September 15, included in the attachments.

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

Attachments:

- A. Response to comments on the DEIR for the 3600 Alameda Avenue Project in Oakland
- B. Response to comments on the NOP for the 2128 Oxford Street Project in Berkeley
- C. Response to comments on the DEIR for the Oakland International Airport Terminal Modernization and Development Project

August 24, 2023

Peterson Vollmann, Planner IV,
City of Oakland Bureau of Planning
250 Frank H. Ogawa Plaza, Suite 3315,
Oakland, CA 94612

SUBJECT: Draft Environmental Report (Draft EIR) for 3600 Alameda Avenue Project

Dear Mr. Vollmann,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the 3600 Alameda Avenue Project.

The project proposes to redevelop approximately 23.9 acres located at 3600 Alameda in the City of Oakland and includes construction of an up to 430,000 square foot industrial facility, which would be able to accommodate various uses that may include manufacturing, research and development, warehousing, or industrial operations, but mainly assumed to be distribution warehouse. The Project would provide 295 parking spaces in a surface parking lot, 228 trailer stalls and 48 loading docks. The project site is in the Central Estuary Plan Area's Central Estuary Industrial Zone-6 (D-CE-6) zoning district and has an Estuary Policy Plan (EPP) Heavy Industry General Plan land use designation.

The project site is bordered by Alameda Avenue and the Oakland Estuary to the south, Fruitvale Avenue and commercial/industrial uses to the west, a Home Depot with associated surface parking to the east, and a mixed-use residential neighborhood and I-880 to the north. The project site is currently occupied by the former Owens-Brockway Glass manufacturing facility, which was identified in the Central Estuary Plan EIR as a Potentially Designated Historic Property and contains multiple manufacturing structures totaling approximately 1.24 million square feet.

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

Congestion Management Program (CMP) Review

- Alameda CTC appreciates this DEIR evaluating the potential impacts of proposed land use changes on all modes of transportation as referenced on page 4.6-11 of the DEIR.
- Alameda CTC would like the DEIR to specifically address project impacts on the CMP network of roadways.

Use of Countywide Travel Demand Model

- Alameda CTC appreciates the use of Alameda CTC Travel Demand Model for the detailed evaluation of project impacts on the forecasted multimodal regional travel and for the estimates of regional average VMT per employee as stated on page 4.6-32.

Transportation Demand Management Program

- Alameda CTC appreciates that the project is required to implement a Transportation Demand Management Program as part of the Standard Conditions of Approval (SCA) TRANS_3, which would help mitigate VMT generated by the project.

Bike and Pedestrian Plans

The project site is adjacent to two corridors on the [Countywide Bikeways Network](#): Fruitvale Avenue and the San Francisco Bay Trail. The City of Oakland is currently implementing the “Fruitvale Alive” project to construct Class IV bikeways, which are consistent with the Alameda CTC’s All Ages and Abilities Policy for the Countywide Bikeways Network. Alameda CTC supports the recommendation in the Transportation Impact Review Memorandum (Non-CEQA) to upgrade the bicycle facilities on Alameda Avenue to Class IV separated bikeways. These bicycle improvements are consistent with adopted local City of Oakland Bike and Pedestrian Master Plans (2017 and 2019, respectively). Given the increase in truck activity associated with the project, these safety improvements are important to ensure safety and comfort of pedestrians and bicyclists on the adjacent streets.

Induced Automobile Travel

Impact TRANS_3 indicates that the proposed project would not induce additional single-occupant automobile travel by increasing physical roadway capacity in congested areas despite the proposed extension of 37th Avenue from the current cul-de-sac south of Boehmer Street to Alameda Avenue in order to provide access to the project parking facilities as stated on page 4.6-37. The Transportation Impact Review Memorandum (Non-CEQA) recommends converting the 37th Avenue extension to only serve the project site or implementing traffic calming measures on East 8th Street and 37th Avenue to disincentivize cut through traffic on these streets. Alameda CTC encourages project sponsor to work with the City of Oakland to implement these recommendations.

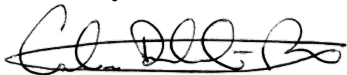
Cumulative Impacts

Alameda CTC appreciates that the proposed project would not substantially induce additional automobile travel by increasing physical roadway capacity on congested areas, nor would it result in significant cumulative impacts when combined with cumulative development as detailed below.

According to the analysis of impacts in the DEIR, the project combined with cumulative development in the project vicinity would not result in cumulatively considerable transportation impacts, as stated under Impact Trans_1.CU on page 4.6-39. The projected VMT per employee generated by project in the year 2040 under cumulative conditions is 12.6, which is below the threshold of significance (Bay Area region average minus 15 percent, or 15.5). Ensuring adherence to proposed policies, Standard Conditions of Approval, and regulatory compliance would increase the likelihood that the proposed project would result in less than significant impact related to VMT.

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

Sincerely,



Colin Dentel-Post
Principal Planner

cc: Aleida Andrino-Chavez, Associate Transportation Planner



August 30, 2023

Sharon Gong, Senior Planner
Land Use Planning Division
1947 Center Street, 2nd Floor
Berkeley, CA 94704

SUBJECT: Response to the Notice of Preparation (NOP) of a Draft Environmental Impact Report for the 2128 Oxford Street Mixed-Use Project

Dear Ms. Gong,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the **Draft Environmental Impact Report (DEIR) for the 2128 Oxford Street Mixed-Use Project**.

