



Alameda County Transportation Commission (Commission) Meeting Agenda Thursday, April 25, 2024, 2:00 PM

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

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

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

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

Chair:	John J Bauters	Executive Director:	Tess Lengyel
Vice Chair:	David Haubert	Clerk of the Commission:	Vanessa Lee

Location Information:

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

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

Zoom Link:

<https://us06web.zoom.us/j/81823881400?pwd=VoRnUUNTTlNTQWo2cog3aHVHeWRlZz09>

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

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

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

Information

[6.1_COMM_SR2S_Golden_Sneaker_Contest_20240425a.pdf](#)

7. Consent Calendar

- 7.1 Approve the March 28, 2024 Commission Meeting Minutes

Approve

[7.1_COMM_Minutes_20240328.pdf](#)

- 7.2 Approve the Administrative Amendments to Various Agreements to Extend Agreement Expiration Dates

Approve

[7.2_COMM_Admin_Amendment_20240425.pdf](#)

- 7.3 Approve Programming and Allocation and Associated Agreements with San Leandro and Hayward for Community Based Transportation Plans

Approve

[7.3_COMM_CBTPs_20240425_FINAL.pdf](#)

- 7.4 Approve the I-680 Expenditure Plan

Approve

[7.4_COMM_I-680_Expenditure_Plan_20240425.pdf](#)

- 7.5 Approve Actions to facilitate the project delivery of the San Pablo Avenue Parallel Bike Improvements Project

Approve

[7.5_COMM_SPA3_Actions_20240425.pdf](#)

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

Information

[7.6_COMM_CMP_20240425.pdf](#)

- 7.7 Approve Amendment to the Paratransit Advisory and Planning Committee Bylaws
Approve
[7.7_COMM_PAPCO_Bylaws_Update_20240425.pdf](#)
- 7.8 Countywide Transportation Plan Update: Making Alameda County More Equitable
Information
[7.8_COMM_Equity_20240425_FINAL.pdf](#)
- 7.9 Approve Amendment No. 2 to Professional Services Agreement A22-0061 with Nelson\Nygaard Consulting Associates for the Transportation Demand Management (TDM) Coordination Service
Approve
[7.9_COMM_TDM_NN_Amendment_20240425_FINAL.pdf](#)
- 7.10 Federal, state, regional, and local legislative activities update
Information/Approve
[7.10_COMM_April_Leg_Update_20240425.pdf](#)
- 7.11 Approve Community Advisory Appointments
Approve
[7.11_COMM_Community_Advisory_Appointments_20240425.pdf](#)

8. Committee Reports

- 8.1 Bicycle and Pedestrian Advisory Committee
Information
- 8.2 Independent Watchdog Committee
Information
- 8.3 Paratransit Advisory and Planning Committee
Information
[8.3_COMM_PAPCO_Meeting_Minutes_20240425.pdf](#)

9. Public Hearing of Ordinance Amending the Alameda CTC Express Lanes Toll Enforcement Ordinance

- 9.1 Open Public Hearing
Information
- 9.2 Presentation of the Amendment to the Express Lanes Toll Enforcement Ordinance
Information
[9.2_COMM_Toll_Ordinance_20240425.pdf](#)
- 9.3 Public Comment
Information
- 9.4 Close Public Hearing
Information

9.5 Waive Reading Beyond the Title and Adopt the Ordinance Amending the Alameda CTC Express Lanes Toll Enforcement Ordinance
Approve

10. Regular Matters

10.1 Approve 2014 Measure BB Transportation Expenditure Plan Amendments
Approve

[10.1_COMM_TEP_2024_Amendments_20240425_FINAL.pdf](#)

10.2 Alameda CTC Race and Equity Action Plan – 2023 Annual Progress Report
Information

[10.2_COMM_REAP_2023_Progress_Report_20240425.pdf](#)

11. Adjournment

Next Meetings:

May 23, 2024

Notes:

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



Memorandum

6.1

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

DATE: April 18, 2024

TO: Alameda County Transportation Commission

FROM: Carolyn Clevenger, Deputy Executive Director of Planning and Policy
Denise Turner, Associate Program Analyst/Program Coordinator

SUBJECT: Alameda County Safe Routes to Schools Program: Recognition of Golden Sneaker Contest Winners

Recommendation

This item is an informational update to the Commission regarding the Safe Routes to Schools (SR2S) Program Golden Sneaker Contest outcomes. Each school year, the winner of the countywide contest is officially announced and recognized during the Commission’s April meeting and the Platinum Sneaker Award is presented to the winning school. This item is for information only.

Summary

The Golden Sneaker Contest was held March 4 through March 15, 2024. This year, nearly 100 schools registered for the contest and nearly 20,000 students from 744 classrooms across Alameda County participated. During this two-week event, Alameda County students, classrooms, and schools participated to see who could walk, roll, carpool, and/or use public transit the most. The classroom with the most activity was selected as a winner from each participating school. Teachers supported their students by facilitating time each school day to tally activities including walking, biking, skateboarding, using a wheelchair or other mobility device, and taking public transit. The event was an exciting way to encourage students to stay active, try different modes of travel, enhance connections between teachers and students, and celebrate the mission of the SR2S Program. Students from the winning classrooms at each school across the county will have the honor of displaying their school’s Golden Sneaker Trophy for the next year.

School tallies were also calculated for the highly coveted Platinum Sneaker Award, which is given to the school with the highest countywide participation. The Platinum Sneaker-winning school, Rosa Parks Elementary School, is located in Berkeley and part of the Berkeley Unified School District (BUSD). Representative(s) of the winning school will receive a

commemorative sneaker-shaped plaque and will be celebrated virtually during the April Commission meeting. Alameda CTC will also acknowledge this year's winner in a press release following the April Commission meeting, on social media, and in the Alameda County SR2S May e-newsletter to share the exciting news with school districts, schools, and friends and partners of the SR2S Program. Additional information about the event can be found on the [Golden Sneaker Contest event webpage](#).

Program Background

Operating since 2006, the SR2S Program promotes safe, active, and shared transportation choices as fun and easy options for parents/caregivers and students to travel to and from school. The Program offers direct support and various programming elements to over 295 public elementary, middle, and high schools in Alameda County, and fosters partnerships and collaborates with school communities across the county to promote active (walking and rolling) and shared (carpooling and transit) transportation options while emphasizing and teaching safety.

Fiscal Impact: There is no fiscal impact.



Alameda County Transportation Commission
Commission Meeting Minutes
Thursday, March 28, 2024, 2:00 p.m.

7.1

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

1. Call to Order

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioners Carson, Cavanaugh, Mei, and Miley.

Commissioner Bowen attended as an alternate for Commissioner Tam.

Subsequent to the roll call:

Commissioner Carson arrived during 5.1.

Commissioner Mei arrived during item 6.

Commissioner Miley arrived after item 8.1.

3. Public Comment

There were no public comments.

4. Chair and Vice Chair Report

Chair Bauters announced that earlier in March, Alameda CTC was notified that the United States Department of Transportation (USDOT) awarded the agency \$30 million from the Reconnecting Communities Grant Program, which will be used to fund the first phase of the East Bay Greenway (EBGW) project between Lake Meritt BART Station in Oakland and Bayfair in San Leandro. Chair Bauters acknowledged Alameda CTC staff for their hard work on the grant application. Chair Bauters also read a statement detailing Alameda CTC's meeting Code of conduct.

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

5. Executive Director Report

Tess Lengyel thanked the staff that worked on the Reconnecting Communities Grant grant application. Ms. Lengyel also announced that CTC's Freight Intelligent Transportation Systems Projects received a merit award from the American Council of Engineering Companies.

6. Consent Calendar

6.1. Approve the February 22, 2024 Commission Meeting Minutes

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

6.3. Approve the Alameda CTC FY2023-24 Second Quarter Consolidated Financial Report

6.4. I-580 and I-680 Express Lanes Operations Update

- 6.5. Approve Amendments to the Alameda CTC Administrative Code**
- 6.6. Approve Actions Related to Cooperative Agreements with the Bay Area Toll Authority for Regional Customer Service Center Services for the I-580 and I-680 Express Lanes**
- 6.7. Waive Reading and Introduce Ordinance Amending the Alameda CTC Express Lanes Toll Enforcement Ordinance**
- 6.8. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments**
- 6.9. Federal, state, regional, and local legislative activities update**
- 6.10. 2023 Performance Report**

A written public comment was received on item 6.10 from Tyler Dragoni, expressing his concerns about the impact of the funds being appropriated by Alameda CTC for the EBGW in the City of Hayward.

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

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

7. Community Advisory Committees

7.1. Bicycle and Pedestrian Advisory Committee (BPAC)

There was no report from the Bicycle and Pedestrian Advisory Committee.

7.2. Independent Watchdog Committee (IWC)

Pat Piras, IWC Chair, provided a report on the IWC's March 14, 2024 meeting.

7.3. Paratransit Advisory and Planning Committee (PAPCO)

Sandra Johnson, PAPCO Vice Chair, provided report on the PAPCO's March 25, 2024 meeting.

8. Regular Matters

8.1. FY2023-24 Mid-Year Budget Update

Patricia Reavey recommended that the Commission approve the proposed FY2023-24 Mid-Year Budget update with the following fiscal impacts: provide resources of \$608.9 million; authorize expenditures of \$735.9 million; include the acquisition of Sunol JPA property of \$10.8 million; overall increase in fund balance of \$88.9 million; and a projected ending fund balance of \$751.0 million.

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

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

No: None

Abstain: None

Absent: Cavanaugh, Miley

9. Closed Session

9.1. Pursuant to California Government Code section 54956.9 (d)(4) Conference with General Counsel regarding anticipated litigation related to proposed acquisition of real property interests necessary for the Interstate 880 Oakland -Alameda Access Project– Five (5) Items

9.2. Report on Closed Session

Alameda CTC legal counsel Amara Morrison reported that the Committee took no action during the Closed Session.

10. Resolution of Necessity Hearing

10.1. Consideration of Adoption of Resolutions of Necessity Authorizing the Filing of Eminent Domain Proceedings to Acquire Real Property Interests Necessary for the Interstate 880 Oakland Alameda Access Project

Chair Bauters opened the public hearing and noted that the presentation for this item was to be waived with unanimous consent.

A comment was received by Richard Cooc, attorney for the property owner on the property located at 74th Street in Oakland, California, regarding the condemnation effects on his clients' tenant and possibly his client's relationship with their tenant.

Chair Bauters closed the public hearing.

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

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

No: None

Abstain: None

Absent: Cavanaugh

11. Adjournment

The next meeting is Thursday, April 25, 2024, at 2:00 p.m. and will be in person at the Alameda CTC offices at 1111 Broadway, Suite 800, Oakland, CA 94607.



Memorandum

7.2

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

DATE: April 18, 2024

TO: Alameda County Transportation Commission

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

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

Recommendation

It is recommended that the Commission approve administrative amendments to various Alameda CTC agreements (A18-0040 and A18-0048) in Attachment A in support of Capital Project and program delivery commitments 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	Oberkamper Associates	I-880/Mission Boulevard (Route 262) Interchange / Right-of-way services	A18-0040	A1: 12-month time extension from 4/30/2020 to 4/30/2021 A2: Budget increase and modify indemnification and insurance provisions in Contract A3: 14-month time extension from 4/30/2021 to 6/30/2022 A4: Budget increase and 12-month time extension from 6/30/2022 to 6/30/2023 A5: 12-month time extension from 6/30/2023 to 6/30/2024 A6: 12-month time extension from 6/30/2024 to 6/30/2025 <i>(current request)</i>	1	None
2	Kimley-Horn and Associates	I-880 Interchange Improvements (Winton Avenue/A Street) / Project Initiation Document and Project Approval and Environmental Document services	A18-0048	A1: Modify indemnification and insurance provisions in Contract A2: 12-month time extension from 6/30/2022 to 6/30/2023 A3: 12-month time extension from 6/30/2023 to 6/30/2024 A4: 6-month time extension from 6/30/2024 to 12/31/2024 <i>(current request)</i>	1	None

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



Memorandum

7.3

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DATE: April 18, 2024

TO: Alameda County Transportation Commission

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

SUBJECT: Approve Programming and Allocation and Associated Agreements with San Leandro and Hayward for Community Based Transportation Plans

Recommendation

It is recommended that the Commission approve the following actions for Community-Based Transportation Plans (CBTP) in Alameda County:

1. Approve programming and allocation of \$350,000 of One Bay Area Grant program (OBAG3) funds to the City of San Leandro for a Bay Fair CBTP that also includes a portion of unincorporated Alameda County and \$250,000 for a City of Hayward CBTP; and
2. Authorize Executive Director or designee to execute Project Funding Agreements with the City of San Leandro and City of Hayward.

Background

The [CBTP program](#) was launched in 2002 by the Metropolitan Transportation Commission (MTC) to identify transportation challenges in equity communities around the region and strategies to overcome them. MTC awards CBTP funding to county transportation agencies (CTAs) to administer funding for and development of these community plans on MTC's behalf. These funds come to CTAs periodically, most recently tied to MTC's cycles of the OBAG program, which is comprised of federal transportation funding.

To help direct these funds toward areas with the highest equity need across the region, MTC has defined [Equity Priority Communities](#) (EPCs) throughout the region, which are communities that have a high concentration of both minority and low-income households or that have a high concentration of other factors including people with disabilities, seniors, and/or cost-burdened renters. MTC periodically updates EPC designations as demographic data is updated. The most recently adopted EPC definition is from Plan Bay Area 2050. Within Alameda County, there are EPCs in Emeryville,

Berkeley, Oakland, Alameda, San Leandro, Ashland, Cherryland, Castro Valley and Hayward.

With their most recent OBAG cycle, MTC released 2022 – 2026 CBTP Program Guidelines that establish CBTP planning grant funds per county based on its share of the region’s low-income population as of 2018. As shown in Attachment A, the Guidelines identify Alameda County as having a CBTP funding amount of \$600,000 from the OBAG3 cycle. Alameda CTC subsequently received this funding in the form of an amendment to a funding agreement with MTC/ABAG in July 2023. Staff have developed a proposed approach for use of these funds that meets MTC’s guidelines and that supports Commission priorities of safety, equity, and climate. Determining an approach for CBTP funding cycles is also implementing action 13 of Alameda CTC’s Race and Equity Action Plan.

CBTP Approach for 2022-2026 Cycle

As described in Attachment A, MTC has specific guidelines for how to use CBTP planning funds. CBTPs at their highest level are venues for communities to directly communicate with transportation officials on transportation needs, develop strategies to address these needs, and create a clear implementation pathway for community-driven recommendations. The guidelines further require working with established community groups in the form of a steering committee to guide the ultimate recommendations. In administering the program, MTC’s guidelines encourage CTAs to prioritize CBTPs for areas that do not currently have a plan, where a CBTP is more than five years old, or areas that have the highest concentration of low-income residents.

Alameda CTC last completed a countywide CBTP in 2020 that formed the basis for community-identifies priorities for low income communities and communities of color in the 2020 Countywide Transportation Plan (CTP). More information on the 2020 CBTP and background on CBTPs from previous cycles is on this [webpage](#).

Based on MTC’s recently updated guidelines and since Alameda CTC recently used prior cycle funding for a county-level CBTP, staff is proposing to support efforts at the local jurisdiction level for this cycle of CBTP funds. In determining an approach for this cycle, staff reviewed the status of recently completed and on-going planning and project work throughout Alameda County’s EPCs. In Northern Alameda county, a number of recent planning efforts have been completed or are underway involving high degrees of community engagement and planning in EPCs. These efforts include West Oakland’s AB617 Owning our Air through the Bay Area Air Quality Management District’s AB617 program, the East Oakland Mobility Action Plan, multimodal transportation and land use planning along San Pablo Avenue in Berkeley, Emeryville and Oakland, a Caltrans-led study to evaluate the I-980 corridor to reconnect communities, and significant equity planning throughout Oakland through their General Plan update. The City of Alameda is leading a multi-jurisdictional and community-based effort in equity communities along the

waterfronts of Oakland, Alameda and northern San Leandro to advance climate resilience and adaptation planning.

Consistent with MTC's guidelines to prioritize areas that do not have current or recent plans, staff identified central Alameda County as an area in the county where there have not been recent CBTPs and where there is high equity need in and around MTC's established equity geographies. As shown in the agency's Race and Equity Action Plan, Central Alameda County equity communities are disproportionately burdened by transportation outcomes in safety and health. Around the I-238 corridor between I-580 and I-880, exposure to heavy traffic and diesel trucks contributes to adverse public health outcomes as indicated by high prevalence of serious heart and lung disease and a high density of traffic collision and fatalities. Within the city of Hayward, there are 13 neighborhoods that qualify as EPCs and these communities have some of the highest shares of low-income and people of color, single parent families, and limited English proficiency in the region.

Staff has worked with the City of San Leandro, Alameda County Community Development Agency, and City of Hayward on potential uses of these funds. With these agencies, staff developed a proposal to grant \$350,000 of the funds to the City of San Leandro for a CBTP around the Bay Fair BART station, including the area in unincorporated Alameda County, and \$250,000 to the City of Hayward for a CBTP that would cover all 13 equity priority communities within the city. Per MTC guidelines, Alameda CTC staff will participate on the steering committee for both efforts, which provides an intimate source of knowledge on community transportation needs and opportunities that can be incorporated into the update of the Countywide Transportation Plan, which will be occurring on a similar timeline as these CBTPs. Both of these projects will also leverage and complement other transportation and community planning work underway in the local jurisdictions. More information on these efforts is below.

Bay Fair CBTP

The Bay Fair CBTP will be completed for the City of San Leandro and County of Alameda concurrently with the City of San Leandro's "Bay Fair TOD Subarea 1 Development Plan," which is funded by a recently awarded planning grant from MTC. Since 2018, the city and county have been planning for the area around the Bay Fair BART station to be a transit-oriented development (TOD) as articulated in the Bay Fair TOD Specific Plan. To support further needed pre-development, the city is now working on more precise implementation planning. The CBTP funding will be able to augment this planning and extend the reach of the planning into the equity communities of unincorporated Alameda County as part of the larger planning for the TOD area. Specifically, the CBTP-funded work will support outreach, assessment of baseline conditions and demographics, and development of community priorities.

City of Hayward CBTP

The City of Hayward will develop its first CBTP for areas that have been identified as EPCs. The CBTP will seek to engage residents of EPCs, underserved communities, and disadvantaged communities in Hayward to develop a deep understanding of community concerns and ideas to enhance access and circulation. Community feedback will inform inputs to a variety of active transportation, safety, and micromobility planning in the city. In particular, the City of Hayward is about to embark on the implementation of the Vision Zero and the Local Road Safety Plan with the help of a Safe Streets and Roads for All federal grant the City received.

Staff recommends the Commission approve the following actions for Community-Based Transportation Plans (CBTPs) in Alameda County:

1. Approve programming and allocation of \$350,000 of One Bay Area Grant program (OBAG3) funds to the City of San Leandro for a Bay Fair CBTP that also includes a portion of unincorporated Alameda County and \$250,000 for a City of Hayward CBTP; and
2. Authorize Executive Director or designee to execute Project Funding Agreements with the City of San Leandro and City of Hayward.

Fiscal Impact: The recommended action will authorize the programming and allocation of \$600,000 of OBAG3 funding that Alameda CTC receives from MTC. This amount will be included in the agency budget.

Attachment:

- A. MTC's Community-Based Transportation Planning Program Guidelines – 2022-2026 Cycle

Date: April 27, 2022
 W.I.: 1310
 Referred by: Planning

Attachment A
 MTC Resolution No. 4514
 Page 1 of 4

Community-Based Transportation Planning Program Guidelines – 2022-2026 Cycle

The following guidelines shall apply to the 2022-2026 Community-Based Transportation Planning (CBTP) Program:

1. **Program goals** - in developing the CBTPs, the County Transportation Agencies (CTAs) must address the following two goals of the regional program:
 - Improve access and mobility for historically underserved and systemically marginalized groups, including people with low incomes, communities of color, and residents of Equity Priority Communities; and
 - Engage residents and community organizations in conducting the analysis and shaping the recommendations.

In addition, CTAs are encouraged to consider non-traditional solutions to meet travel needs of historically underserved communities. Non-traditional solutions may include carshare, bikeshare, rideshare, van- and/or car-pooling, and on-demand, flex-route transit, among others.

2. **Funding** – \$3 million in funding will be distributed among the counties for the CBTP program, sourced from the third round of the One Bay Area Grant program (OBAG3). Each county shall receive a CBTP planning grant based on its share of the region’s low-income population, defined as the share of the population earning less than 200% of the federal poverty level in 2018. The grants shall be limited to a maximum funding amount of \$600,000 and a minimum of \$150,000. County funding amounts are laid out in the table below. An additional \$100,000 shall be reserved for MTC to conduct a program evaluation in 2026.

Table 1. Proposed CBTP Funding Amount (*funding table to be populated prior to adoption*)

County	Population – Low-Income Share	Low-Income Share in Region	Low-Income Population	Funding Proportional to Low-Income Population	CBTP Grants
Alameda	19%	22%	315,302	\$662,003	\$600,000
Contra Costa	19%	15%	218,958	\$459,721	\$450,000
Marin	12%	2%	30,878	\$64,831	\$150,000
Napa	25%	2%	34,776	\$73,015	\$150,000
San Francisco	21%	12%	178,428	\$374,625	\$370,000
San Mateo	16%	8%	118,763	\$249,353	\$245,000
Santa Clara	17%	22%	319,523	\$670,866	\$600,000
Solano	21%	7%	93,428	\$196,160	\$190,000
Sonoma	24%	8%	118,798	\$249,426	\$245,000
Area	19%	100%	1,428,854	\$3,000,000	\$3,000,000

Source: U.S. Census Bureau American Community Survey Table C17002, 2018, MTC analysis

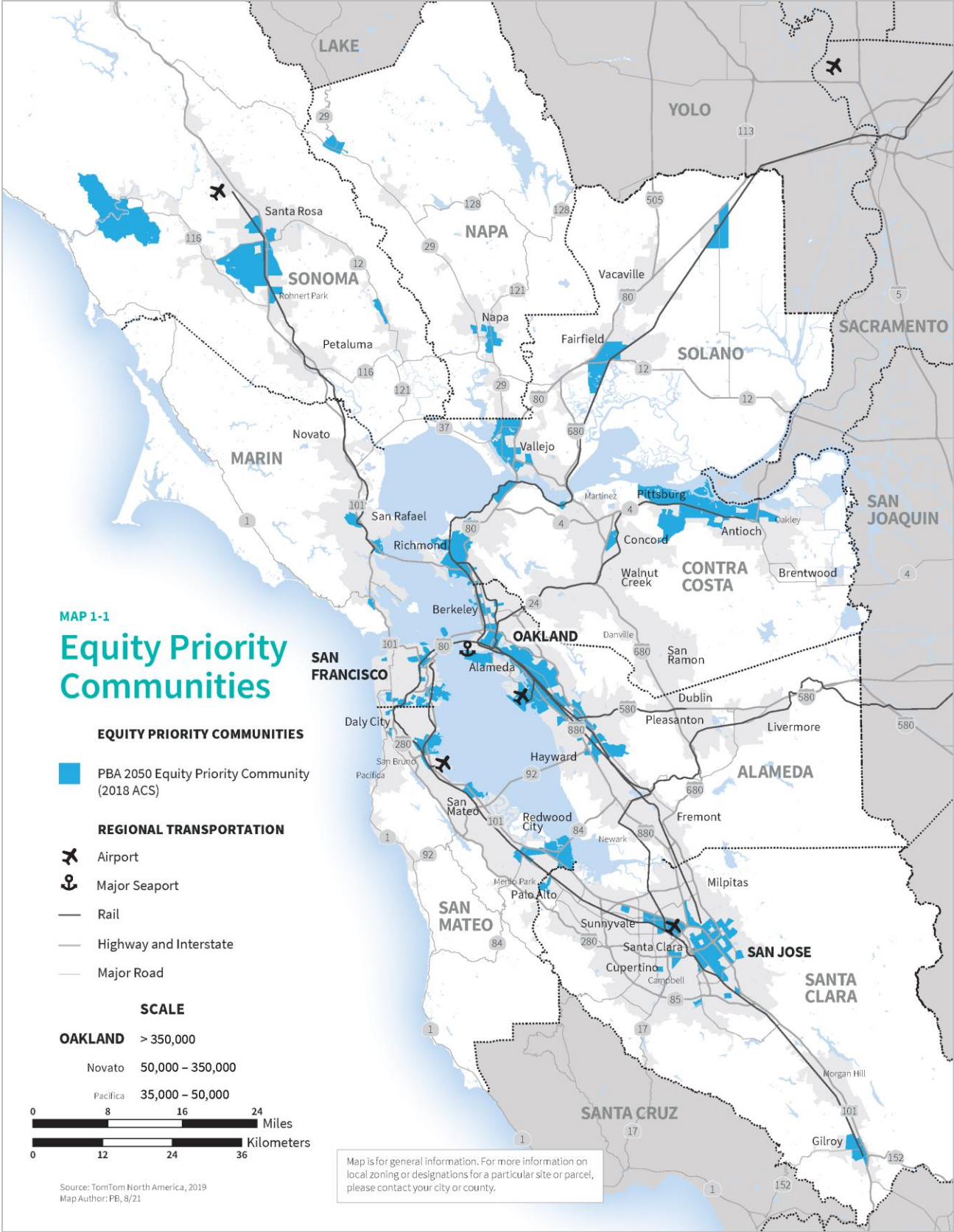
3. ***Coordination with other planning efforts*** - CTAs may produce a CBTP for a community comprised of one or more census tracts designated as an EPC or a countywide CBTP with location-specific recommendations for all EPCs. CBTPs may be developed as part of an existing planning effort (e.g., planning for Priority Development Areas, county-wide investment and growth strategy, county-wide transportation program, or local jurisdiction general or specific plan). All program guidelines for the 2022-2026 CBTP Program shall apply to the CBTP component of these planning efforts.
4. ***Steering committee*** - CTAs shall establish a steering committee that includes representatives from CBOs and/or non-profits serving the EPC, one or more social service or health agencies, transit agencies serving the EPC and one or more city agencies, among other participants, to ensure a collaborative and inclusive CBTP planning process.
5. ***Local jurisdiction partnership*** - CTAs shall work with city staff from the jurisdiction(s) in which the EPC(s) are located to coordinate on planning activities and recommendations that emerge from CBTPs. CTAs may also choose to pass funding directly to a city agency (e.g., Planning Department, Department of Transportation, or Department of Public Works) so that the city may lead the planning process. In that case, a CTA representative shall serve on the steering committee and communicate with MTC to ensure CBTP guideline compliance.
6. ***Use it or lose it provision*** - the CBTP must be adopted within three years of initiating the planning process. Any funds not used by the end of calendar year 2026 shall be repurposed by MTC at its discretion for other CBTPs.
7. ***Local contribution*** - CTAs must provide a ten percent non-federal contribution for the CBTP planning grants, which may be in the form of in-kind staff time (source of CBTP funding is federal Surface Transportation Program funding).
8. ***Incentives for community engagement*** - where local CBOs are available to participate in the CBTP process, CTAs shall provide compensation for tasks associated with engaging the community to provide input into the planning process. Compensation may take many forms, including direct payments for services (e.g., translation, outreach, event space rental, or meeting facilitation) and/or incentives to encourage resident participation in the planning process (e.g., gift cards, stipends, or meals).
9. ***Eligible uses*** - eligible uses for CBTP planning grants include consultant services, staff compensation, direct costs or stipends associated with plan development and adoption, and stakeholder engagement. Plans must be developed for MTC-designated EPCs (see map of EPCs below) or locally-designated transportation disadvantaged areas (TDAs), such as areas in the North Bay affected by recent wildfires or rural areas with high rates of poverty. CTA staff shall discuss all TDAs with MTC staff prior to proceeding with a CBTP for these areas.
10. ***Consultation with MTC*** – a representative from MTC shall be included in the project scoping phase and approve the project scope before a contract is awarded or work begins.
11. ***Prioritizing planning areas*** - CTAs are encouraged to prioritize CBTPs for areas that do not currently have a plan, areas where a CBTP is more than 5 years old, and areas that have the highest concentration low-income residents.

12. **Key components and deliverables** - CBTPs shall include key components and deliverables identified in Table 2 below. Some components may be rolled into a broader effort (i.e., outreach and engagement for a general plan update could count towards component A.). All components may or may not be completed at the same scale (i.e., a countywide baseline conditions analysis and needs assessment for all EPCs may be followed by separate recommendations for each EPC). CBTPs must be adopted by the respective city council. If a CBTP spans multiple cities, it must be adopted by the CTA board; City Council adoption of recommendations relevant to EPCs in that particular jurisdiction is strongly encouraged.

Table 2. Key Components and Deliverables for CBTPs

<i>Plan Components</i>	<i>Guidance and Description</i>
A. Outreach and Engagement	Identify key stakeholders (e.g., partner agencies, CBOs and underrepresented populations), describe outreach activities (e.g., interviews, workshops, forums, focus groups, surveys, and polls), develop multi-lingual collateral materials (e.g., newsletters, flyers, and website), and document community feedback.
B. Baseline Conditions	Describe the planning area, including demographic characteristics and current transportation statistics for residents (e.g., average commute times or vehicle ownership rates). Describe existing transportation infrastructure/services within the planning area. Include a map of the planning area showing community facilities and amenities, major transportation infrastructure, and boundaries of EPCs and TDAs, if applicable.
C. Related Plans and Projects	Inventory ongoing or recently completed plans, projects, and programs that may affect the area. If the area has an existing CBTP, summarize recommendations and their implementation status.
D. Needs Assessment	In partnership with community residents and CBOs, identify key local, county, and regional destinations for residents and workers in EPCs and TDAs (e.g., job centers, medical and community facilities, grocery stores, parks, etc.), gaps in existing transportation services and infrastructure to access these destinations, and barriers to filling these gaps. For communities updating CBTPs, confirm whether needs previously identified are still relevant.
E. Recommendations	In partnership with community residents and CBOs, identify potential solutions, innovative approaches, or best practices from other communities; assess the role of emerging technologies; and develop a prioritized list of initiatives, projects and/or programs. Include a cost estimate for each recommendation.
F. Implementation	Produce a plan to implement CBTP recommendations, including potential funding sources, implementation lead(s), and time frames for each recommendation. Describe the process of integrating recommendations from the CBTP into the Countywide Transportation Plan and local capital improvement plans (if applicable).
G. Monitoring and Evaluation	Develop and implement a process to report progress and funding provided for implementation for each initiative, project, and/or program to MTC and the CBTP steering committee.

Plan Bay Area 2050 Equity Priority Communities Map





Memorandum

7.4

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

DATE: April 18, 2024

TO: Alameda County Transportation Commission

FROM: Patricia Reavey, Deputy Executive Director of Finance and Administration
John Lowery, Director of Express Lane Operations

SUBJECT: Approve the I-680 Expenditure Plan

Recommendation

It is recommended that the Commission adopt the I-680 Expenditure Plan, including (1) a 20-year projection of toll revenues and express lane expenditures and (2) recommended policies to direct the use of toll revenues for the payment of expenditures.

Summary

California Streets and Highways Code Section (SHC) 149.5 authorizes Alameda CTC’s Express Lanes Program, which includes express lanes on the I-580 and I-680 corridors, and defines eligible uses of toll revenues. Per the SHC, toll revenues are first to be made available for direct expenses related to the operation (including collection and enforcement), maintenance, construction and administration of the Express Lanes Program, which are defined as Direct Expenses. Toll revenue that remains after payment of Direct Expenses is defined as Net Revenue and is to be allocated for transportation purposes within the express lane program area per an adopted Expenditure Plan. The Commission adopted the I-580 Express Lanes Expenditure Plan in 2018. This staff report serves as the first iteration of the I-680 Express Lanes Expenditure Plan (the Plan).

Similar to the I-580 Expenditure Plan, financial projections were developed to estimate toll revenues and expenditures over a 20-year horizon. Financial projections in the Plan demonstrate that toll revenues are anticipated to be able to cover all operations and maintenance costs, pay for repair and replacement needs, and repay a portion of the 2000 Measure B funds that were advanced for construction of the I-680 Express Lanes. Financial projections do not anticipate that there will be any Net Revenue during the 20-year planning horizon.

Although the projections for I-680 Express Lanes determine that there is no Net Revenue anticipated to be available in the 20-year planning horizon, it is recommended that the

Commission adopt the I-680 Expenditure Plan that consists of (1) the financial projections of I-680 Express Lanes toll revenues and Direct Expenses over a 20-year horizon and (2) policies that establish definitions, eligible uses, and guidelines for how toll revenue is to be allocated. Financial projections and policies are needed to inform future I-680 Express Lanes budgets and ensure financial solvency.

Background

The I-680 Sunol Express Lanes span approximately 14 miles in the southbound direction, from State Route 84 (SR-84) near Pleasanton to SR-237 in the City of Milpitas, and 9 miles in the northbound direction, from just south of Auto Mall Parkway to SR-84. The southbound express lane originally opened to traffic on September 20, 2010 as a limited access facility with designated entry and exit points. Beginning in 2018, the work began to construct the northbound express lane and to change the access configuration of the southbound lane to allow drivers to enter and exit more freely. Tolling operations were suspended on the southbound lane starting in August of 2020 to allow for construction. On March 31, 2023, tolling began on the northbound lane and resumed on the southbound lane.

The I-680 Southbound Gap Project is currently under construction and will add a new 9-mile southbound express lane between SR-84 and Alcosta Boulevard. When completed, the project will close the gap between Alameda CTC's I-680 Sunol Express Lanes to the south and express lanes operated by MTC on I-680 to the north in Contra Costa County. Construction on the I-680 Southbound Gap project began in early 2023 and is scheduled to be complete in Winter 2025/26.

In order to keep the projects moving forward in a timely manner, the project funding plans for construction of the I-680 Sunol Express Lanes and the I-680 Southbound Gap projects included funding allocated from the 2000 Measure B Capital Program that was to be repaid using toll revenues. In 2015, \$120 million was programmed from the 2000 Measure B Capital Program to bridge the funding gap for the I-680 Sunol Express Lanes, including the construction of the new northbound express lane and reconfiguration of the existing southbound express lane and \$66.4 million was programmed in 2021 to fund construction of the I-680 Southbound Gap project. These programming actions resulted in a \$186.4 million advance from the 2000 Measure B Capital Program to be repaid using toll revenues generated from the I-680 Express Lanes.