The project site is located on the southwest corner of Center Street and Oxford Street and is bounded by Center Street to the north, Oxford Street to the east, and residential and commercial development to the west and south. Across Oxford Street to the east is the University of California, Berkeley (U.C. Berkeley) campus and across Center Street to the north is the Berkeley Art Museum and Pacific Film Archive.

The project would demolish two existing buildings, including the 2132-54 Center Street building, which was found to be eligible for the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), and local designation (identified on the lists as 2142 Center) and is a contributor to the historic downtown Shattuck Avenue District. In addition, the Project will construct a new 26-story (288 feet), 485-unit, mixed-use building that would be subject to the State's Density Bonus law and the City of Berkeley's Affordable Housing Mitigation Fee, and would include 43 below-market-rate units. The proposed project would also include approximately 13,500 square feet of retail and restaurant space, and a below-ground basement level that would include a mail and package room along with mechanical and utility storage rooms. A 45-space parking garage with mechanical lifts would be located at-grade with access from a driveway along Oxford Lane. An exterior amenity roof deck and a restaurant are also proposed.

The City of Berkeley has developed a Draft Infill Environmental Checklist (IEC) for the Project (City of Berkeley, August 2023), which satisfies the requirements in Section 15183.3 of the California Environmental Quality Act (CEQA) *Guidelines, Streamlining for Infill Projects*. The City is requesting comments on the IEC and on the scope and content of the EIR.

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

Basis for Congestion Management Program (CMP) Review

- It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a

transportation impact analysis of the project. For information on the CMP, please visit:
<https://www.alamedactc.org/planning/congestion-management-program/>.

Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP requires local jurisdictions to conduct travel model runs themselves or through a consultant. The City of Berkeley and the Alameda CTC signed a Countywide Model Agreement on September 15, 2010. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request. The most current version of the Alameda CTC Countywide Travel Demand Model was updated in May 2019 to be consistent with the assumptions of Plan Bay Area 2040.
- Use of the Alameda County Transportation Commission Vehicle Miles Traveled (VMT) Reduction Calculator Tool
Alameda CTC has developed a [VMT Reduction Calculator Tool](#) to assist its member agencies comply with the new requirements of SB 743 for the analysis of traffic impacts of certain land use projects under CEQA. The Tool estimates reductions in VMT derived from the implementation of Transportation Demand Management (TDM) Strategies with the Project. However, the proposed Project is within an area with an average VMT per resident of at least 15% below the respective Bay Area averages and is located within a Transit Priority Area. According to CEQA Guidelines Section 15064.3(b)(1) and the City of Berkeley's VMT Criteria and Thresholds (City of Berkeley 2020a), the Project is presumed to have a less than significant impact.

According to the Draft IEC for the Project, Section 17:Transportation/Traffic (page 131) concludes that VMT generated by the Project will be below thresholds of significance and Project-specific impacts related to traffic hazards, emergency access, pedestrian and bicycle circulation, and transit capacity would not exceed or differ from those identified in the Downtown Area Plan (DAP) EIR. It further states that the Project would not result in new specific effects that were not addressed in the DAP EIR, and no new mitigation measures would be required; therefore, this issue would not require further study in an EIR.

Impacts

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

- o The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see Chapter 6 of the 2017 CMP for more information).
- The EIR should address potential impacts of the project on Metropolitan Transportation System (MTS) transit operators.
 - o MTS transit operators potentially affected by the project include: The Bay Area Rapid Transit (BART) and Alameda Contra Costa Transit (AC Transit)
 - o Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See [Appendix J of the 2019 CMP](#) document for more details.
- The EIR should address potential impacts of the project to people biking and walking in and near the Project area, especially nearby roads included in the [Countywide High-Injury Network](#) and major barriers identified in the [Countywide Active Transportation Plan](#).
 - o Impacts to consider on conditions for cyclists include effects of vehicle traffic on cyclist safety and performance, site development and roadway improvements, and consistency with adopted plans. See [Appendix J of the 2019 CMP](#) document for more details.

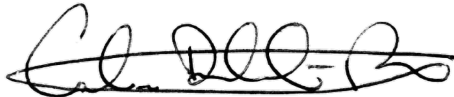
Mitigation Measures

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

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

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

Sincerely,

A handwritten signature in black ink, appearing to read 'Colin Dentel-Post', with a stylized flourish at the end.

Colin Dentel-Post
Principal Transportation Planner

cc: Aleida Andrino-Chavez, Associate Transportation Planner

September 15, 2023

Port of Oakland
Environmental Programs and Planning Division
Attention: Colleen Liang
530 Water Street, Oakland, California 94607
Email: TermDev@portoakland.com

SUBJECT: Draft Environmental Report (Draft EIR) for the Oakland International Airport Terminal Modernization and Development Project

Dear Ms. Liang,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Oakland International Airport (OAK) Terminal Modernization and Development Project.

The Airport totals approximately 2,600 acres within the City of Oakland's general industrial/transportation zoning district and is divided into North Field and South Field. North Field primarily accommodates corporate and general aviation purposes and other supporting facilities. South Field accommodates the commercial passenger and cargo activity. OAK has four runways: One in the South Field and three in the North Field.

OAK is located in the City of Oakland, about 6.5 miles southeast of downtown Oakland. The project site is bounded by Bay Farm Island and Shoreline Park to the north, the San Leandro Bay, the Martin Luther King Jr. Regional Shoreline Park and Arrowhead Marsh to the northeast; industrial and light industrial, hospitality, and recreational land uses to the east; the Oyster Bay Regional Shoreline to the south; the San Francisco Bay to the west; and the City of Alameda to the northwest.

The project proposes to modernize terminals 1 and 2, consolidate passenger processing functions, construct expanded international arrival facilities, construct a new terminal, relocate existing cargo and support facilities, and improve the terminal area roadway, parking areas, and support facilities. In order to do this, the Project will demolish several buildings and parking areas in the airfield and cargo areas to accommodate new and expanded facilities at the OAK. The Project will implement a new terminal of 830,000 sq. ft. north of the existing Terminal 1 with a connector building between the existing terminals and the new terminal. In addition, the existing terminals 1 and 2 expansion component of the Project will result in an increase of approximately 81,600 sq. ft.

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

Congestion Management Program (CMP) Review

- Alameda CTC appreciates this DEIR evaluating the potential impacts of proposed project on the CMP network of roadways as stated on page 3.13-2.

Use of Countywide Travel Demand Model

- Alameda CTC appreciates the use of the Alameda CTC Travel Demand Model to estimate trip generation for 2028 and 2038 as stated on page 3.13-12.
- Alameda CTC appreciates the use of Alameda CTC Travel Demand Model to estimate projected shifts in average trip length as stated on page 3.13-16

Alameda County Transportation Commission Goods Movement Plan

- The Alameda County Goods Movement Plan outlines long-range strategies for how to move goods efficiently, reliably, and sustainably within, to, from, and through Alameda County. Alameda CTC is pleased this DEIR uses this plan as a regional framework to evaluate the proposed project (page 3.13-2) and is consistent with the goals of the plan (page 3.13-30).

Transportation Demand Management (TDM) Program

- Alameda CTC appreciates that this DEIR is using MTC's Plan Bay Area 2050 as regional framework to evaluate the impacts of this project on air quality and it is evaluating expanding the use of clean vehicles and expanding its TDM programs as reported on page 3.7-6

Vehicle Miles Traveled (VMT)

To evaluate the VMT impacts on the transportation network, the proposed project used the metric VMT/passenger enplanement to evaluate transportation impacts of this project. The DEIR states that the number of future enplanements will be based on market demand and not affected by the proposed project; therefore, the DEIR's VMT projection is also based on an assumption that the number of enplanements will not change as a result of the project. The total VMT generated by the airport on a typical day in 2019 for passengers, employees, and deliveries was divided by the total number of enplanements for a typical day in 2019. This value was adjusted by estimated trip length, the need for additional employees at the airport, and reconfiguration of the parking areas with the project to determine cumulative VMT impacts. These impacts were found less than significant for the future years. However, Alameda CTC encourages expansion of OAK's TDM programs to ensure the impacts of VMT generated by current and additional employees are kept less than significant in the future.

Bike and Pedestrian Plans

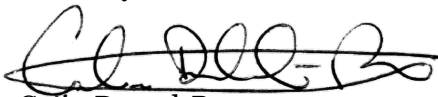
The project site is adjacent to various corridors on the [Countywide Bikeways Network](#): Bessie Coleman Drive, Ron Cowan Parkway, Doolittle Drive, and the San Francisco Bay Trail. Alameda CTC has adopted an All Ages and Abilities Policy and Design Expectations for the Countywide Bikeways Network. Alameda CTC supports the proposed mitigation in the EIR to ensure that the pedestrian and bicycle connections between Ron Cowan Parkway and the Proposed Project are made upon project completion to replace the connection lost by the project's removal of part of John Glenn Drive. The replacement connection will be part of the Countywide Bikeways Network and should be consistent with the All Ages and Abilities Policy.

Cumulative Impacts

Alameda CTC appreciates that the proposed project would not substantially induce additional automobile travel by increasing physical roadway capacity, nor would it result in significant cumulative impacts on trip length and in VMT as stated on pages 3.13-28 and 3.13-29, respectively. While future VMT impacts were found to be less than significant, Alameda CTC encourages the project to implement and expand TDM strategies for employees of the airport to further reduce GHG emissions generated by project in the future.

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

Sincerely,

A handwritten signature in black ink, appearing to read 'Colin Dentel-Post', with a stylized flourish at the end.

Colin Dentel-Post

Principal Planner

cc: Aleida Andrino-Chavez, Associate Transportation Planner



Memorandum

6.9

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 19, 2023

TO: Alameda County Transportation Commission

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

SUBJECT: Approve the 2023 Congestion Management Program

Recommendation

It is recommended that the Commission approve the 2023 Congestion Management Program (CMP). Upon approval, the 2023 CMP will be sent to the Metropolitan Transportation Commission (MTC) to satisfy legislative requirements and complete the two-year cycle of the CMP work plan.