Assembly Bill 2032, which added Section 149.5 to the SHC, was signed in 2004. This new section authorized the Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA), consisting of Alameda CTC and VTA, to administer the I-680 Sunol Express Lanes in Alameda and Santa Clara Counties. Section 149.5 of the SHC was amended in 2023 to grant explicit authority to Alameda CTC, independent of the Sunol JPA, to administer express lanes on I-680 in Alameda County. Both Alameda CTC and the Sunol JPA adopted resolutions in January and February of 2024 to dissolve the Sunol JPA and transfer responsibilities for the administration of the I-680 Express Lanes in Alameda County to

Alameda CTC. As the Sunol JPA has transferred administrative responsibilities to Alameda CTC and Alameda CTC will be the administering agency after dissolution during the 20-year planning horizon, Alameda CTC is the appropriate entity to adopt the Expenditure Plan.

The SHC defines eligible uses of toll revenue for Alameda CTC’s Express Lanes Program, which includes the I-580 Express Lanes and I-680 Express Lanes. Toll revenues are first to be made available for the payment of Direct Expenses, which are defined to include expenses related to the operation (including collection and enforcement), maintenance, construction and administration of the express lanes program. Net Revenue is defined as toll revenue that remains after payment of Direct Expenses and is to be allocated for transportation purposes within the express lane program area per an adopted Expenditure Plan.

The first step in preparing the I-680 Expenditure Plan was the development of financial projections to estimate all Direct Expenses and compare to the estimated toll revenue. Attachment A provides 20-year financial projections showing estimated toll revenues, Operations and Maintenance (O&M) costs, contributions to an Operational Risk Reserve, contributions to a Maintenance Reserve to cover repair and replacement needs, repayment to the 2000 Measure B Capital Program for the advancement of funding for construction, and costs for continued capital work related to the Express Lanes Program. The projections demonstrate that over the coming 20-year time period, I-680 toll revenues are anticipated to be sufficient to cover express lane operating costs, keep the express lanes infrastructure in a state of good repair, and make progress on repaying the Measure B Capital Program funds. However, it is anticipated that there will be no Net Revenue remaining after accounting for these Direct Expenses. A summary of the 20-year financial projections is provided in the table below.

I-680 Financial Projections Components	Estimated 20-Year Totals (millions)
Gross Toll Revenues	\$488
Operations & Maintenance Expenditures	\$264
Reserve Contributions for Operational Risk and Maintenance	\$156.5
Measure B Loan Repayments	\$62.5
I-680 Capital Project Contributions	\$3.9

Each section of the financial projections in Attachment A and the assumptions used to develop the 20-year estimates are summarized in the table below.

20-Year Financial Projection Component	Assumptions
(A) Gross Toll Revenues: Includes revenue collected from the payment of tolls and toll violation penalties.	
I-680 Sunol Express Lanes Gross Toll Revenues	FY23-24 revenue estimated based on 9 months of operating data (April 2023 – December 2023). Future year revenues assume a 2.5% annual growth rate.
I-680 Southbound Gap Project Gross Toll Revenues	Revenue estimates were developed as part of a Traffic and Revenue (T&R) Study completed in February 2023 and reflect an assumed project opening date of December 2025. The T&R Study used outputs from the Alameda Countywide Travel Demand Model along with toll policy assumptions to estimate express lane usage and gross revenue over 20 years. Annual escalation for the first 10 years is based on modeled results from the T&R Study; annual escalation rate for the last 10 years of projections is assumed to be 2.5%.
(B) Operations and Maintenance (O&M) Expenditures: Includes costs required for day-to-day operations and maintenance of the express lanes. Costs are assumed to escalate at 3.5% per year.	
Toll System Operations & Maintenance	<p>Includes:</p> <ul style="list-style-type: none"> • Toll System Integrator (TSI) costs to operate and maintain express lane toll equipment, including monitoring and replacement of roadside equipment, software licensing and upgrades, and review of license plate images; and • Costs paid to Caltrans for roadway maintenance costs such as sweeping and litter removal; and • Utility costs, including power and telecommunications.
Monitoring & Enforcement	<p>Includes:</p> <ul style="list-style-type: none"> • Staff and consultant costs to oversee express lane operations; • California Highway Patrol (CHP) costs to enforce express lane occupancy requirements; and • Monitoring of express lane operations in real time by operators staffed at MTC’s Regional Operations Center.

20-Year Financial Projection Component	Assumptions
Revenue Collection	Includes costs paid to the Bay Area Toll Authority (BATA) for Alameda CTC's share of costs to operate the FasTrak® Regional Customer Service Center (RCSC). The RCSC applies Alameda CTC toll transactions to FasTrak customer accounts and serves as the point of contact for all customer inquiries.
Administration & Other	Includes: <ul style="list-style-type: none"> • Staff costs for express lane administration; • Insurance costs; • Legal fees; • Public outreach and education about express lane operations; and • Other miscellaneous costs.
Contingency	Includes 10% of the Operations & Maintenance costs above as contingency.
(C) Operational Risk Reserve Contribution:	Includes contributions to an Operational Risk Reserve to be used if unanticipated events impact the ability to collect revenue. Contributions are made until the reserve balance reaches \$20 million.
(D) Maintenance Reserve Contributions: Includes contributions to a Maintenance Reserve to fund the costs to repair, replace, maintain and rehabilitate express lane toll system and infrastructure elements.	
Technology Replacement/ Upgrade	Includes costs to replace express lane toll system technology every 12 years with costs for periodic equipment and software upgrades/refreshes between replacements. Costs assume a 5% annual escalation rate.
Civil Infrastructure Replacement	Includes cost to replace express lane civil infrastructure, including signage, toll gantries, toll cabinets and fiber optic cable assuming a useful life of 25 years for these elements. Costs include a 5% annual escalation rate.
Pavement Maintenance	Includes annual preventative pavement maintenance costs estimated at \$4,500 per lane-mile of express lanes (2024\$). Costs include a 5% annual escalation rate.

20-Year Financial Projection Component	Assumptions
Pavement Rehabilitation	Includes replacement of express lanes pavement estimated at \$455,000 per lane-mile of express lanes once the pavement life reaches 20 years. Costs include a 5% annual escalation rate.
(E) Measure B Loan Repayment	Includes estimated annual payments towards the \$186.4 million of Measure B Capital Program funds that were advanced to construct the I-680 Express Lanes.
(F) I-680 Corridor Capital Projects	Includes funding for continued capital work related to the Express Lane Program as approved in the budget.
Unrestricted Fund Balance	Cumulative fund balance after accounting for all toll revenues and expenditures. Calculated as (A) Gross Toll Revenue minus (B) Operations and Maintenance Expenditures, minus (C) Operational Risk Reserve contribution, minus (D) Maintenance Reserve contribution, minus (E) Measure B Loan Repayment, minus (F) I-680 Corridor Capital Projects contribution.

The second part of the I-680 Expenditure Plan consists of recommended policies to provide definitions and guidelines for the eligible use of toll revenue towards the payment of Direct Expenses (Attachment B). The policies do not include criteria that would govern the use of Net Revenue because the financial projections show that all toll revenues collected over the next 20 years will be utilized for the payment of Direct Expenses as defined in the SHC. The policies are focused on how Direct Expenses are defined, how payment of Direct Expenses will be prioritized, and how reserves will be established; eligible uses of reserves; and guidelines for the use of toll revenues allocated to Caltrans maintenance and/or rehabilitation projects.

The I-680 Expenditure Plan is intended to be a living document and is expected to be updated on a biennial basis to reflect updates to financial projections. Current financial projections demonstrate an ability to repay \$62.5 million of the \$186.4 million of Measure B Capital Program funds that were advanced for construction of the I-680 Express Lanes. If toll revenues come in higher than projected, the policies in Attachment B specify that the priority use of excess revenues will be to repay the remainder of the Measure B advance. Therefore, it is not expected that future I-680 Expenditure Plans will show Net Revenue available to be allocated to other transportation projects in the corridor until the entirety of the \$186.4 million Measure B advance is repaid.

Fiscal Impact: There is no fiscal impact associated with the I-680 Expenditure Plan. I-680 toll revenues are allocated through annual budgets adopted by the Commission. The I-680 financial projections and policies included in the I-680 Expenditure Plan will serve to inform future annual budgets.

Attachments:

- A. I-680 Express Lanes 20-Year Financial Projections
- B. I-680 Expenditure Plan Policies

Attachment A

I-680 Express Lanes 20-Year Financial Projections

I-680 Express Lanes Twenty-Year Financial Projections

Fiscal Year	Notes	FY 22-23 Ending Balance	FY 23-24 Proposed Budget	FY 24-25 Proposed Budget	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20
					FY 25-26 Projected	FY 26-27 Projected	FY 27-28 Projected	FY 28-29 Projected	FY 29-30 Projected	FY 30-31 Projected	FY 31-32 Projected	FY 32-33 Projected	FY 33-34 Projected	FY 34-35 Projected	FY 35-36 Projected	FY 36-37 Projected	FY 37-38 Projected	FY 38-39 Projected	FY 39-40 Projected	FY 40-41 Projected	FY 41-42 Projected	FY 42-43 Projected	FY 43-44 Projected	FY 44-45 Projected
(A) Gross Toll Revenues	1	\$11,575	\$11,945	\$14,900	\$17,300	\$18,000	\$18,700	\$19,400	\$20,200	\$20,900	\$21,700	\$22,500	\$23,300	\$23,900	\$24,500	\$25,100	\$25,700	\$26,400	\$27,000	\$27,700	\$28,400	\$29,100	\$29,800	
I-680 Sunol Express Lanes	2	\$11,575	\$11,945	\$12,517	\$12,830	\$13,150	\$13,479	\$13,816	\$14,161	\$14,515	\$14,878	\$15,250	\$15,632	\$16,022	\$16,423	\$16,834	\$17,254	\$17,686	\$18,128	\$18,581	\$19,046	\$19,522	\$20,010	
I-680 Southbound Gap Closure Project	3	\$0	\$0	\$2,448	\$4,568	\$4,923	\$5,278	\$5,633	\$6,051	\$6,468	\$6,886	\$7,303	\$7,721	\$7,914	\$8,112	\$8,315	\$8,523	\$8,736	\$8,954	\$9,178	\$9,407	\$9,642	\$9,884	
(B) Operations and Maintenance (O&M) Expenditures		(\$5,783)	(\$5,768)	(\$8,900)	(\$9,300)	(\$9,600)	(\$9,900)	(\$10,300)	(\$10,600)	(\$11,000)	(\$11,400)	(\$11,800)	(\$12,200)	(\$12,600)	(\$13,000)	(\$13,500)	(\$14,000)	(\$14,400)	(\$14,900)	(\$15,500)	(\$16,000)	(\$16,600)	(\$17,100)	
Toll System Operations & Maintenance	4	(\$2,277)	(\$2,196)	(\$3,515)	(\$3,638)	(\$3,766)	(\$3,897)	(\$4,034)	(\$4,175)	(\$4,321)	(\$4,472)	(\$4,629)	(\$4,791)	(\$4,959)	(\$5,132)	(\$5,312)	(\$5,498)	(\$5,690)	(\$5,889)	(\$6,095)	(\$6,309)	(\$6,530)	(\$6,758)	
Monitoring & Enforcement	4	(\$1,110)	(\$971)	(\$1,864)	(\$1,929)	(\$1,997)	(\$2,067)	(\$2,139)	(\$2,214)	(\$2,292)	(\$2,372)	(\$2,455)	(\$2,541)	(\$2,630)	(\$2,722)	(\$2,817)	(\$2,916)	(\$3,018)	(\$3,123)	(\$3,233)	(\$3,346)	(\$3,463)	(\$3,584)	
Revenue Collection	4	(\$1,600)	(\$1,600)	(\$2,414)	(\$2,499)	(\$2,586)	(\$2,677)	(\$2,771)	(\$2,868)	(\$2,968)	(\$3,072)	(\$3,179)	(\$3,291)	(\$3,406)	(\$3,525)	(\$3,648)	(\$3,776)	(\$3,908)	(\$4,045)	(\$4,187)	(\$4,333)	(\$4,485)	(\$4,642)	
Administration & Other	4	(\$546)	(\$501)	(\$287)	(\$297)	(\$308)	(\$319)	(\$330)	(\$341)	(\$353)	(\$366)	(\$378)	(\$392)	(\$405)	(\$420)	(\$434)	(\$449)	(\$465)	(\$481)	(\$498)	(\$516)	(\$534)	(\$552)	
Contingency		(\$250)	(\$500)	(\$808)	(\$836)	(\$866)	(\$896)	(\$927)	(\$960)	(\$993)	(\$1,028)	(\$1,064)	(\$1,101)	(\$1,140)	(\$1,180)	(\$1,221)	(\$1,264)	(\$1,308)	(\$1,354)	(\$1,401)	(\$1,450)	(\$1,501)	(\$1,554)	
(C) Operational Risk Reserve Contribution	5	(\$6,000)	(\$3,000)	(\$3,000)	(\$3,000)	(\$3,000)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Cumulative Operational Risk Reserve Balance		\$2,000	\$8,000	\$11,000	\$14,000	\$17,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	
(D) Maintenance Reserve Contribution		\$0	\$0	(\$3,000)	(\$5,000)	(\$1,000)	(\$4,000)	(\$5,000)	(\$5,500)	(\$5,000)	(\$6,000)	(\$7,000)	(\$8,000)	(\$8,000)	(\$8,000)	(\$10,000)	(\$10,000)	(\$10,000)	(\$9,000)	(\$9,000)	(\$9,000)	(\$8,000)	(\$8,000)	
Repair & Replacement Needs		\$0	\$0	(\$1,000)	(\$1,100)	(\$1,100)	(\$1,100)	(\$1,100)	(\$1,100)	(\$1,100)	(\$1,100)	(\$1,100)	(\$1,100)	(\$21,600)	(\$21,700)	(\$2,100)	(\$2,100)	(\$2,100)	(\$22,000)	(\$2,100)	(\$2,200)	(\$2,200)	(\$2,200)	(\$48,200)
Technology Replacement/Upgrade	6	\$0	\$0	(\$864)	(\$864)	(\$864)	(\$864)	(\$864)	(\$864)	(\$864)	(\$864)	(\$864)	(\$864)	(\$21,380)	(\$21,380)	(\$1,805)	(\$1,805)	(\$1,805)	(\$1,805)	(\$1,805)	(\$1,805)	(\$1,805)	(\$1,805)	
Civil Infrastructure Replacement	7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$46,000)	
Pavement Maintenance	8	\$0	\$0	(\$95)	(\$149)	(\$156)	(\$164)	(\$172)	(\$181)	(\$190)	(\$199)	(\$209)	(\$220)	(\$231)	(\$242)	(\$255)	(\$267)	(\$281)	(\$295)	(\$309)	(\$325)	(\$341)	(\$358)	
Pavement Rehabilitation	9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$19,864)	\$0	\$0	\$0	\$0		
Cumulative Maintenance Reserve Balance	10	\$1,000	\$1,000	\$1,000	\$3,000	\$6,900	\$6,800	\$9,700	\$13,600	\$18,000	\$21,900	\$26,800	\$32,700	\$19,100	\$5,400	\$11,300	\$19,200	\$27,100	\$15,100	\$22,000	\$28,800	\$35,600	\$41,400	\$1,200
(E) Measure B Loan Repayments		\$0	\$0	\$0	\$0	(\$4,250)	(\$4,750)	(\$4,000)	(\$4,000)	(\$4,750)	(\$4,250)	(\$3,500)	(\$3,000)	(\$3,250)	(\$3,500)	(\$1,500)	(\$1,500)	(\$2,000)	(\$3,000)	(\$3,000)	(\$3,250)	(\$4,500)	(\$4,500)	
(F) I-680 Corridor Capital Projects Contribution	11	(\$1,496)	(\$2,439)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Change in Unrestricted Fund Balance		(\$1,704)	\$738	\$0	\$0	\$150	\$50	\$100	\$100	\$150	\$50	\$200	\$100	\$50	\$0	\$100	\$200	\$0	\$100	\$200	\$150	\$0	\$200	
Unrestricted Fund Balance		\$3,217	\$1,513	\$2,251	\$2,251	\$2,401	\$2,451	\$2,551	\$2,651	\$2,801	\$2,851	\$3,051	\$3,151	\$3,201	\$3,201	\$3,301	\$3,501	\$3,501	\$3,601	\$3,801	\$3,951	\$3,951	\$4,151	

Notes

1.	Gross Toll Revenue includes revenue collected from the payment of tolls and toll violation penalties.
2.	I-680 Sunol Express Lanes consist of the currently operating express lanes on I-680 southbound between SR-84 and SR-237 and on I-680 northbound between Auto Mall Parkway and SR-84. Revenue estimate for FY23/24 based on 9 months of operations between April - December 2023. Includes 2.5% annual escalation.
3.	I-680 Southbound Gap Closure Project consists of the southbound lane under construction between SR-84 and Alcosta Boulevard. Revenue estimates were developed as part of a Traffic and Revenue Study completed in February of 2023 and reflect an assumed project opening date of December 2025. Annual escalation for the first 10 years is based on modeled results from the Traffic and Revenue Study; annual escalation rate for last 10 years is assumed to be 2.5%.
4.	Operations & Maintenance Expenditures projected using 3.5% annual escalation rate.
5.	Operational Risk Reserve accumulates up to a target of \$20 million to be used if unanticipated events impact the ability to collect revenue. Examples include catastrophic failure of the toll system, natural disasters, or the relocation or removal of facilities in the event of termination as required per the Operations and Maintenance Agreement with Caltrans.
6.	Technology Replacement/Upgrade costs assume 5% annual escalation and include a full technology replacement every 12 years with equipment and software upgrades/refreshes between replacements.
7.	Civil Infrastructure Replacement costs assume 5% annual escalation and include replacement every 25 years of sign structures, toll gantries, median lighting, fiber optic lines, toll system cabinets, and other non-technological and non-paving infrastructure.
8.	Pavement Maintenance costs assumes annual pavement maintenance cost of \$4,500/lane-mile in 2024\$ escalated at 5% per year (unit cost from 2013 Caltrans Life Cycle Cost Analysis Procedures Manual)
9.	Pavement Rehabilitation costs assume 20 year replacement cycle at cost of \$455,000/lane-mile in 2024\$ escalated at 5% per year (unit cost from 2020 Caltrans State of the Pavement Report)
10.	The Maintenance Reserve is established in order to maintain a reserve fund balance to ensure funds are available to pay for the cost of repair and replacement needs.
11.	Costs shown for FY23-24 and FY24-25 are for express lane related capital projects.