Summary

As the state-designated Congestion Management Agency (CMA) for Alameda County, Alameda CTC is responsible for developing, updating, and implementing the county's CMP. Alameda County's CMP is a short-range plan that includes a variety of congestion and travel demand management (TDM) strategies, programs, and projects that support and contribute to the implementation of long-range plans such as the Countywide Transportation Plan (CTP) and MTC's Regional Transportation Plan (RTP).

State legislation requires CMAs to update and adopt the CMP every two years. A link to the full 2023 CMP is included as Attachment A. It complies with all state mandates and regional guidance regarding the five required elements of a CMP: (1) congestion monitoring, (2) a multimodal performance element, (3) a travel demand management element, (4) a land use analysis program, and (5) a capital improvement program.

Major elements of the 2023 CMP update cycle have been shared with the Commission over the last year, including two presentations on key findings from the 2022 Performance and Multimodal Monitoring reports and an update on the agency's TDM program. Throughout the year, Commission packets include updates on environmental documents that are reviewed to comply with the CMP's land use analysis program. Finally, the agency's 2024 Comprehensive Investment Plan, which fulfills the requirement of the CMP to have a

capital improvement program, was presented to the Commission and adopted in May of this year.

The 2023 CMP is thus a summary of activities carried out over the last two years that fulfill the CMP workplan requirements for the agency. This version is considered a minor update that largely continues the methodology and processes of previously adopted CMPs. In addition to streamlining chapters, the text has been updated to reflect recently adopted plans and policies, and better align with regional guidelines. Chapter 1 of the CMP, included in this item as Attachment B, includes an overview of the CMP and highlights key elements of the document.

Background

State legislation regarding CMPs, initially passed in 1991, aims to encourage coordination between agencies to effectively manage congestion, prioritize multimodal solutions to improve air quality and support economic objectives, and integrate land use and transportation planning. In order to address these objectives, the legislation established the need for every urbanized county in the state to have a CMA, and required those CMAs to conduct CMP activities on a two-year cycle culminating in adoption of the CMP itself.

The CMP document articulates Alameda CTC's workplan related to CMP-required activities, and defines strategies and processes that will do the following:

- Assess and monitor the performance of the county's multimodal transportation system
- Address roadway congestion and improve multimodal system performance
- Integrate transportation and land use planning

Over time, Alameda CTC's CMP has evolved from a program focused on meeting the legislative requirements to a more robust effort that uses the legislative mandate as an opportunity to better understand and encourage the development of a multimodal transportation system that is integrated with land use planning. For example, Alameda CTC exceeds requirements by monitoring not only roadway congestion as mandated, but also the performance of every mode of travel throughout the county, including transit, bicycle, and pedestrian activity.

Summary of the 2023 CMP

Alameda County's 2023 CMP builds off of and is consistent with the program elements and methodologies established in previously adopted CMPs. The 2023 CMP builds upon both the 2021 and 2019 CMPs to summarize work performed by Alameda CTC as well as incorporate new policies and plans, such as the 2020 CTP and the current RTP, Plan Bay Area 2050, that have been adopted since the last update and must be reflected in the CMP.

The 2023 CMP is considered a minor update that largely continues the methodologies and processes of previously adopted CMPs, which have been updated on every odd year since 1991. During major updates to the CMP, Alameda CTC coordinates with local agencies to solicit input on potential changes. The last significant update was in 2017, which involved

a major expansion of the designated roadway network to be monitored for informational purposes.

Chapter 1 of the CMP, which is included as Attachment B, summarizes updates by chapter and details how the 2023 CMP fulfills the spirit, purpose, and intent of CMP legislation by both ensuring local agency conformance with the CMP legislation and establishing that the CMP is regionally consistent per MTC's adopted guidelines for CMPs in the San Francisco Bay Area. Additional elements of the CMP, along with the full 2023 CMP document, are available on [Alameda CTC's Congestion Management webpage](#).

Following the adoption of the 2023 CMP by the Alameda CTC Commission, Alameda CTC will submit the 2023 CMP to MTC. As the regional transportation planning agency in the Bay Area, MTC is required to evaluate the CMP's consistency with the current RTP, which is Plan Bay Area 2050, and the CMPs of other Bay Area counties.

Fiscal Impact: No fiscal impact.

Attachments:

- A. [2023 Congestion Management Program](#)
- B. 2023 CMP – Chapter 1



2023 Congestion Management Program

DRAFT PENDING APPROVAL

October 2023



TABLE OF CONTENTS

- 1. CONGESTION MANAGEMENT PROGRAM. 1**
 - Background & Purpose 2
 - Legislative Requirements 3
 - Summary of Changes in the 2023 CMP 3
 - Conformance and Consistency 5
- 2. BIENNIAL MONITORING 8**
 - Designated CMP Network 9
 - Auto Performance Monitoring 11
 - Transit Performance Monitoring 15
 - Active Transportation Monitoring 16
 - 2022 Monitoring Cycle Key Findings 16
 - Deficiency Findings & Plans 19
- 3. MULTIMODAL PERFORMANCE ELEMENT 23**
 - Performance Process & Measures 25
- 4. TRAVEL DEMAND MANAGEMENT ELEMENT 27**
 - TDM in Alameda County 29
- 5. LAND USE ANALYSIS PROGRAM 34**
 - Review of Land Use Actions 36
 - Review of Land Use Projections 43
 - Fostering Transportation Land Use Connection 43
 - Local Government Responsibilities and Conformance 46
- 6. DATABASE AND TRAVEL DEMAND MODEL 47**
 - 2023 Model Update 49
- 7. CAPITAL IMPROVEMENT PROGRAM 52**
 - Relationship of CIP to Regional and County Plans 54
 - Implementing the Plans: Alameda CTC's CIP 58
- 8. PROGRAM CONFORMANCE 62**
 - Conformance Monitoring 63