Attachment B**I-680 Expenditure Plan Policies**

The following policies are recommended for adoption as part of the I-680 Expenditure Plan.

- (1) The following are considered Direct Expenses per the definition in Streets & Highways Code 149.5:
 - a. Operations (including Collection and Enforcement) and Maintenance costs;
 - b. Repair and Replacement costs;
 - c. Contributions to an Operational Risk Reserve and Maintenance Reserve; and
 - d. Repayment of the 2000 Measure B Capital Program funds that were advanced for I-680 Express Lanes construction.
- (2) The use of toll revenues shall be prioritized in the following order:
 - a. First priority use of funds shall be for the payment of O&M costs to ensure continuity of revenue collections and express lane operational benefits.
 - b. Next priority use of funds shall be for Operational Risk Reserve contributions until a balance of \$20 million is achieved.
 - c. Next priority use of funds shall be for Maintenance Reserve contributions sufficient to cover estimated costs to repair, replace, rehabilitate and maintain express lanes infrastructure.
 - d. Next priority use of funds shall be for repayment of Measure B Capital Program funds.
- (3) Reserve contributions and Measure B loan repayments may be adjusted from what is shown in the Expenditure Plan for the following reasons:
 - a. Projected reserve contributions and/or loan repayments may be decreased if realized toll revenue less O&M expenditures is lower than projected;
 - b. Projected Reserve contributions and/or loan repayments may be decreased to maintain an Unrestricted Fund Balance that is at least 20% of budgeted O&M expenditures for that fiscal year; and
 - c. Projected reserve contributions and/or loan repayments may be increased if toll revenues less O&M Expenditures is lower than projected.
- (4) Any toll revenue remaining after payment of (2a), (2b), and (2c) above shall be prioritized towards repayment of the Measure B advance until the entire \$186.4 million advance amount is repaid.
- (5) Eligible uses of the Operational Risk Reserve include:
 - a. Costs following an unanticipated event, such as a catastrophic failure of the toll system, damage caused by a natural disaster, or a pandemic;
 - b. Costs required to relocate or remove toll facilities in the event of termination or as otherwise required per the Operations and Maintenance Agreement with Caltrans; and
 - c. Payment of O&M costs during any of the events listed above.

- (6) Eligible uses of the Maintenance Reserve include:
- a. Costs to repair, replace and upgrade toll system components, including the cost to procure, design, implement and test new toll system technology as we approach the end of the useful life of current technology;
 - b. Costs to repair or replace civil infrastructure components such as signage, gantries, cabinets, conduit and fiber;
 - c. Costs to repair or rehabilitate express lanes pavement and striping; and
 - d. Allocations to Caltrans maintenance or safety projects that will make improvements to the express lanes.
- (7) The following guidelines shall apply to funds allocated to Caltrans Repair and Replacement projects:
- a. Projects eligible for Maintenance Reserve funds include projects that maintain or improve express lanes infrastructure or safety, including pavement, striping, signage, lighting, and power.
 - b. The amount of funds allocated shall not cause the Maintenance Reserve balance to be insufficient to cover anticipated toll system repair and replacement needs.
 - c. The share of funds allocated to a project that maintains or improves all lanes of the freeway shall not exceed the ratio of the number of express lanes to the number of total freeway lanes, including support and capital costs.
 - d. Toll revenue funds shall only be allocated to projects that are not otherwise fully funded.
 - e. If seeking a contribution of I-680 Express Lanes net toll revenues for a planned project that benefits the I-680 Express Lanes, Caltrans shall make such a request at least 18-months in advance of the need to allow adequate time for staff to review, assess availability of funds, and ensure funds are approved in annually adopted budgets.



Memorandum

7.5

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

DATE: April 18, 2024

TO: Alameda County Transportation Commission

FROM: Gary Huisingh, Deputy Executive Director of Projects
Jhay Delos Reyes, Director of Project Delivery
Matt Bomberg, Senior Transportation Engineer

SUBJECT: Approve Actions to facilitate the project delivery of the San Pablo Avenue Parallel Bike Improvements Project

Recommendation

It is recommended that the Commission approve the following actions to facilitate the development of the Plans, Specification and Estimate (PS&E) phase and Construction phase of the San Pablo Avenue Parallel Bike Improvements Project (Project, Project Number 1475.003):

1. Approve the Executive Director or designee to execute Professional Services Agreement (PSA) A24-0005 with MNS Engineers Incorporated (MNS), for a not-to-exceed amount of \$2,999,999 to provide construction management services for the Project;
2. Authorize the release an Invitation for Bid (IFB) for the construction of the Project;
3. Authorize the Executive Director or designee to execute agreements required to effectuate the construction phase of the Project.

Summary

Alameda CTC is the project sponsor and implementing agency for the Project. The Project is being planned and developed in partnership with the Cities of Albany, Berkeley, and Oakland and the California Department of Transportation (Caltrans). The Project proposes to construct bicycle boulevard improvements (traffic calming, crossing improvements, wayfinding) along local streets parallel and connecting to San Pablo Avenue in the Cities of Albany, Berkeley, and Oakland.

The Project is concurrently in the environmental clearance and PS&E phases. A Categorical Exemption under the California Environmental Quality Act (CEQA) and a Categorical Exclusion under the National Environmental Policy Act (NEPA) are anticipated to be adopted by late fall 2024. The 65% PS&E package was completed in

January 2024. The Project is anticipated to achieve the ready-to-list (RTL) milestone in late 2024 and advertise construction of the Project in Early 2025.

Alameda CTC's selection process to procure construction management services for the Project began in July 2023 with Commission's approval release the Request for Proposal (RFP) and RFP R24-0001 was released in October 2023. Proposals were received from four firms. Alameda CTC reviewed the four proposals submitted and interviewed three firms. The interviews were conducted on January 13, 2024. Based on interview results, the selection panel concluded that MNS was the top-ranked firm.

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

Background

The Project is a component project of the overall San Pablo Avenue Multimodal Corridor Program. The Project was identified as part of the San Pablo Avenue planning effort which took place from 2017-2021. In 2022-23, Alameda CTC, working with project partners, including the Cities of Albany, Berkeley, Oakland and Caltrans, had developed conceptual plans and solicited community input for the San Pablo Avenue Parallel Bike Improvements Project and secured local approvals of the conceptual designs in July 2023 (Albany City Council) and November 2023 (Berkeley City Council).

Alameda CTC is currently completing concurrent environmental clearance and PS&E activities. Alameda CTC is the lead agency for the CEQA Categorical Exclusion and Caltrans is the lead agency for the NEPA Categorical Exemption. Currently the 95% PS&E package is under development. While staff anticipates RTL in late 2024, this is contingent upon approval of the NEPA Categorical Exemption by fall 2024 which requires exhaustive testing for cultural resources in the Project area. NEPA approval will be required as part of the Request for Authorization package for the One Bay Area Grant Cycle 3 (OBAG3) funds for construction.

The total cost of the Project is \$17.3 Million and is fully-funded through a combination of local Measure BB funds leveraged with federal Safe Streets for All funds and OBAG3 grants.

Alameda CTC's selection process to procure services for the PS&E phase of the Project began in July 2023 with Commission approval to release the RFP. RFP R24-0001 was released in October 2023. A mandatory pre-proposal meeting was held on October 25, 2023 and attended by twenty-nine (9) firms including eight (8) prospective prime

consultants. Proposals were received from four (4) firms by the November 17, 2023 due date.

A selection panel of Alameda CTC staff reviewed the four proposals submitted and short-listed all three firms. Interviews with these three firms were conducted on January 11, 2024. Based on those interviews, the selection panel concluded that MNS was the top-ranked firm.

Alameda CTC staff proceeded to negotiate the contract with MNS for a not-to-exceed amount of \$2,999,999. The work under this contract will include services needed to review PS&E documents for constructability issues, advertise and analyze bids for award, administer the construction contract, provide outreach services during construction and provide services to close-out the construction contract. The estimated duration for these services is approximately 34 months.

The contract is funded with federal dollars from OBAG3 therefore the Disadvantage Business Enterprise (DBE) program applies. The MNS project team meets the established DBE goal identified in the RFP of 20%.

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

Fiscal Impact: The fiscal impact for awarding contract A24-0005 to MNS is \$2,999,999. This amount is included in the FY2024-2025 Budget.

Attachment:

- A. Project Fact Sheet

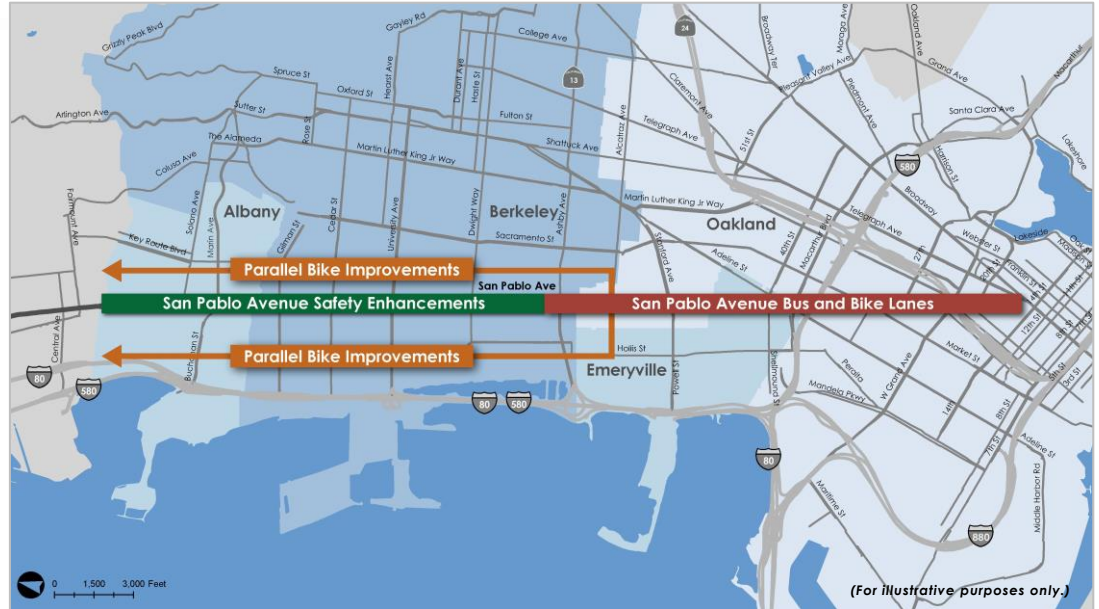


San Pablo Avenue Corridor Parallel Bike Improvements

JANUARY 2024

PROJECT OVERVIEW

The San Pablo Avenue Parallel Bike Improvements project proposes to construct improvements to neighborhood street bicycle routes parallel and connecting to San Pablo Avenue within North Oakland, Berkeley and Albany. The project would extend along various streets within the three cities, including Kains and Adams streets, Ninth Street, Mabel Street and others. The project scope also includes crossing upgrades at major street crossings, traffic calming, such as diverters and traffic circles, and improved wayfinding. The project was identified based on the first phase of San Pablo Avenue corridor planning and outreach from 2017-2020. It is now part of a package of three discrete projects being advanced along San Pablo Avenue within Alameda County.



PROJECT NEED

- San Pablo Avenue is identified as a high injury route with the third highest number of collisions in Alameda County
- Within Berkeley and Albany, San Pablo Avenue lacks bicycle facilities, but the corridor has a strong network of parallel neighborhood streets. While many of these streets are existing bicycle boulevards, prior community outreach identified the need for improvements to make them feel safe and comfortable for people of all ages and ability levels.
- San Pablo Avenue is identified as an Equity Priority Community and a Priority Development Area, which is planned for growth and increased density. Improved multimodal options are needed to accommodate growth and better serve residents that may rely on alternatives to driving.

PROJECT BENEFITS

- Improved safety and comfort for bicyclists
- Improved neighborhood livability from traffic calming improvements
- Environmental sustainability and equity benefits from improving non-driving options



Existing bike boulevard route showing roundabout and crossing treatment.



Bike Boulevard in the cities of Berkeley/Albany.



Example diverter treatment.

STATUS

The project is currently in the preliminary engineering/ environmental clearance phase.

PARTNERS AND STAKEHOLDERS

Cities of Berkeley and Albany

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

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

PE/Environmental	\$971
Final Design	\$1,096
Right-of-Way	\$250
Construction	\$15,000
Total Expenditures	\$17,317

FUNDING SOURCES (\$ x 1,000)

Local - Measure BB	2,317
Federal (SS4A) ¹	\$5,000
Federal (OBAG) ²	\$10,000
Total Expenditures	\$17,317

¹ Safe Streets and Roads for All Grant Program.

² One Bay Area Grant 3.

SCHEDULE BY PHASE

	Begin	End
Planning/Scoping	2017	Summer 2022
Environmental/Design	Fall 2022	Summer 2024
Construction	Winter 2024	Winter 2026

Note: Public outreach occurs at each phase of the project.

FOR MORE INFORMATION OR TO GET INVOLVED

- Visit our project website at: www.alamedactc.org/sanpablo
- For questions on the project, to request a presentation to your community group, or to be added to the project email list and learn about upcoming opportunities to provide input, please contact sanpabloave@alamedactc.org
- If you need this information in a different format, please call **(510) 208-7400** or email contact@alamedactc.org
- 如果您需要其他格式的信息, 請致電 **(510) 208-7400** 或發送電子郵件至 contact@alamedactc.org
- Si necesita esta información en un formato diferente, llame al **(510) 208-7400** o envíe un email a contact@alamedactc.org



Memorandum

7.6

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

DATE: April 18, 2024

TO: Alameda County Transportation Commission

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

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

Recommendation

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

Summary

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

Between February 16 and March 15, 2024, the Alameda CTC submitted comments on one Draft Environmental Impact Report (DEIR) included in the Attachments.

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

Attachment:

- A. Comments on the DEIR for the California College of the Arts Oakland Campus Redevelopment Project



February 26, 2024

Rebecca Lind, Planner IV
City of Oakland Bureau of Planning
250 Frank H. Okawa Plaza, Suite 2214
Oakland, CA 94612

SUBJECT: California College of the Arts (CCA) Oakland Campus Redevelopment Project Draft Environmental Impact Report (DEIR)

Dear Rebecca,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the California College of the Arts Oakland Campus Redevelopment Project. The project is located at 5200 Broadway on an approximately 172,270 square-foot (3.95 acres) site. The project is bounded by Broadway to the west, Clifton Street to the north, a multifamily apartment to the east, and the Rockridge Shopping Center access road to the south.

The project sponsor proposes to redevelop the former CCA Oakland campus site with a mixed-use development with up to 510 residential units in two residential buildings up to 10 stories in height; approximately 16,945 square feet of office space; 1,408 square feet of commercial retail; 1.46 acres (63,727 square feet) of privately-owned public open space, including 11,884 square feet of space that could be used for group assembly space; 268 structured and ground-level parking spaces; and 510 bicycle parking spaces. Of the existing structures on site, Macky Hall, the Broadway wall and stairs, and the Carriage House would be preserved. The remaining ten buildings would be demolished.

In addition to the physical improvements, the proposed project includes amendments to the site's General Plan, Zoning designation, and Development Standards. The Oakland General Plan would be amended to modify the site's land use designation from Institutional to Community Commercial. The site would be rezoned from Mixed Housing Residential-Zone 4 (RM-4) and Neighborhood Commercial-Zone 1 to uniform Community Commercial-Zone 2. The site's Development Standards would be changed from a 35-foot Height Area to a 95-foot Height Area for the RM-4 portion of the site.

Since the proposed project would appear to generate more than 100 new PM-peak trips, it is subject to Alameda County Transportation Commission (Alameda CTC) review under the Land Use Analysis Program (LUAP) of the Alameda County Congestion Management Program (CMP). Therefore, Alameda CTC respectfully submits the following comments:

Congestion Management Program (CMP) Review

While SB743 changed the metric used to evaluate the effects of a proposed land use project on the transportation network, the County Congestion Management Program (CMP) legislation still requires project sponsors to evaluate the effects of the project on the CMP network of roads outside of CEQA. Alameda CTC appreciates that this DEIR evaluated the project impacts on the Metropolitan Transportation System (MTS) roadways near the project as stated on page 25 of Appendix C: CCA Oakland Campus Project – Non CEQA Elements.

Use of Countywide Travel Demand Model

Alameda CTC appreciates that the VMT analysis used the latest version of the Alameda CTC Travel Demand Model, released in 2019 as stated on page 298 of this DEIR.

Transportation Demand Management Program

The project sits in an area considered to be transit rich as defined by Plan Bay Area. In addition, as stated on page 302, since the project would generate more than 50 new peak-hour trips, the City of Oakland Standard Conditions of Approval (SCA) requires implementation of a Transportation and Parking Demand Management Plan with a vehicle trip reduction goal of at least 20 percent.

Bike and Pedestrian Plans

There are several [Countywide Bikeways Network](#) corridors in the vicinity of the project, including Telegraph Ave, Pleasant Valley Ave, Grand Ave, and 51st Street, although none are directly adjacent to the site. The Alameda CTC Commission has adopted a policy requiring bike infrastructure that is on the Countywide Bikeways Network and funded by Alameda CTC discretionary sources to meet an All Ages and Abilities (AAA) standard.

Alameda CTC is pleased to learn that implementation of the required TDM Plan would help to achieve some of the goals of the Oakland Land Use and Transportation Element (LUTE), Pedestrian Master Plan, Bicycle Master Plan, Public Transit and Alternative Mode Policy, and Complete Streets Policy by implementing new sidewalks, curb extensions, pedestrian scale lighting, improved pavement markings, and pedestrian crossing improvements at the intersection of Broadway/College Avenue. The project would not conflict with adopted plans, ordinances, or policies that address the safety and performance of the circulation system, as stated on page 303 of the DEIR.

Metropolitan Transportation System (MTS)

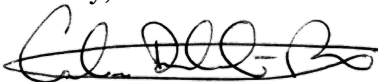
The project is adjacent to Broadway, a High-Quality Transit Corridor, and the Rockridge BART station is located 0.5 miles north of the project site. According to the City of Oakland SCA, the project would be required to provide improvements to existing bus stops located along the project frontage, which include construction of bus boarding islands and installation of a bus shelter.

Cumulative Transportation Impacts

According to analysis completed in this Draft EIR, the project is not expected to result in significant cumulative transportation impacts. The project is located in an area with low VMT for residential use and it is adjacent to high-quality transit corridor. Current plans call for the implementation of Enhanced Bus Service and Rapid Bus Service by the year 2040.

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

Sincerely,



Colin Dentel-Post
Principal Planner

cc: Aleida Andrino-Chavez, Associate Transportation Planner



Memorandum

7.7

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

DATE: April 18, 2024

TO: Alameda County Transportation Commission

FROM: Carolyn Clevenger, Deputy Executive Director of Planning and Policy
Krystle Pasco, Senior Program Analyst

SUBJECT: Approve Amendment to the Paratransit Advisory and Planning Committee Bylaws

Recommendation

Approve amendment to the Paratransit Advisory and Planning Committee’s (PAPCO’s) bylaws.

Background

PAPCO reviews its bylaws on a periodic basis. Alameda CTC staff is recommending an amendment to PAPCO’s bylaws, which, once approved by PAPCO and the Commission, will be in effect immediately. PAPCO members reviewed and approved this amendment to their bylaws at their meeting on March 25, 2024.

Alameda CTC staff’s proposed amendment to PAPCO’s bylaws are presented in redline in Attachment A. Below is a summary of the bylaw changes.

- **4.3 Elected Representatives:** this subsection is being updated to reflect AC Transit and BART’s East Bay Paratransit’s rider advisory committee’s name change from the Service Review Advisory Committee (SRAC) to the East Bay Paratransit Access Committee (EBPAC).

Fiscal Impact: There is no fiscal impact.

Attachment:

- A. Paratransit Advisory and Planning Committee Bylaws



Paratransit Advisory and Planning Committee Bylaws

Article 1: Definitions

1.1 2000 Transportation Expenditure Plan. The plan for expending Transportation sales tax (Measure B) funds, presented to the voters in 2000, and implemented in 2002.

1.2 2014 Transportation Expenditure Plan. The Plan for expending transportation sales tax (Measure BB) funds, presented to the voters in 2014, and implemented in 2015.

1.3 Alameda County Transportation Commission (Alameda CTC). Alameda CTC is a joint powers authority resulting from the merger of the Alameda County Congestion Management Agency ("ACCMA") and the Alameda County Transportation Improvement Authority ("ACTIA"). The 22-member Alameda CTC Commission ("Commission") is comprised of the following representatives:

1.3.1 All five Alameda County Supervisors.

1.3.2 Two City of Oakland representatives.

1.3.3 One representative from each of the other 13 incorporated cities in Alameda County.

1.3.4 A representative from Alameda-Contra Costa Transit District ("AC Transit").

1.3.5 A representative from San Francisco Bay Area Rapid Transit District ("BART").

1.4 Alameda County Transportation Improvement Authority (ACTIA).

The governmental agency previously responsible for the implementation of the Measure B half-cent transportation sales tax in Alameda County, as approved by voters in 2000 and implemented in 2002. Alameda CTC has now assumed responsibility for administration of the sales tax.

1.5 ADA Eligible Person. A person with disabilities who is eligible for Americans with Disabilities Act (ADA) paratransit services within the legal requirements of the ADA. The general definition of an ADA-eligible individual is a person who is unable, due to disability, to utilize regular fixed-route transit services.

1.6 Appointing Party. A person or group designated to appoint committee members.

1.7 Bicycle and Pedestrian Advisory Committee (BPAC). The Alameda CTC Committee that involves interested community members in the Alameda CTC's policy, planning, and implementation efforts related to bicycling and walking.

1.8 Brown Act. California's open meeting law, the Ralph M. Brown Act, California Government Code, Sections 54950 *et seq.*

1.9 Consumer. Any individual who uses any public transportation services available in Alameda County for seniors and people with disabilities. Consumers may or may not be eligible for services mandated under the Americans with Disabilities Act.

1.10 Coordination/Gaps in Service Funds (Tier 1). Discretionary funding available under Measure B on a countywide basis for gaps in the special transportation service network and/or for coordination among systems to reduce differences in service that might occur based on the geographic residence of any individual needing special transportation services for seniors and people with disabilities. Comprising 1.43 percent of overall net Measure B revenues, subject to approval by the Commission.

1.11 Fiscal Year. July 1 through June 30.

1.12 Independent Watchdog Committee (IWC or “Committee”). The Alameda CTC Committee of individuals created by the Commission as required by Measure BB, with the assistance of the League of Women Voters and other citizens groups. This Committee was originally created by the ACTIA Board and called the Citizens Watchdog Committee as required by Measure B, and was continued by the Commission subsequent to the passage of Measure BB as the Independent Watchdog Committee. The Committee is the same committee as the Citizens Watchdog Committee required by Measure B. The Committee reports directly to the public and is charged with reviewing all Measure B expenditures and Measure BB expenditures and performance measures of the agency, as appropriate. IWC members are private citizens who are not elected officials at any level of government, nor individuals in a position to benefit personally in any way from the sales tax.

1.13 Mandated Services. Paratransit services mandated by the Americans with Disabilities Act (ADA), also known as “ADA Paratransit.” These services are provided by regular route transit operators, including AC Transit and BART, acting together as the East Bay Paratransit Consortium, as well as Union City Transit and LAVTA.

1.14 Measure B. The measure approved by the voters authorizing the half-cent sales tax for transportation services now collected and administered by the Alameda CTC and governed by the 2000 Transportation Expenditure Plan. Collections for the sales tax authorized by Measure B will be in effect for 20 years, beginning on April 1, 2002 and extending through March 31, 2022.

1.15 Measure BB. The measure approved by the voters authorizing the sales tax for transportation services collected and administered by the Alameda CTC and governed by the 2014 Transportation Expenditure Plan. Measure BB augments the half-cent Measure B sales tax by a half-cent, beginning April 1, 2015 through March 31, 2022. The full one-cent sales tax authorized by Measure BB will begin April 1, 2022 and will extend through March 31, 2045.

1.16 Organizational Meeting. The annual regular meeting of the PAPCO in preparation for the next fiscal year's activities.

1.17 Measure B Program. The transportation or transportation-related program specified in the 2000 Transportation Expenditure Plan for funding transportation programs and projects on a percentage-of-revenues or grant allocation basis.

1.18 Measure B Project. Transportation and transportation-related construction projects specified in the 2000 Transportation Expenditure Plan for funding in the amounts allocated in the 2000 Transportation Expenditure Plan.

1.19 Measure BB Program. Transportation or transportation-related program specified in the 2014 Transportation Expenditure Plan for funding transportation programs and projects on a percentage-of-revenues or grant allocation basis.

1.20 Measure BB Project. Transportation and transportation-related capital projects specified in the 2014 Transportation Expenditure Plan for funding in the amounts allocated in the 2014 Transportation Expenditure Plan.

1.21 Non-mandated Services. Special transportation services, including paratransit that are not subject to the requirements of the Americans with Disabilities Act. In Alameda County, Measure B and Measure BB funds are provided to the cities and the County of Alameda for non-mandated services. Examples of non-mandated services include, but are not limited to, shuttle service, taxi programs and special group trips.

1.22 Paratransit Advisory and Planning Committee (PAPCO or "Committee"). The Alameda CTC Committee that meets to address funding, planning, and coordination issues regarding paratransit services in Alameda County. Members must be an Alameda County resident and an eligible user of any transportation service available to seniors and people with disabilities in Alameda County. PAPCO is supported by a

Technical Advisory Committee composed of Measure B and Measure BB-funded paratransit providers in Alameda County.

1.23 Planning Area. Geographic groupings of cities and of Alameda County for planning and funding purposes. North County: Alameda, Albany, Berkeley, Emeryville, Oakland, Piedmont; Central County: Hayward, San Leandro, unincorporated county (near Hayward); South County: Fremont, Newark, Union City; East County: Dublin, Livermore, Pleasanton, the unincorporated area of Sunol.

1.24 Programmatic Funding. Measure B and Measure BB revenues distributed on a monthly basis based on a distribution formula, also referred to as “Direct Local Distribution” funds. Approximately 5.63 percent and 6 percent of net Measure B and Measure BB revenues, respectively, are distributed to AC Transit and BART for ADA-mandated paratransit service. Approximately 3.39 percent and 3 percent of net Measure B and Measure BB revenues, respectively, are distributed within the four planning areas for ADA-mandated and city-based, non-mandated specialized transportation services based on a formula developed by PAPCO and approved by the Commission.

1.25 Residents with Disabilities. Alameda County residents who have physical or mental impairments that substantially limit one or more of the major life functions—caring for oneself, performing manual tasks, walking, seeing, hearing, breathing, learning, working—of an individual. Residents with disabilities are eligible for ADA-mandated paratransit services if their disabilities prohibit them from using regular fixed route transit.

1.26 Special Transportation. Transportation services for seniors and people with disabilities, aimed at improving the mobility of seniors and people with disabilities by supplementing conventional fixed-route transit service. Examples of special transportation services may include, but are not limited to, paratransit, local shuttles, and subsidized taxi programs.

1.27 Paratransit Technical Advisory Committee (ParaTAC). A committee of Measure B and Measure BB service providers of mandated and non-mandated services. The Paratransit Technical Advisory

Committee will meet in joint session with PAPCO at least three times per year, and may meet independently at other times to discuss issues of relevance to service providers.

1.28 Tier 2 Funds. Additional funds that may be available for capital expenditures over the life of the 2000 TEP sales tax measure. These funds are not guaranteed; however, should they become available, up to \$7.5 million dollars would be allocated to coordination of service gaps and special transportation for seniors and persons with disabilities. These funds would be recommended for allocation by PAPCO to reduce differences in service that might occur based on the geographic residence of any individual needing specialized transportation services for seniors and people with disabilities, subject to approval by the Commission.

1.29 Vehicle Registration Fee (VRF). A \$10 fee imposed on each annual motor vehicle registration or vehicle registration renewal in Alameda County. Measure F approved by Alameda County voters in 2010, is collected and administered by the Alameda CTC.

Article 2: Purpose and Responsibilities

2.1 Committee Purpose. The Committee purpose is to fulfill the functions mandated for the Committee in the 2000 and 2014 Expenditure Plans and to advise the Alameda CTC on matters related to special transportation.

2.2 Committee Roles and Responsibilities from 2000 and 2014 Transportation Expenditure Plans. As defined by the 2000 and 2014 Transportation Expenditure Plans, the roles and responsibilities of the Committee are to:

2.2.1 Develop the formula use to distribute Measure B and Measure BB programmatic funds to the cities in Alameda County and the County of Alameda for mandated and non-mandated special transportation services, subject to approval by the Commission.

2.2.2 Recommend allocation of funds identified for coordination/gaps in service in Tier 1 of the 2000 Transportation Expenditure Plan, subject to approval by the Commission.

2.2.3 Recommend allocation of funds identified for capital expenditures for coordination/gaps in service in Tier 2 of the 2000 Transportation Expenditure Plan, assuming funds are available for allocation, subject to approval by the Commission.

2.3 Additional Responsibilities. Additional PAPCO member responsibilities are to:

2.3.1 Review performance data of mandated and non-mandated services, including cost-effectiveness and adequacy of service levels, with the objective of creating a more cost-efficient, productive and effective service network through better communication and collaboration of service providers. In this capacity, the Committee may identify and recommend to the Alameda CTC alternative approaches that will improve special transportation service in Alameda County.

2.3.2 Report annually on the status of special transportation services, including service availability, quality, and improvements made as compared to the previous year.

2.3.3 Provide a forum for consumers to discuss common interests and goals affecting all special transportation services funded in whole or in part by Measure B and Measure BB funds in Alameda County.

2.3.4 Encourage coordination of special transportation and public transit services as they relate to seniors and individuals with disabilities in Alameda County.

2.3.5 Participate in surveys and planning activities undertaken by various public agencies as they relate to seniors and individuals with disabilities in Alameda County.

2.3.6 Fulfill all responsibilities as the County Paratransit Coordinating Council (PCC), as assigned by the Metropolitan Transportation Commission, the County, the state or the federal government.

2.3.7 Perform outreach regarding Alameda CTC activities related to transportation for seniors and people with disabilities at least once each fiscal year. Examples of outreach may include attending a transit or senior fair, accompanying staff to Alameda CTC outreach presentations, or publishing an article in a local publication.

Article 3: Members

3.1 Number of Members. The PAPCO will consist of 23 members.

3.2 Appointment. The Commission will make appointments in the following manner:

3.2.1 One member per County Supervisor (five total).

3.2.2 One member per City (14 total).

3.2.3 One member per Transit Agency—AC Transit, BART, LAVTA, and Union City.

3.3 Membership Qualification. Each member must be an Alameda County resident and a special transportation consumer.

3.4 Membership Term. Appointments shall be for two-year terms. There is no maximum number of terms a member may serve. Members shall serve until the Commission appoints their successor.

3.5 Attendance. Members are expected to actively support committee activities and regularly attend meetings. Accordingly, more than three consecutive absences in any fiscal-year period may be cause for removal from the Committee.

3.6 Termination. A member's term shall terminate on the occurrence of any of the following:

3.6.1 The member voluntarily resigns by written notice to the chair or Alameda CTC staff.

3.6.2 The member fails to continue to meet the qualifications for membership, including residency and attendance requirements.

3.6.3 The member becomes incapable of continuing to serve.

3.6.4 The appointing party or the Commission removes the member from the Committee.

3.7 Vacancies. An appointing party shall have the right to appoint a person to fill the vacant member position, subject to the ability of the person to meet the requirements to serve on the committee and approval of the Commission. Alameda CTC shall be responsible for notifying an appointing party of such vacancy and for urging expeditious appointment of a new member, as appropriate.

Article 4: Officers

4.1 Officers. The PAPCO shall annually elect a chair and vice chair. Each officer must be a duly appointed member of the PAPCO.

4.1.1 Duties. The chair shall preside at all PAPCO meetings except when the PAPCO discusses the chair position and/or nomination. The chair will represent the PAPCO before the Commission to report on PAPCO activities. The chair shall serve as an ex-officio member of all subcommittees. The vice chair shall assume all duties of the chair in the absence of, or on the request of the chair. In the absence of the chair and vice chair at a meeting, the members shall, by consensus, appoint one member to preside over that meeting. In addition, if MTC convenes Paratransit Coordinating Council (PCC) meetings, the PAPCO chair or his/her designee will attend and report back to PAPCO on these meetings.

4.2 Office Elections. Officers shall be elected by the members annually at the Organizational Meeting or as necessary to fill a vacancy. An individual receiving a majority of votes by a quorum shall be deemed to have been elected and will assume office at the meeting following the election. Officers shall be eligible for re-election indefinitely.

4.3 Elected Representatives. PAPCO shall biennially elect a representative to serve on AC Transit and BART's East Bay Paratransit ~~Access Committee~~~~Service Review Advisory Committee~~ (~~EBPAC~~~~SRAC~~). This representative will attend ~~EBPAC~~~~SRAC~~ meetings, report on PAPCO activities to the ~~EBPAC~~~~SRAC~~, and report to the full membership of PAPCO on ~~EBPAC~~~~SRAC~~ activities. This representative must be a consumer of East Bay Paratransit's services. PAPCO shall biennially elect a representative to serve on Alameda CTC's Independent Watchdog Committee (IWC). This representative will attend IWC meetings, report on PAPCO activities to the IWC, and report to the full membership of PAPCO on IWC activities.