CHAPTER 1

CONGESTION MANAGEMENT PROGRAM

Key Topics

- Background & Purpose
- Legislative Requirements
- Summary of Changes in the 2023 CMP
- Conformance and Consistency

1. CONGESTION MANAGEMENT PROGRAM

As the designated Congestion Management Agency (CMA) for Alameda County, the Alameda County Transportation Commission (Alameda CTC) is responsible for developing, updating, and implementing the county's Congestion Management Program (CMP).

BACKGROUND & PURPOSE

State legislation regarding CMPs, initially passed in 1991, aims to encourage coordination between agencies to effectively manage congestion, prioritize multimodal solutions to improve air quality and support economic objectives, and further integrate land use planning and development with the transportation system.

In order to address these objectives, the legislation established the need for every urbanized county in the state to have a CMA and required those CMAs to conduct CMP activities on a two-year cycle, culminating in adoption of the CMP itself. The CMP document articulates Alameda CTC's workplan related to CMP-required activities and defines strategies and processes that will do the following:

- Assess and monitor the performance of the county's multimodal transportation system
- Address roadway congestion and improve the performance of a multimodal system
- Integrate transportation and land use planning

Alameda County's CMP is a short-range plan that includes a variety of congestion and travel demand management (TDM) strategies, programs, and projects designed to meet, and often exceed, legislative requirements. For example, Alameda CTC monitors not only roadway congestion but also the performance of every mode of travel throughout the county, including transit, bicycle, and pedestrian activity.

The programs and strategies described in the CMP support the implementation of long-range plans such as the Countywide Transportation Plan (CTP), also conducted by Alameda CTC, and the Regional Transportation Plan (RTP), carried out by the region's transportation planning agency, the Metropolitan Transportation Commission (MTC).

LEGISLATIVE REQUIREMENTS

Current CMP legislation defers considerable authority to CMAs to develop and update CMPs, but requires that a CMP incorporate five key elements:

1. Biennial monitoring of congestion on a designated roadway network
2. A multimodal performance element
3. A travel demand management element
4. A land use analysis program
5. A capital improvement program

CMPs are required to be developed in collaboration with relevant local and regional agency partners and must be updated every other year. Many of the legislatively required elements are carried out by local jurisdictions and CMAs are responsible for ensuring local government conformance with the CMP.

CMP legislation is currently in conflict with other regulations like Senate Bill (SB) 743, the California Environmental Quality Act (CEQA), Complete Streets legislation, and current industry best practices. The metric used to measure performance is at the heart of this conflict. CMP legislation requires use of a delay-based metric, level of service (LOS), to measure roadway performance; CEQA guidelines, amended based on California Senate Bill 743 (SB 743) (adopted 2013), require vehicle-miles traveled (VMT) as the primary metric for traffic impacts. Given that state legislation for the CMP has not yet addressed this conflict, Alameda CTC continues to comply with CMP legislation.

Following the adoption of the 2023 CMP by the Alameda CTC, the Alameda CTC will submit the CMP to MTC as required in the CMP legislation. As the regional transportation planning agency in the San Francisco Bay Area, MTC is required to evaluate the CMP's consistency with the RTP and with the CMPs of the other counties in the Bay Area.

Appendix A includes the full CMP state legislation, as well as MTC's most recently adopted CMP guidelines, which apply for the 2023 CMP.

SUMMARY OF CHANGES IN THE 2023 CMP

The 2023 CMP demonstrates compliance with state and regional CMP requirements and summarizes work performed by Alameda CTC related to the major CMP elements since the last update in 2021.

Alameda CTC's 2023 CMP builds off of, and is consistent with, the program elements and methodologies established in previously adopted CMPs. During the COVID-19 pandemic, a minor update was made to the 2021 CMP; therefore, the 2023 CMP document builds upon

both the 2021 and the 2019 CMPs and updates references to policies in plans that have been adopted since 2019 (including the 2020 CTP and the current RTP, Plan Bay Area (PBA) 2050). The report structure of this update has been condensed to more efficiently present required and relevant material and it carries forward many of the elements of the CMP that have been previously adopted. Prior CMPs will remain available on Alameda CTC's website and they include more detailed documentation of many of the historical changes to Alameda County's CMP over time.