Article 5: Meetings

5.1 Open and Public Meetings. All PAPCO meetings shall be open and public and governed by the Brown Act. Public comment shall be allowed at all PAPCO meetings. Comments by a member of the public in the general public comment period or on any agenda item shall be up to 3 minutes per speaker at the discretion of the chair. The number of PAPCO meetings, including regular meetings, sub-committee meetings, and special meetings, will be limited to the number of meetings approved in Alameda CTC's annual overall work program and budget, as approved by the Commission.

5.2 Regular Meetings. The PAPCO will hold up to 10 meetings per year. Annually, at the Organizational Meeting, PAPCO shall establish the schedule of regular meetings for the ensuing year. Meeting dates and times may be changed during the year by action of PAPCO. On a quarterly basis, PAPCO is expected to meet jointly with the Paratransit Technical Advisory Committee (ParaTAC) of paratransit providers. ParaTAC members will not have voting privileges at these joint meetings,

but may engage in all discussions and may present their point of view prior to any decision-making at those meetings.

5.3 Quorum. For purposes of decision making, a quorum shall consist of at least half (50 percent) plus one of the total number of members appointed at the time a decision is made. No actions will be taken at meetings with less than 50 percent plus one member present. Items may be discussed and information may be distributed on any item even if a quorum is not present; however, no action can be taken, until the Committee achieves a quorum.

5.4 Special Meetings. Special meetings may be called by the chair or by a majority of the members on an as-needed basis. Attendance at special meetings is not counted as part of members' attendance requirement. Agenda item(s) for special meeting(s) shall be stated when the meeting is called, but shall not be of a general business nature. Specialized meetings shall be concerned with studies, emergencies, or items of a time-urgent nature. Agenda item(s) of a regular meeting may be tabled for further discussion and action at a special meeting, the time and location to be announced in the tabling motion. Notice of such meetings shall be given to all members at least 72 hours prior to such meetings and shall be published on the Alameda CTC's website and at the Alameda CTC office, all in accordance with the Brown Act.

5.5 Agenda. All meetings shall have a published agenda. Action may be taken only on items indicated on the agenda as action items. Items for a regular meeting agenda may be submitted for consideration by any member to the chair and Alameda CTC staff. The Commission and/or Alameda CTC staff may also submit items for the agenda. Every agenda shall include provision for members of the public to address the Committee. The chair and the vice chair shall review the agenda in advance of distribution. Copies of the agenda, with supporting material and the past meeting minutes, shall be mailed to members and any other interested parties upon request. The agenda shall be posted on the Alameda CTC website and office and provided at the meeting, all in accordance with the Brown Act.

5.6 Roberts Rules of Order. The rules contained in the latest edition of “Roberts Rules of Order Newly Revised” shall govern the proceedings of the PAPCO and any subcommittees thereof to the extent that the person presiding over the proceeding determines that such formality is required to maintain order and make process, and to the extent that these actions are consistent with these bylaws.

5.7 Place of Meetings. PAPCO meetings shall be held at the Alameda CTC offices, unless otherwise designated by the Committee. Meeting locations shall be within Alameda County, accessible in compliance with the Americans with Disabilities Act of 1990 (41 U.S.C., Section 12132) or regulations promulgated there under, shall be accessible by public transportation, and shall not be in any facility that prohibits the admittance of any person, or persons, on the base of race, religious creed, color, national origin, ancestry, or sex, or where members of the public may not be present without making a payment or purchase.

5.8 Meeting Conduct. PAPCO members shall conduct themselves during meetings in a manner that provides a welcoming and safe environment for all attendees characterized by an atmosphere of mutual trust and respect. Members shall work with each other and staff to respectfully, fairly, and courteously deal with any conflict between attendees.

Article 6: Subcommittees

6.1 Establishment. The PAPCO may establish subcommittees subject to the approved Alameda CTC overall work program and budget as approved by the Commission to conduct an investigation or draft a report or other document or recommendation within the authority of PAPCO.

6.2 Membership. PAPCO members will be appointed to subcommittees by PAPCO, on a voluntary basis, or by the chair. No subcommittee shall have fewer than three members, nor will a subcommittee have greater than the number of members needed to constitute a quorum of PAPCO.

Article 7: Records and Notices

7.1 Minutes. Minutes of all meetings, including actions and the time and place of holding each meeting, shall be kept on file at the Alameda CTC office.

7.2 Attendance Roster. A member roster and a record of member attendance shall be kept on file at the Alameda CTC office.

7.3 Brown Act. All PAPCO meetings will comply with the requirements of the Brown Act. Notice of meetings and agendas will be given to all members and any member of the public requesting such notice in writing and shall be posted at the Alameda CTC office at least 72 hours prior to each meeting. Members of the public may address PAPCO on any matter not on the agenda and on each matter listed on the agenda, in compliance with the Brown Act and time limits, up to three minutes per speaker, set at the discretion of the chair.

7.4 Meeting Notices. On March 28, 2013, the Alameda CTC Commission approved the implementation of paperless meeting packet distribution. Hard copies are available by request only. Agendas and all accompanying staff reports are available electronically on the Alameda CTC website at www.AlamedaCTC.org/all-meetings. Any other notice required or permitted to be given under these bylaws will follow the same policy. PAPCO members receive an exception to the paperless policy and will continue to receive notices via U.S. Postal Service in addition to electronic versions. Members can request to opt-out of paper notices.

Article 8: General Matters

8.1 Per Diems. Committee members shall be entitled to a per diem stipend for meetings attended in amounts and in accordance with policies established by the Alameda CTC.

8.2 Conflicts of Interest. A conflict of interest exists when any Committee member has, or represents, a financial interest in the matter before the Committee. Such direct interest must be significant or personal. In the event of a conflict of interest, the Committee member shall declare the conflict, recuse him or herself from the discussion, and shall not vote on that item. Failure to comply with these provisions shall be grounds for removal from the Committee.

8.3 Bylaws. Bylaws governing the meetings and activities of PAPCO are approved by the Alameda CTC.

8.4 Public Statements. No member of the Committee may make public statements on behalf of the Committee without authorization by affirmative vote of the Committee, except the chair, or in his or her place the vice chair, when making a regular report of the Committee activities and concerns to the Alameda CTC.

8.5 Conflict with Governing Documents. In the event these bylaws conflict with the 2000 Transportation Expenditure Plan, the 2014 Transportation Expenditure Plan, California state law, or any action lawfully taken by ACTIA or the Alameda CTC, the conflicting provision in the Transportation Expenditure Plans, state law, or the lawful action of ACTIA or the Alameda CTC shall prevail.

8.6 Staffing. Alameda CTC will provide staffing to the Committee including preparation and distribution of meeting agendas, packets, and minutes; preparation of reports to the Alameda CTC Committees and Commission; tracking of attendance; and per diem administration.



Memorandum

7.8

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

DATE: April 18, 2024

TO: Alameda County Transportation Commission

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

SUBJECT: Countywide Transportation Plan Update: Making Alameda County More Equitable

Recommendation

This item provides the Commission with an update of early community engagement conducted to support development of the Countywide Transportation Plan (CTP) and describe how this input will inform the inclusive engagement approach for the CTP. This is an information item.

Background

Approximately every four years, the Alameda County Transportation Commission (Alameda CTC) prepares a CTP that establishes a vision and goals for the transportation system in Alameda County, and recommends transportation project priorities and strategies that will achieve the vision and goals over time. The CTP is a long-range planning document that directly feeds into the Regional Transportation Plan (RTP) produced by the Metropolitan Transportation Commission/Association of Bay Area Governments (MTC/ABAG). Typically, the CTP informs the agency's funding, legislative advocacy, programming actions, capital project development, programs implementation, and priorities for planning initiatives.

As shared in previous months, the current update to the CTP will be done in two phases. Throughout 2024, staff will initiate policy discussions and the Commission will provide input on a policy and prioritization framework for the next CTP. This Policy Blueprint phase will be organized around the three Commission priorities of safety, equity, and climate and establish the policy foundation for the CTP. The full CTP will be developed over the next few years with an anticipated completion in 2026.

This item is the second policy discussion of the CTP Policy Blueprint, covering equity and inclusive engagement. Alameda CTC has used recommendations from the last CTP to advance equity and incorporate principles of inclusive engagement across the agency including approval of the agency's first Race and Equity Action Plan (REAP) in 2022. This CTP update

presents an opportunity to build on existing commitments to equity and further implement inclusive engagement in Alameda CTC's workplan and improve equitable access and benefits from transportation improvements in Alameda County. At the April meeting, staff will present initial findings from initial engagement with community groups and the process for developing an equity-informed engagement approach for the full CTP.

Equity and Engagement in Major Planning Efforts

Equity and inclusive engagement are important elements of Alameda CTC's major planning efforts. Recommendations in the agency's current CTP, adopted in 2020, were supported by a parallel effort to create the county's Community-Based Transportation Plan (CBTP). Our [2020 CBTP](#) relied heavily on focused outreach in Alameda County's low-income communities and communities of color along with a technical assessment of needs and priorities. These findings directly fed into our 2020 CTP and informed the CTP recommendations for near and long-term projects, programs, and strategic priorities for transportation in Alameda County.

Since the adoption of the 2020 CTP and CBTP, the agency adopted its first Equity Statement, REAP, and Inclusive Engagement Report (IER). Development of the 2026 CTP will carry forward the agency's Equity Statement and expand upon the agency's commitment to equity, inclusive engagement, and REAP implementation.

CTP Engagement Approach

This CTP update presents an opportunity to implement several REAP actions related to Planning including:

- Community-Based Organization (CBO) Partnerships (REAP Action #12)
 - Refine process for working with CBOs as valued representatives of the local community.
- CTP Efforts (REAP Action #14)
 - Utilize recommendations from the IER in planning efforts and the CTP.
 - Develop equity analysis and prioritization methodology for next set of major planning efforts and the CTP.

To follow-through on these commitments from the REAP, the CTP engagement approach incorporates recommendations from the REAP's IER and ensures that inclusive community engagement, including CBO partnerships, permeates all phases of CTP development. In addition to CBO partnerships and direct community engagement, all policy considerations and strategies will be shaped in collaboration with our member jurisdictions and agencies.

Early Inclusive Engagement and Outreach

To ensure CTP recommendations reflect an engagement process with countywide reach and representation within historically marginalized communities, the CTP team reached out to CBOs to begin engagement at the earliest possible phase. Early outreach efforts targeted 555 contacts throughout the county at over 460 CBOs. The contact list was developed through extensive research and collaboration with the Alameda County Technical Advisory Committee

(ACTAC) and offered CBO staff an opportunity to participate in one of three Listening Sessions¹, One-on-One Follow-up Discussions, or Community Leader Interviews for those unable to attend the Listening Sessions. Compensation was provided for participation in the Listening Sessions and the Community Leader Interviews. In late 2023 and early 2024, the CTP team sent three email blasts translated in three languages to all 555 contacts and followed up with numerous phone calls in February and March to organizations representing historically marginalized communities throughout the county. In total, approximately 40 CBOs, with at least two organizations from each planning area, attended either the 90-minute Listening Sessions or 60-minute Community Leader Interviews. Five organizations that attended the Listening Sessions also participated in One-on-One Follow-up Discussions. A list of organizations that participated in early engagement is included in Attachment A.

Key themes that emerged from this initial engagement include:

- Focusing our engagement and transportation priorities on vulnerable populations such as youth, seniors, individuals with disabilities, pedestrians, and communities with air quality problems
- Improving coordination and connectivity between Alameda County jurisdictions, transit schedules, signage, and bicycle lanes
- Improving the cost and access of both public transportation and paratransit services
- Offering diverse engagement avenues by meeting people where they are, hosting area-specific workshops, and using various communication channels for different communities
- Removing barriers to participation such as making public meetings physically accessible to those with disabilities and/or holding meetings near communities that the agency is trying to reach
- Prioritizing accessibility providing in-language materials and interpretation support for communities to provide input in their first language.
- Building meaningful partnerships with CBOs that last beyond a specific planning process or effort
- Respecting community input by providing compensation for participation
- Sharing grant opportunities or grant support letters to CBOs in need of funding related to capacity building

Additionally, staff reached out to peer agencies, such as Alameda – Contra Costa Transit District (AC Transit), Bay Area Rapid Transit (BART), Livermore-Amador Valley Transit Authority (LAVTA), MTC/ABAG, and Water Emergency Transportation Authority (WETA), who recently completed or were actively completing community engagement to understand agency perspectives on engagement best practices and what they have been hearing from community members and groups on transportation needs.

¹ Alameda CTC offered a fourth session in Spanish, but this was canceled after no CBO's signed up to attend the session.

CTP: Inclusive Engagement Approach

Consistent with REAP Action 12, the engagement approach for the CTP will focus on developing relationships with CBOs throughout the county, with additional emphasis on those who serve communities traditionally underrepresented in decision-making processes, and ensure that community voices are used to shape the recommendations of the plan. Our approach will be to focus our efforts on establishing relationships with CBOs across the county, maintaining ongoing dialogues with them, seeking follow-ups with groups that have been difficult to reach, and collaborating with them to create the inclusive engagement approach for the CTP.

From initial feedback and review of the REAP's IER, the engagement approach for the CTP will be flexible and responsive to community needs. In this way, the approach will leverage an inclusive engagement toolkit, employing a range of engagement activities throughout full development of the CTP. This approach will provide multiple opportunities for both CBOs and community members throughout the county to contribute input to the CTP. All policies and recommendations of the CTP will also be developed in collaboration with our jurisdiction and agency partners.

Initial CTP engagement toolkit strategies under consideration, informed by conversations thus far and the REAP's IER, are:

- Distributing community surveys to gather feedback on community transportation needs
- Distributing informational flyers with survey link
- Periodic and timely email updates to CBO representatives and follow-up office hour appointments
- Hosting listening sessions and/or individual conversations with CBOs to discuss further aspects of this process and community transportation needs.
- Participating and tabling at community events
- Coordinating with Alameda CTC's Communications and Programs (including the Student Transit Pass and Safe Routes to School programs) teams to attend existing events and standing meetings to share information and seek input on the CTP

Staff will continue refining the CTP's engagement approach and potential toolkit ideas alongside community groups and partner agencies throughout 2024. Inclusive engagement for the CTP will be done over the next two years to shape the needs assessment and strategies for the CTP, with anticipated adoption in 2026.

Next Steps

Per REAP action 14, staff are using this early community input to inform the CTP engagement approach. Concurrently, staff are also developing a comprehensive approach to equity for the CTP update that will inform equity-based policies, projects, and programs in the final CTP. Staff will return later in the summer with additional blueprint topics and continue to advance technical and policy work that incorporates equity and this early community input.

Fiscal Impact: There is no fiscal impact.

Attachment:

- A. Community-based Organization Participation in Early Inclusive Engagement Activities

Who Participated?



Countywide/Regional

- Bay Area Mural Program
- Bike East Bay
- **Building Futures**
- Communities for a Better Environment
- East Bay Asian Local Development Corporation
- El Timpano
- Girls Inc. of Alameda County
- Greenbelt Alliance
- Save the Bay
- TransForm
- **Youth vs Apocalypse**

Central

- Bike/Walk Castro Valley
- Cherryland Community Association
- **Community Resources for Independent Living**
- Eden Area Municipal Advisory Council
- **Hayward South Alameda County NAACP**
- San Leandro 2050

South

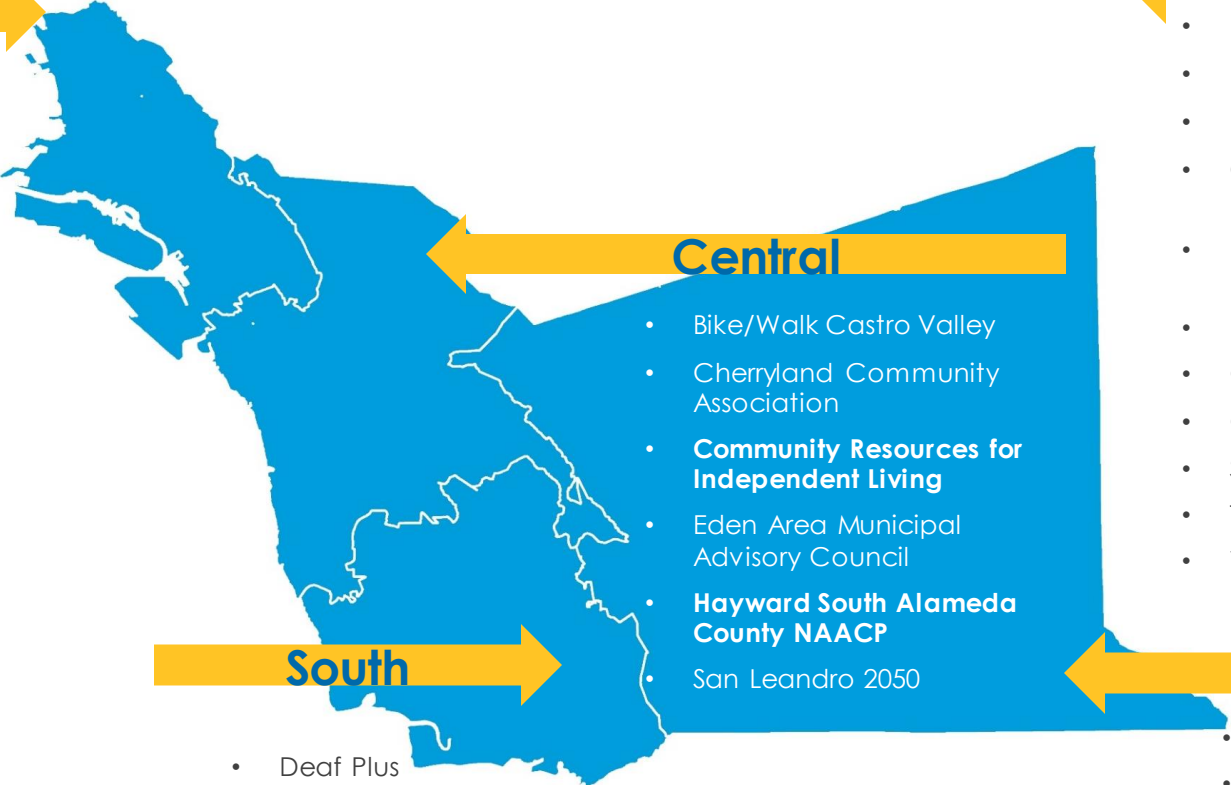
- Deaf Plus Adult Community
- **Newark Community Church**