In addition to general document streamlining, the following changes have been made in the 2023 Update:

- **Biennial Monitoring (Chapter 2)**
 - Incorporates findings from the most recent monitoring cycle, the 2022 Multimodal Monitoring Report.
 - Streamlined to describe the CMP Network, LOS standards, and the associated deficiency plan process together in one chapter.
- **Multimodal Performance Element (Chapter 3)**
 - Elaborates on Alameda CTC's performance monitoring and reporting practice, clarifies the performance measures that satisfy the CMP's multimodal performance element, and notes their alignment with 2020 CTP and PBA 2050 goals.
- **Travel Demand Management Element (Chapter 4)**
 - Describes TDM programs and countywide actions undertaken since 2019, including the VMT Reduction Calculator Tool, the All Ages & Abilities Bikeways policy, and the US Department of Transportation's (DOT) Safe Systems approach.
 - Reflects the current status of Alameda CTC's ongoing TDM programs, such as the Safe Routes to School program and Bicycle Safety Education classes.
- **Land Use Analysis Program (Chapter 5)**
 - Updates the roadway network for which the LUAP review applies. Prior CMPs referenced the CMP Network in addition to the Metropolitan Transportation System (MTS) Network, which was originally created by MTC but removed from MTC's CMP guidelines in 2014. To ensure consistency with MTC guidance, this CMP removes reference to the MTS and will rely solely upon the CMP Network for LUAP review.
- **Database & Travel Demand Model (Chapter 6)**
 - Describes a substantial update to the countywide travel demand model to be consistent with MTC's new model guidelines and PBA 2050.

- **Capital Improvement Program (Chapter 7)**
 - Details funding actions through the most recently adopted agency Comprehensive Investment Plan (CIP).
 - Describes how Alameda CTC funding programs, including the CIP, implement recommendations of the 2020 CTP and PBA 2050.
- **Program Conformance (Chapter 8)**
 - Updates the frequency of conformance review. Alameda CTC previously confirmed local jurisdictions' conformance with the CMP every year. To better align with the biennial CMP adoption process, Alameda CTC will review conformance with the CMP as part of each CMP update.

CONFORMANCE AND CONSISTENCY

Local Conformance: Alameda CTC is responsible for ensuring local government conformance with the CMP. Alameda CTC ensures local government conformance with the implementation of four required elements: LOS standards on the CMP Network, travel demand management strategies including the required TDM program, the Land Use Analysis Program, and the Capital Improvement Program.

See Chapter 8 for more information on Alameda CTC's conformance process.

Regional Consistency: MTC adopts guidelines to support the legislatively required evaluation of the CMP for consistency with the RTP and compatibility of programs within the region. Once MTC finds consistency with the RTP, it will incorporate Alameda CTC's CIP, which is its CMP Capital Improvement Program, into the Regional Transportation Improvement Program (RTIP).

The most recent CMP Guidance (Resolution 3000) for consistency was adopted by MTC in January 2023 and is included in Appendix A. Table 1.1 lists MTC's 2023 consistency requirements for CMPs in the Bay Area region.

Based on the 2023 CMP updates, the CMP fulfills the spirit, purpose, and intent of the CMP legislation and MTC's consistency requirements because it does the following:

- **Contributes to maintaining or improving transportation system service levels.**

The projects and programs contained in the CMP are a subset of the transportation investments included in the 2020 CTP. The CMP can be viewed as the short-range implementation program for the CTP.
- **Conforms to MTC's criteria for consistency with Plan Bay Area.**

In accordance with MTC's adopted CMP Guidance to ensure consistency with the current RTP, PBA 2050, the 2023 CMP incorporates the policies, strategies, and projects in PBA 2050, references MTC's new Transit Oriented Communities (TOC) policy, and

advances a new model development process in close collaboration with MTC's regional modeling team.

- **Provides a travel model consistent with MTC's regional model.**

The travel model is undergoing a significant update to be consistent with MTC's regional modeling. It is in the final development stages and includes the land uses, projects, and programs in the most recently adopted RTP, PBA 2050.

- **Is consistent with MTC's adopted Transportation Control Measures.**

The transportation control measures (TCMs) in the Bay Area's RTP, which are based on federal and state air quality plans, have not changed from previously adopted CMPs.

- **Specifies a method for estimating roadway level of service consistent with state law.**

The 2023 CMP continues to use the same methodology for monitoring roadway performance as established in previously adopted CMPs, which is consistent with legislative requirements.

- **Identifies candidate projects for the RTIP.**

The RTIP candidates listed in the CMP CIP meet MTC's requirements for inclusion in the State Transportation Improvement Program (STIP).

- **Was developed in cooperation with jurisdictions and other interested parties.**

Prior updates of the CMP included working with interested parties through meetings and regular mailings and through updates and notifications on the Alameda CTC website. Major elements of the CMP, such as the CIP, LUAP documents, and multimodal performance monitoring materials have been presented on an ongoing basis or at key milestones to the Alameda County Technical Advisory Committee (ACTAC), the Planning, Policy, and Legislation Committee (PPLC), and the Alameda CTC. The 2023 CMP Update will be reviewed by these same groups before being sent to MTC for review.

- **Provides a forward-looking approach to the impact of local land use decisions on transportation.**

The LUAP allows consultation with Alameda CTC early in the land development process. The 2023 CMP retains the expanded discussion of Alameda CTC's activities identified in previously adopted CMPs to fulfill the legislative requirements of SB 375 to better integrate transportation and land use and to reduce greenhouse gas emissions by curtailing VMT.

- **Considers the benefit of greenhouse gas reductions in developing the CIP.**

The CMP considers the benefits of greenhouse gas reductions in the LUAP and in developing the CIP. The 2023 CMP continues to highlight the importance of Priority Development Areas and options for alternative trip-generation rates to promote infill development in the LUAP. It also highlights funding allocations in the CIP that will help support the reduction of VMT and greenhouse gas emissions.