East

- **CityServe of the Tri-Valley**
- **Innovation Tri-Valley Leadership Group**

North

- 24-hour Oakland Parent Teacher Children Center
- Alameda Point Collaborative
- Bike/Walk Alameda
- Center for Independent Living Berkeley
- Community Action for a Sustainable Alameda
- **Cycles of Change**
- **East Bay Center For the Blind**
- Emeryville Bicycle and Pedestrian Advisory Committee
- Golden Age Senior Center
- **Oakland Paratransit for the Elderly and Disabled**
- Oakland Chinatown Improvement Council
- **Red, Bike, and Green**
- **Roots Community Health Center**
- Temescal/Telegraph Business Improvement District
- University of California, Berkeley
- United Seniors of Oakland and Alameda County



Bolded organizations also participated in 1:1 follow-ups or Community Leader interviews with Alameda CTC Staff





Memorandum

7.9

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

DATE: April 18, 2024

TO: Alameda County Transportation Commission

FROM: Kristen Villanueva, Director of Planning
Aleida Andrino-Chavez, Associate Transportation Planner

SUBJECT: Approve Amendment No. 2 to Professional Services Agreement A22-0061 with Nelson\Nygaard Consulting Associates for the Transportation Demand Management (TDM) Coordination Services

Recommendation

It is recommended that the Commission approve and authorize the Executive Director, or a designee, to execute Amendment No. 2 to Professional Services Agreement A22-0061 with Nelson\Nygaard Consulting Associates for the Transportation Demand Management (TDM) Coordination Services. The amendment will add \$1,950,000 to the contract, for a total not-to-exceed amount of \$3,048,040.23 and extend the agreement by three years to June 30, 2027.

Summary

On June 16, 2022, the Alameda County Transportation Commission (Alameda CTC) approved contract agreement A22-0061 with Nelson\Nygaard for Program Management Services of the TDM Coordination Program. The purpose of the TDM program is to provide services and programming that collectively aims to reduce barriers to travel by modes other than driving alone. The current program focuses on education and promotion, regional coordination, employer outreach and engagement, the [Guaranteed Ride Home program](#), and provision of [bicycle safety education](#) classes for adults and families.

Agreement A22-0061 is a two-year agreement that covers FY2022-23 and 2023-24 with the option to extend the contract for another three fiscal years. On May 25, 2023, the Alameda CTC approved Amendment 1 to this contract, which added \$200,000 to the Bicycle Safety Education Program task for the second year of the contract. Based on program performance and Alameda CTC's goal of decreasing vehicle miles traveled (VMT) in the

County, Alameda CTC is proposing to extend this contract for the next three years, through the end of FY 2026-2027.

The committed funding for the 3-year term will initially consist of \$700,000 of Transportation Fund for Clean Air (TFCA) and \$1,250,000 of Congestion Management Agency (CMA) member fees. For the third year of the contract, a portion of the CMA member fees is anticipated to be replaced with future TFCA programming. Following the future TFCA programming action, planned for spring 2025 through the 2026 Comprehensive Investment Plan (CIP), the committed funding for year three will be adjusted accordingly to reflect the additional TFCA funds. The combined total TFCA and CMA member fees will not exceed \$1,950,000.

Background

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

In 2022, Alameda CTC entered into Agreement A22-0061 with Nelson\Nygaard as prime consultant leading the Guaranteed Ride Home program and overall program evaluation, monitoring, and outreach; and Bike East Bay as a subconsultant leading the bicycle safety education program with additional support from four Community Based Organizations focused on specific programming within Equity Priority Communities.

The current agreement is a two-year agreement set to expire at the end of this fiscal year. To continue delivering these programs, Alameda CTC proposes to extend this contract and scope of services for three more fiscal years, through Fiscal Year 2026-2027.

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

Fiscal Impact: Sufficient funding for this item will be included in the proposed budgets for FY2024-25 through FY2026-27.



Memorandum

7.10

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

DATE: April 18, 2024

TO: Alameda County Transportation Commission

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

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

Recommendation

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

Background

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

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

State Updates

Staff is currently evaluating bills related to the Alameda CTC Legislative Program and will bring recommendations to the Commission as bills advance this spring. Four bills of note are highlighted below.

Table 1. Recommended Bill Positions

Bill	Summary	Analysis	Recommended Position
AB 817 (Pacheco)	This bill would authorize a subsidiary body to use alternative	AB 817 would provide flexibility for remote meetings for	Continue the Commission’s Support position from 2023

<p>Open meetings: teleconferencing: subsidiary body.</p>	<p>teleconferencing provisions. The bill defines a subsidiary body to include: certain types of commissions, committees, or other bodies that serve exclusively as an advisory body; and a body that is not authorized to take final action on any contract, legislation, regulation or permit. The bill would sunset January 1, 2026.</p>	<p>advisory bodies. The bill is co-sponsored by the League of cities, and California State Association of Counties, as well as other entities. It is considered a compromise bill to allow some meetings to occur remotely while requiring decision-making bodies to meet in person.</p>	
<p><u>SB 960 (Wiener)</u> Transportation: planning: transit priority projects: multimodal.</p>	<p>This bill is focused on advancing complete streets on Caltrans' facilities. The bill would require Caltrans to adopt a policy on transit priority projects for state and local highways and to take certain actions to streamline the approval of transit priority projects. The bill would require the department to establish a process to streamline the approval of pedestrian facilities, traffic calming improvements, bicycle facilities, and transit priority projects.</p>	<p>Alameda CTC's Legislative Program supports multimodal improvements and safety, as well as efficient project delivery. Due to a number of potential amendments currently under discussion staff recommends a Watch position at this time.</p> <p>A hearing in Senate Transportation Committee is scheduled for April 24.</p>	<p>Watch</p>

<p><u>SB 1031 (Wiener and Wahab)</u></p> <p>San Francisco Bay area: local revenue measure: transportation improvements.</p>	<p>This bill would authorize MTC to place a regional transportation measure on the ballot to support transit operations and transit transformation, safe streets, connectivity, and climate resilience. The bills calls for a study to be done of consolidating the region’s transit agencies and then for CalSTA to develop a plan based on the recommendations from the study.</p>	<p>Alameda CTC’s Legislative Program is supportive of funding for transportation, and in particular for supporting transit coming out of the pandemic. SB 1031 includes a number of very complex issues that are still being developed. Given the dynamic nature of the bill and the number of details still to work through, staff recommends a Watch position at this time.</p>	<p>Watch</p>
<p><u>SB 1068 (Eggman):</u></p> <p>Tri-Valley-San Joaquin Valley Regional Rail Authority: contracting: Construction Manager/General Contractor project delivery method.</p>	<p>This bill would authorize the Tri-Valley-San Joaquin Valley Regional Rail Authority to also use the Construction Manager/General Contractor (CM/GC) project delivery method. The bill would additionally authorize the contracts of the authority to extend to work on the state highway system for the construction of passenger rail service through the Altamont Pass Corridor, and would</p>	<p>Alameda CTC’s Legislative program supports policies that facilitate efficient and expedited project development and delivery processes. This bill would provide the Tri-Valley-San Joaquin Valley Regional Rail Authority additional authority to utilize the CM/GC method when contracting for the planning, design,</p>	<p>Support</p>

	require the Department of Transportation to inspect the work conducted on the state highway system or rights of way.	and construction of Valley Link.	
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In late April, the Commission will head to Sacramento for a state advocacy day. Meetings are currently being scheduled with the California State Transportation Agency (CalSTA), Caltrans, the California Transportation Commission as well as individual meetings with members of the state delegation representing Alameda County. Discussions will focus on key policy priorities that align well with state goals and priorities, advocating for funding for projects and programs throughout Alameda County, and highlighting opportunities for partnership.

Fiscal Impact: There is no fiscal impact.

Attachment:

- A. Alameda CTC 2024 Legislative Program

2024 Legislative Program

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

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

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

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

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

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

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

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

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

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

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

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

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

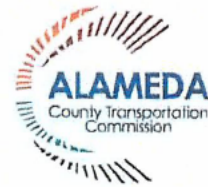
transit, including data sharing that will enable long-term planning and analysis of benefits and impacts.

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

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

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

Application for the Alameda CTC Paratransit Advisory and Planning Committee (PAPCO)



Alameda CTC invites Alameda County residents to serve on its **Paratransit Advisory and Planning Committee**, which meets on the fourth Monday of the month from 1:30 to 3:30 p.m. Each member is appointed for a two-year term.

Name: Helen L Vanslyke

Home Address: _____

Mailing Address: _____

Phone: (home) _____

Email: _____

Please respond to the following sections on a separate attachment:

- I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on PAPCO and why you are qualified for this appointment, including any experience you have managing funding and/or making funding decisions.
- III. **Relevant Work or Volunteer Experience:** Please list your current employer or relevant volunteer experience including organization, address, position and dates.
- IV. **Paratransit Experience:** List any specific interest, involvement or expertise you have related to special transportation or paratransit issues. Please also include the name(s) of any paratransit services you use.

To avoid a conflict of interest:

Members may need to recuse themselves from discussing and voting on certain funding recommendations to the Alameda CTC Commission.

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

Signature Helen L Vanslyke Date 02-06-24

Return the application to your Commission representative for signature (see www.alamedactc.org/app_pages/view/8) or fax (510.893.6489) or mail it to Alameda CTC.

Appointing Commissioner:
Signature: [Signature]
Date: 2/19/24

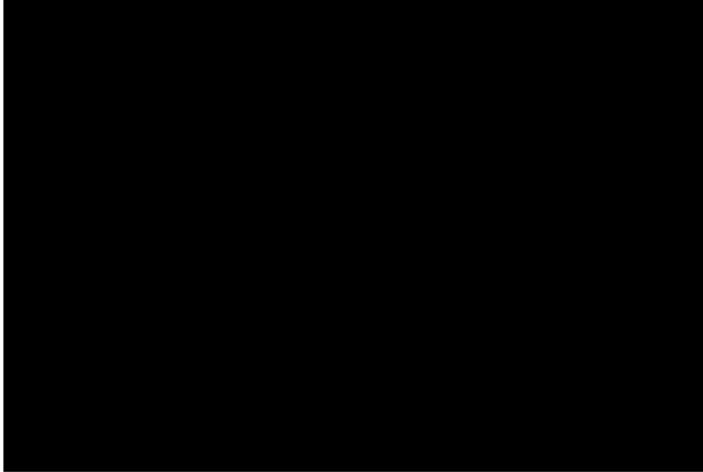
Helen L VanSlyke



Alameda CTC Paratransit Advisory and Planning Committee (Application Part II)

1. I have no previous experience on a public agency commission or committee.
2. I am interested in serving on PAPCO because I am a Paratransit consumer. I have been a consumer for over ten years. Both in Ventura County and Alameda County. I am a Veteran, Senior and Blind. So my perspectives and experiences are that of all three consumers.
3. I have bookkeeping experience. I was Treasurer for the Ventura County Chapter of the NFB.
4. Transportation has been a major challenge for the blind. I have used several forms of programs for the disabled, partnerships, other than Paratransit. Dial A Ride, Go Go Grandparents, HOP and Standard Lift. I can use my personal experiences when choosing options that will best benefit my community.

Helen L VanSlyke



Alameda CTC Paratransit Advisory and Planning Committee (Application Part II)

1. I have no previous experience on a public agency commission or committee.
2. I am interested in serving on PAPCO because I am a Paratransit consumer. I have been a consumer for over ten years. Both in Ventura County and Alameda County. I am a Veteran, Senior and Blind. So my perspectives and experiences are that of all three consumers.
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HELEN VAN SLYKE



SUMMARY:

Reliable customer service representative and United States Marine Corps Veteran with over 30 years' experience the communication and organizational skills necessary to serve as the first point of contact and to manage general administrative task. Experience with accounting, data entry and filing system, both physical and digital, in addition to scheduling and supplying management. Knowledgeable of general office administration, record-keeping, and scheduling using applications like Microsoft Office and Excel.

SKILLS:

Organizational Skills	Active Listening Skills	Communication
Customer Service Skills	Detail Oriented	Adaptability
Microsoft Office/Excel	Multitasking Skills	Dependability

RELATED WORK EXPERIENCE:

Account Payable Clerk, AG-RX, Inc., Oxnard, CA **10/1994-04/2017**

- Created financial documents of credit memos and invoices for customers
- Processed bills and over seeing their monthly balances by maintaining organized financial records
- Responsible for digitalizing data for storage purposes
- Documentation, personal information, reports, statements, invoices and information from clients are collected and input into the computer system
- Greeting clients, sending and receiving office correspondence and setting appointments
- Answering phones and forwarding phone calls to appropriate recipients
- Maintaining office supplies and placing orders when inventory is low
- Collected and distributed mail
- Reviewed customer credit history for a line of credit with company
- Worked directly with vendors and suppliers of goods or services

Account Payable Clerk, Seaboard Produce Distributer, Oxnard, CA **1987-1994**

- Prepared accounts payable
- Processed checks and paid accounts according to invoiced criteria
- Managed billing clerical duties

Procurement Clerk, United States Marine Corps, Camp Pendleton, CA **08/1980-08/1984**

- Served as E-4 Billet (filling in for E-5)
- Manage government contracts with vendors to fill building furniture
- Coordinate supply chain management

EDUCATION:

Pacific Coast Community Services, Richmond, CA

Call Center/Telephone Services Certification

Sawyer College, Ventura, CA

Clerical Studies and Letter Writing Certification

Channel Island High School, Oxnard, CA

Diploma in General Studies

Application for the Alameda CTC Paratransit Advisory and Planning Committee (PAPCO)



Alameda CTC invites Alameda County residents to serve on its **Paratransit Advisory and Planning Committee**, which meets on the fourth Monday of the month from 1:30 to 3:30 p.m. Each member is appointed for a two-year term.

Name: Roger G. Marshall

Home Address: 

Mailing Address (if different): _____

Phone: (home)  (work) _____ (fax) _____

Email: 

Please respond to the following sections on a separate attachment:

- I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on PAPCO and why you are qualified for this appointment, including any experience you have managing funding and/or making funding decisions.
- III. **Relevant Work or Volunteer Experience:** Please list your current employer or relevant volunteer experience including organization, address, position and dates.
- IV. **Paratransit Experience:** List any specific interest, involvement or expertise you have related to special transportation or paratransit issues. Please also include the name(s) of any paratransit services you use.

To avoid a conflict of interest:

Members may need to recuse themselves from discussing and voting on certain funding recommendations to the Alameda CTC Commission.

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

Signature Roger G. Marshall Date March 5, 2024

Return the application to your Commission representative for signature (see www.alamedactc.org/app_pages/view/8) or fax (510.893.6489) or mail it to Alameda CTC.

Appointing Commissioner:

Signature: _____

Date: _____

Application for the Alameda County CTC

Paratransit Advisory and Planning Committee (PAPCO)

Roger G. Marshall



I. Commission / Committee Experience

I currently serve on the Fremont Senior Citizens Commission. As a Commissioner, I am also a member of the Ride-On Tri-Cities! Accessibility Advisory Committee. In addition, I volunteer with the Citizen Ambassadors for Seniors Programs (CAPS), where I am a Site Leader for the CAPS steering committee. As a transportation planner for the City of Hayward, I served on the MTC Arterial Operations Committee. When I lived in Illinois, I was staffed to two commissions: the Champaign County Regional Planning Commission and the Champaign-Urbana Transportation Commission.

II. Statement of Qualifications

My interest in serving on PAPCO stems from both my professional career and personal experience. As a transportation planner for more than thirty years, I have a deep understanding of transportation facilities and multi-modal operations. I believe the needs and requirements for paratransit services would benefit from this experience. On a personal level, myself and many friends and acquaintances have used a variety of paratransit. We have all benefited from paratransit transportation services that met our specific needs. We had both positive and negative experiences which, I believe, will give me a useful perspective.

While working at the City of Hayward, I wrote grant applications and helped grantees implement their programs (for example, the Safe Routes to School program). As a consulting urban planner with Parsons and Barton-Aschman Associates, I assisted public and private clients in obtaining public grant funds. Again, while living in Illinois serving on the two commissions mentioned above, I was responsible for managing grants. I secured grant funding, and then assisted grantees with program development, implementation, and evaluation.

III. Relevant Work or Volunteer Experience

Current employment and volunteer activities:

- Fremont Senior Citizens Commission, c/o Fremont Human Services Department, 3300 Capital Ave., Building B, Fremont, CA 94538, 2023-2024.