Table 1.1: Regional Consistency Requirements

RTP CONSISTENCY
Is the CMP in support of PBA 2050's vision and guiding principles?
Is the CMP in support of PBA 2050's focused growth strategy, as well as MTC's TOC Policy (MTC Resolution No. 4530)?
CMP SYSTEM
Have all state highways and principal arterials been included?
Are all state highways identified?
Has the CMA developed a clear, reasonable definition for "principal arterials" as part of its submittal plan?
Has this definition been consistently applied in the selection of arterials to include in the designated system? If not, why?
Does the CMP system connect to the CMP systems in adjacent counties?
AIR QUALITY REQUIREMENTS
Does the CMP include locally implementable federal and state TCMs, as previously documented and included in MTC's PBA, MTC Resolution 2131, and the Bay Area Air Quality Management District's (BAAQMD's) Bay Area 2017 Clean Air Plan Control Strategy?
MODELING CONSISTENCY
(on completion of the current update to the countywide model)
Does the model meet all requirements described with MTC's Guidance for Model Consistency, Collaboration and Transparency ?
LOS CONSISTENCY
Is LOS assessed using a methodology agreeable to MTC?
RTIP REQUIREMENTS
Are the proposed regionally significant RTIP projects consistent with the PBA 2050's Transportation Project List?
PROCESS
Has the CMP been developed in cooperation with all concerned agencies (i.e., transit agencies, applicable air quality district(s), MTC, adjacent counties, etc.)?
Has the CMP been formally adopted according to the requirements of the legislation?



Memorandum

6.10

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 19, 2023

TO: Alameda County Transportation Commission

FROM: Carolyn Clevenger, Deputy Executive Director of Planning and Policy
Remy Goldsmith, Principal of Communications and Government Relations

SUBJECT: Approve the procurement and execution of one or more contract(s) for On-Call Communications and Public Relations Services

Recommendation

It is recommended that the Commission approve release of Requests for Qualifications (RFQs) and/or Requests for Proposals (RFPs), and authorization for the Executive Director, or designee, to enter into negotiations and execute one or more professional services contracts with the top-ranked firm(s) for the on-call communications and public relations (PR) services.

Summary

Alameda County Transportation Commission (Alameda CTC) contracts for certain professional services in areas where factors such as cost, work volume, or the degree of specialization required would not justify the use of permanent in-house staff, including, but not limited to, communications and public relations services. The current media and PR services contract is due to expire at the end of fiscal year (FY) 2023-24; therefore, initiating procurement in Fall 2023 is necessary to ensure the uninterrupted continuation of professional services support for FY 2024-25 and beyond.

Approval of this recommendation will authorize the Executive Director, or designee, to issue RFQs and/or RFPs, enter into negotiations, and execute one or more professional services contract(s) with a maximum term of five years with the top-ranked firm(s) for on-call communications and PR services.

Background

Given the on-call nature of these services, the sample scope of work below identifies general communications and public relations services likely to be needed by Alameda CTC.

In addition to general contract administration and management, requested qualifications will include expertise and experience in communications and public relations, including but not limited to:

1. **Publications:** Alameda CTC produces a wide variety of reports and collateral that the consultant may be expected to develop or support. The consultant may be responsible for delivering high quality, interesting, and accessible publications that are based on sound research, writing, fact-checking, documentation, and production.
2. **Website:** The consultant may be called upon to update, maintain and provide front- and back-end support for Alameda CTC's website. The consultant may lead and complete a thorough website redesign.
3. **Strategic Communications:** The consultant may provide ongoing communications support as well as develop and implement a new strategic communications plan. The strategic plan will refine goals, targeted audiences, strategies, methods and timelines for specific communications efforts as well as the agency's overall communications efforts.
4. **Media Relations and Communications:** The consultant may strategically develop media opportunities for sharing project and program progress, Commission actions and opportunities for community input. Efforts may include ad buying, strategic social media planning, media monitoring, and providing crisis communications, as needed.
5. **Specific Media Campaign Management:** The consultant may develop specialized communication plans for specific Alameda CTC projects, planning efforts, programs implementation and programming efforts.
6. **Communications Training:** The consultant may develop and provide training to further skills for effective and strategic communication during interviews, press conference and other media opportunities.
7. **Event Planning, Management and Support:** The consultant may support any among the wide range of events hosted by Alameda CTC. Responsibilities may include pre-event planning and organizing, designing event collateral and content, event management, facilitation, and leading post-event follow-up.

8. Community Outreach: The consultant may support planning for Alameda CTC's community outreach and engagement efforts to create an ongoing, inclusive, and productive dialogue with Alameda County stakeholders. The consultant may be asked for specific engagement strategies for communities that experience structural barriers to information and program access to supplement project resources.
9. Title VI Integration and Compliance Monitoring: The consultant may provide Title VI services and act as advisor to ensure all Alameda CTC efforts are Title VI compliant. The consultant may provide technical and report preparation support for updating agency's next Language Assistance Plan (LAP) and Title VI training.
10. Communications Management: The consultant may manage regular public information and engagement services. This may include Public Information Officers (PIOs) that lead information efforts and community engagement for Alameda CTC projects and programs.
11. Email List Management Redesign and Implementation: The consultant may develop an approach for and implement a new email list management system that includes system audit, needs and goals assessment, a new system recommendation and execution.
12. Translation and Interpretation Services: The consultant may provide culturally relevant translation and interpretation services, including for agency communications and events.
13. Video and Photography: The consultant may provide services that include digital photography, drone footage, video, and pre- and post-production services including editing. The consultant may storyboard, develop script, narrate and produce final videos for public viewing.

Fiscal Impact

The fiscal impact for contracts resulting from approval of this item is anticipated to be included in the FY2024-25 budget, which is scheduled for Commission approval in Spring 2024.



Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 19, 2023

TO: Alameda County Transportation Commission

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

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

Recommendation

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

Background

The Commission approved the 2023 Legislative Program in December 2022. The purpose of the legislative program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy.

Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative and policy updates. Attachment A is the Alameda CTC 2023 adopted Legislative Program.

State Update

The state legislative session adjourned on September 14th. The Governor had until October 14th to sign or veto bills. Table 1 includes an update on the status of bills as of October 17th on which the Commission has taken a position. In October, staff will provide updates on final actions taken by the Governor with regard to the bills the Commission took positions on during the 2023 legislative session.

Table 1. Bill Status as of October 17, 2023

Bill	Subject	Status	Alameda CTC Position
Active Bills			
<u>AB 413</u> (Lee D) Vehicles: stopping, standing, and parking.	AB 413 amends the Vehicle Code to require “daylighting” at all intersections. Specifically, the bill prohibits a person from stopping, parking, or leave standing any vehicle within 20 feet of the vehicle approach side of a marked or unmarked crosswalk. Amendments taken in the Senate Transportation Committee are pending but would allow delivery vehicles to use this space, and would allow for less than 20 feet if a bulb-out exists.	Approved by the Governor. Chaptered by Secretary of State, Chapter 652, Statutes of 2023.	SUPPORT
<u>AB 645</u> (Friedman D) Vehicles: speed safety system pilot program.	AB 645 would create the Speed Safety System Pilot Program. The program would authorize the Cities of Oakland, Los Angeles, San Jose, Glendale, Long Beach, and San Francisco to use an automated system to detect and issue citations for speeding until January 2032. The bill includes provisions specifying the steps each city must comply with, such as adopting a Speed Safety System Use Policy and Speed Safety System Impact Report. The bill includes privacy protection provisions. AB 645 also limits the number of automated systems that can be used based on the population of the city. The bill also limits placement of the systems to school zones, areas where a high number of speed contests occur, and streets designated as a safety corridor as specified in existing law.	Approved by the Governor. Chaptered by Secretary of State, Chapter 808, Statutes of 2023.	SUPPORT & Seek Amendments

Bill	Subject	Status	Alameda CTC Position
SB 891 (Committee on Transportation) Transportation: omnibus bill.	SB 891 is the Senate Transportation Committee's Omnibus Bill. At the request of the Alameda CTC, SB 891 was amended to authorize the Sunol Smart Carpool Lane Joint Powers Authority, <u>or</u> the Alameda CTC to conduct, administer, and operate the express lane program in the County of Alameda to support good governance and improve efficiency.	Approved by the Governor. Chaptered by Secretary of State, Chapter 219, Statutes of 2023.	SUPPORT
Two-year bills			
AB 463 (Hart D) Electricity: prioritization of service: public transit vehicles	The goal of AB 463 is to ensure utilities take into consideration the electricity needs to charge electric buses when planning for power shutoffs. This measure would require the CPUC to consider the economic, social equity, and mobility impacts of a temporary power discontinuance to customers that rely on electrical service to operate public transit vehicles. In addition, AB 463 would require electric utilities to include in their public safety power shutoff plans protocols related to mitigating those public safety impacts on public transit vehicle charging infrastructure.	Assembly Committee on Appropriations Suspense File Two-Year Bill	SUPPORT

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

Bill	Subject	Status	Alameda CTC Position
SB 532 (Wiener D) San Francisco Bay area toll bridges: toll increase: transit operating expenses.	SB 532 was approved by the Assembly Transportation Committee and now sits with the Appropriations Committee. Given ongoing negotiations with several Bay Area legislators, Senator Wiener has decided to hold SB 532 in the Assembly Appropriation Committee making it a two-year bill that will be revisited next year. In light of the fiscal crisis facing public transit, Senator Wiener has amended SB 532 to propose a \$1.50 increase in tolls paid on all state-owned toll bridges in the Bay Area. Toll increase would be imposed starting January 1, 2024, and the increase would stop on December 31, 2028. The bill directs 90% of the revenue generated would be used to avoid service cuts and maintain service levels, including safety and security needs. The remaining 10% of revenue would be used to assist transit operators in planning and reconfiguring transit service.	Assembly Appropriations Two-Year Bill	SUPPORT

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

Attachment:

A. Alameda CTC 2023 Legislative Program

2023 Legislative Program

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

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

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

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

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

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

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

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

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

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

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

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

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

- Support legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County, including data sharing that will enable long-term planning.
- Support legislation that increases flexibility and reduces barriers for infrastructure improvements that support the linkage between transportation, housing and jobs and leverage opportunities for TOD and PDA implementation, including transportation corridor investments that link PDAs.

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

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