Application for the Alameda CTC - PAPCO

Roger G. Marshall

page 2 of 2

Current employment and volunteer activities (continued):

- Ride-On Tri-Cities! Accessibility Advisory Committee, Fremont Human Services Department, 2023-2024.
- Substitute Teacher (K-12), Fremont Unified School District, 4210 Technology Drive, Fremont, CA 94538, 2017-2024.
- Site Leader, Community Ambassador Program for Seniors (CAPS), Fremont Human Services Department, 2017-2024.

Relevant Professional Experience:

- City of Hayward, Associate Transportation Planner, 1998-2008
- Association of Bay Area Governments, Urban Planning Researcher, 1996-1998
- Parsons, Senior Transportation Planner, 1991-1994
- Barton-Aschman Associates, Senior Transportation Planner, 1984-1991
- Champaign County Regional Planning Commission, Planner, 1982-1984
- East Central Illinois Criminal Justice Commission, Planner, 1977-1982

Other Experience: Community organizer in Illinois and California, U.S. Census enumerator and interviewer.

IV. Paratransit Experience

When I worked with Barton-Aschman Associates, we prepared a comprehensive paratransit study and reorganization plan in Reno, Nevada. We conducted a survey of the 28 paratransit providers, evaluated the programs, and prepared a reorganization plan. The Washoe County Regional Transportation Commission implemented and funded the plan.

In Burbank we prepared a multi-modal transportation plan based, in part, on the desires and needs for paratransit that the community identified in a local ballot measure.

Working at multiple school districts with special needs students, I assisted with boarding and disembarking of the students. I made recommendations about the locations used and queuing patterns of the paratransit vehicles. These were later implemented. I became aware of the particular needs of these students and the challenges of the drivers.

I am now a user of Ride-On Tri-City! paratransit in Fremont-Newark-Union City. Previously I also used East Bay Paratransit. As a user of Ride-On Tri-City's Lyft program, I have been incredibly pleased with the ease of use, timeliness, and quality of the service.

Roger G. Marshall

Objective: Serve the community with planning, programming, forecasting, training, and education skills.

Areas of Expertise:

- Research, Analysis, Implementation, and evaluation of plans and programs
- Urban and Regional Planning
- Transportation Planning and Engineering
- Modeling and Forecasting
- Neighborhood planning
- Education and Training
- Public Engagement and Involvement

Professional Experience:

Urban planning and transportation engineering for agencies and companies engaged in Municipal planning, Regional Planning and public involvement, and Transportation Consulting in planning and engineering. These included:

- *City of Hayward, CA* Planner, 1998-2008
- *Association of Bay Area Governments* Urban Researcher, 1996-1998
- *San Joaquin County Council of Governments* Regional Planner, 1994
- *Rajappon & Meyers, San Jose, CA* Transportation Planner, 1994-1995
- *Parsons, San Jose, CA* Transportation Planner-Engineer, 1991-1994
- *Barton-Aschman Assoc., San Jose, CA* Transportation Planner-Engineer, 1984-1991
- *Champaign-Urbana Regional Planning Comm., IL* Transportation Planner, 1982-1984
- *Champaign-Vermillion Criminal Justice Comm. IL* Planner, 1978-1984

Community and Volunteer Activities:

- Fremont Senior Citizens Commission, Fremont, CA
- Ride-on Tri-City! Accessibility Advisory Commission, Fremont, CA
- Community Ambassador Program for Seniors (CAPS), Fremont, CA
- Community visioning and building, Illinois, and California
- Neighborhood and tenant organizing, Fremont, CA

Education and Training Experience:

- Grade levels K-12 substitute teaching focusing on students with developmental disabilities, including intensive one-on-one assistance with autistic student.
- Community engagement - public participation and involvement, surveys, and interviews.
- Community visioning and building.
- Training unemployed professionals in job search, resume writing, and interviewing.
- Teaching to university architects and engineers (assistant for urban planning course).

Research and Evaluation experience:

- Truck travel modeling: forecasting, extensive data collection and analysis, survey design and implementation, detailed interviewing. Co-author of publication: "Truck Travel Forecasting in the Bay Area," Transportation Research Board, 1991.
- Paratransit study and evaluating programs.
- Travel and transportation evaluation: forecasting trip generation; origin-destination studies; trip distribution and assignment; intersection, highway, and transit level-of-service evaluation.
- Transportation modeling in San Francisco, San Jose, Reno, Las Vegas, and Bay Area from Healdsburg to Gilroy.
- Network review, traffic and transit evaluation for Alameda County.
- Household surveying and interviewing for U.S. Census – 2010 decennial; American Community Survey; Social and Economic Status Participation surveys, requiring intensive household interviewing.
- Planning, programming, implementing, and evaluation for criminal justice and community agencies in eastern Illinois. This included the following areas: Police and Sheriff Departments, Fire and Police Dispatch Center, Prosecutors, Public Defenders, Judicial, Corrections, and Probation agencies.

Summary: Experienced urban planner with wide-ranging skills and areas of expertise.



1. Call to Order

PAPCO Vice Chair Sandra Johnson called the meeting to order.

2. Roll Call

A roll call was conducted and all members were present with the exception of Shawn Costello, Tony Lewis, Carolyn Orr, Carmen Rivera-Hendrickson and Sylvia Stadmire. A quorum was not present.

Subsequent to the roll call:

Shawn Costello arrived during item 5.1.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1 Approve the October 23, 2023 PAPCO Meeting Minutes

4.2 Review the FY 2023-24 PAPCO Meeting Calendar

4.3 PAPCO Roster Update

(This item was presented after 5.1)

Shawn Costello moved to approve the consent calendar. Esther Waltz seconded the motion. The motion passed with the following vote:

Yes: Costello, Johnson, Rousey, Suter, Waltz

No: None

Abstain: Hastings

Absent: Lewis, Orr, Rivera-Hendrickson, Stadmire

5. Regular Matters

5.1 FY 2023-24 Mid-Year Program Reports for Conditional Funding

(This item was presented before item 4)

Krystle Pasco provided an overview of the FY 2023-24 Mid-Year Program Reports for conditional funding. She introduced Shawn Fong with the City of Fremont, Nick Cuevas with the City of Newark, Rick Rivera with the

City of Hayward, and Hakiem McGee with the City of Oakland, who provided updates on their FY 2023-24 mid-year programs and reserves spending.

This item was for information only.

5.2 FY 2024-25 Paratransit Program Plan Review Overview and Initiate Request for Subcommittee Volunteers

Krystle Pasco provided an update on the FY 2024-25 Program Plan Review process, and asked for volunteers for the Program Plan Review subcommittees scheduled for Monday, April 22, and Tuesday, April 23, 2024.

This item was for information only.

5.3 FY 2022-23 Paratransit Discretionary Grant Program Progress Reports

Naomi Armenta provided an update on the Paratransit Discretionary Grant Program progress report for FY 2022-23.

This item was for information only.

5.4 2024 Paratransit Discretionary Grant Program Update

Krystle Pasco provided an update on the 2024 Paratransit Discretionary Grant Program.

5.5 Equity Initiatives Update

Naomi Armenta provided an update on the equity initiatives, and noted that this will be a recurring agenda item.

5.6 Mobility Management Update

Naomi Armenta provided an update on mobility management for the NADTC's Transportation Diversity, Equity, and Inclusion Initiative.

6. Committee Member Reports

6.1 Alameda CTC Independent Watchdog Committee (IWC) Update

Esther Waltz provided an update from the January 11, 2024 IWC meeting.

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

There was no update for this item.

Michelle Rousey informed the Committee that the SRAC name changed to the East Bay Paratransit Advisory Committee.

6.3 Other ADA and Transit Advisory Committee Updates

Herb Hastings announced that he had been appointed to two Caltrans Committees.

7. Staff Reports

Naomi Armenta requested that PAPCO members provide input or suggestions on topics for the next Joint PAPCO/ParaTAC meeting scheduled for May 20, 2024.

8. Adjournment

The next PAPCO meeting is scheduled for March 25, 2024, at 1:30 p.m. and will be in person at the Alameda CTC offices at 1111 Broadway, Suite 800, Oakland, CA 94607.

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

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



Memorandum

9.2

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

DATE: April 18, 2024

TO: Alameda County Transportation Commission

FROM: John Lowery, Director of Express Lane Operations

SUBJECT: Adoption of an Ordinance Amending the Alameda CTC Express Lanes Toll Enforcement Ordinance

Recommendation

It is recommended that the Commission waive the reading and adopt an ordinance to amend Alameda CTC’s existing ordinance for the administration of tolls and enforcement of toll violations for Alameda County Transportation Commission (Alameda CTC) Express Lanes on I-580 to include the limits of the I-680 Sunol Express Lanes.

Summary

In an effort to streamline administration and operation of the I-680 Sunol Express Lanes, on February 12, 2024, the Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA) approved a resolution to dissolve the Sunol JPA and to transfer all responsibilities for the administration of the I-680 Express Lanes in Alameda County to Alameda CTC. Before the dissolution can become effective, Alameda CTC’s Express Lanes Toll Enforcement Ordinance must be amended to include the I-680 Sunol Express Lanes so that Alameda CTC can administer tolls and enforce toll violations on that facility.

Alameda CTC’s Express Lanes Toll Enforcement Ordinance, originally adopted in July of 2015 and last updated in June of 2023, is specific to the I-580 Express Lanes. It establishes usage requirements for the I-580 Express Lanes and establishes civil penalties for the evasion of tolls or noncompliance with other policies set forth in the ordinance. The Sunol JPA’s I-680 Sunol Express Lanes Toll Enforcement Ordinance similarly establishes requirements and penalties for the I-680 Sunol Express Lanes. The current usage requirements and penalties are identical for both the I-580 and I-680 express lanes and no changes are proposed. The attached ordinance simply defines Alameda CTC’s express lanes program to include the limits of the I-680 Sunol Express Lanes without modifying any policies, requirements or penalties for the I-680 or I-580 Express Lanes in Alameda County.

The process for adoption of the amended ordinance includes introduction and adoption of the ordinance at two separate meetings. The ordinance was introduced at the March 28, 2024 Commission meeting. Subsequent to the introduction, a notice of public hearing was published on two occasions in newspapers of general circulation in English, Spanish, and Chinese. The ordinance was posted on the agency's website and an ordinance summary including a web link to the ordinance was also published in the above-referenced publications. After the conclusion of the public hearing at this meeting, it is recommended that the Commission waive reading and adopt the ordinance.

Background

Prompted by a desire to create a more streamlined governance and administrative structure, the Commission adopted a resolution in January of 2024 to initiate the dissolution of the Sunol JPA and to transition operation of the I-680 Sunol Express Lanes to Alameda CTC. The following month, the Sunol JPA adopted a resolution of termination and authorized the transition of all responsibilities to administer and operate the I-680 Sunol Express Lanes to Alameda CTC. These actions were made possible by the signing of Senate Bill 891 in September of 2023, which amended Section 149.5 of the Streets and Highways Code to grant explicit authority to Alameda CTC, to conduct, administer, and operate express lanes on I-680 in Alameda County. Prior to this, Section 149.5 only authorized Alameda CTC to conduct, administer, and operate express lanes on a single transportation corridor in Alameda County.

Alameda CTC's Express Lanes Program now consists of express lanes on the I-580 and I-680 corridors. The I-580 Express Lanes extend through the Cities of Dublin, Pleasanton and Livermore, from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to the I-680 Interchange in the westbound direction. The I-680 Sunol Express Lanes span approximately 14 miles in the southbound direction, from SR-84 near Pleasanton to SR-237 in the City of Milpitas, and 9 miles in the northbound direction from just south of Auto Mall Parkway to SR-84. Construction is underway on a project to extend the southbound express lane on I-680 from the SR-84 interchange to Alcosta Boulevard at the Contra Costa County Line (referred to as the I-680 Southbound Gap Closure). Staff will recommend the introduction and adoption of an updated ordinance to incorporate the limits of the I-680 Southbound Gap Closure project prior to the project opening date, which is currently anticipated to be in late 2025 or early 2026.

The Alameda CTC toll ordinance was originally adopted in July of 2015 and last updated in May of 2023. It establishes usage requirements and civil penalties for the evasion of tolls on the I-580 Express Lanes. With the dissolution of the Sunol JPA and transfer of administration and operation of the I-680 Express Lanes in Alameda County from the Sunol JPA to Alameda CTC, the Alameda CTC ordinance must be amended to apply to both the I-580 and I-680 corridors. Current usage requirements and toll evasion penalties for the I-580 and I-680 corridors are identical and no changes to the requirements or penalties are being recommended at this time. Therefore, the amended and restated ordinance solely consists of adding reference to the I-680 Express Lanes with no other changes to policies, requirements or penalties that are currently in effect.

Supported by state law, Alameda CTC's currently adopted toll policies and business rules require that all motorists traveling in Alameda CTC's Express Lanes facilities have a valid FasTrak® account with a balance sufficient to pay the toll. All motorists seeking toll discounts, including toll-free use of the express lanes, are required to self-declare eligibility for these discounts by using an appropriate FasTrak transponder, properly mounted and linked to a valid FasTrak account. For qualifying high occupancy vehicles (HOVs) and motorcycles, this is a FasTrak Flex® transponder, which allows motorists to declare the occupancy of the vehicle as "1", "2", or "3+". For qualifying clean air vehicles (CAVs), this is a FasTrak transponder marked for use by CAVs; occupancy for these users must also be self-declared via a switchable transponder so that the maximum toll discount for which the vehicle is eligible may be applied. All motorists traveling in the express lanes without a valid FasTrak account are deemed violators and are subject to a notice of toll evasion.

The process for adoption of an ordinance includes introduction and adoption at two separate meetings. The ordinance was introduced at the March 28, 2024 Commission meeting. Subsequent to the introduction, a notice of public hearing was published on two occasions in newspapers of general circulation in English, Spanish, and Chinese. The ordinance was posted on the agency's website and an ordinance summary including a web link to the ordinance was also published in the above-referenced publications. After the conclusion of the public hearing at this meeting, it is recommended that the Commission waive reading and adopt the ordinance.

Staff recommends that the Commission waive reading and adopt the ordinance. Once adopted, the ordinance would go into effect after 30 days.

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

Attachment:

- A. Ordinance Amending Alameda CTC Express Lanes Ordinance for the Administration of Tolls and Enforcement of Toll Violations

ALAMEDA COUNTY TRANSPORTATION COMMISSION

ORDINANCE AMENDING ALAMEDA CTC EXPRESS LANES

ORDINANCE FOR ADMINISTRATION OF

TOLLS AND ENFORCEMENT OF TOLL VIOLATIONS

WHEREAS, Alameda County Transportation Commission’s (“Alameda CTC”) Express Lanes Toll Enforcement Ordinance (“Toll Ordinance”) was adopted in July of 2015 and last updated in June of 2023; and

WHEREAS, the Toll Ordinance is specific to the I-580 Express Lanes and establishes usage requirements for the I-580 Express Lanes and establishes civil penalties for the evasion of tolls or noncompliance with other policies set forth in the ordinance; and

WHEREAS, in an effort to streamline administration and operation of the I-680 Sunol Express Lanes, on February 12, 2024, the Sunol Smart Carpool Lane Joint Powers Authority (“Sunol JPA”) approved a resolution to dissolve the Sunol JPA and to transfer all responsibilities for the administration of the I-680 Express Lanes in Alameda County to Alameda CTC; and

WHEREAS, before the dissolution can become effective, Alameda CTC’s Toll Ordinance must be amended to incorporate the I-680 Sunol Express Lanes so that Alameda CTC can administer tolls and enforce toll violations.

NOW, THEREFORE, THE ALAMEDA COUNTY TRANSPORTATION COMMISSION DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. Findings

Alameda CTC finds that the foregoing recitals are true and correct and are incorporated into the Toll Ordinance by this reference.

SECTION 2. Amendments to the Toll Ordinance

- A. The **Preamble** of the Alameda CTC Toll Ordinance is amended as follows with additions in double-underline and deletions in ~~strikethrough~~:

PREAMBLE

The Alameda County Transportation Commission (“Alameda CTC”) is authorized pursuant to California Streets and Highways Code section 149.5 to conduct, administer, and operate a value pricing high-occupancy vehicle program on ~~one~~ transportation corridors in Alameda County. Alameda CTC’s Express Lanes Program includes Express Lanes implemented on Interstate 580 (“I-580”) and on Interstate 680 (“I-680”) in Alameda County.

B. **Appendix B** of the Alameda CTC Toll Ordinance is amended as follows with additions in double-underline and deletions in ~~strikethrough~~:

Appendix B

Operational Alameda CTC Express Lanes Under Jurisdiction of Alameda CTC

(as adopted by the Commission on April 25, 2024)

- Westbound I-580: Greenville Road to Interstate 680
- Eastbound I-580: Hacienda Drive to Greenville Road
- Southbound I-680 Sunol Express Lanes: SR-84 to SR-237
- Northbound I-680 Sunol Express Lanes: Auto Mall Parkway to SR-84

SECTION 3. Severability.

If any section, subsection, sentence, clause, or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The Commission hereby declares that it would have passed the Ordinance, and each and every section, subsection, sentence, clause, or phrase not declared invalid or unconstitutional without regard to whether any portion of this Ordinance would be subsequently declared invalid or unconstitutional.

SECTION 4. Publication/Effective Date of Amended Ordinance.

A summary of this Ordinance shall be prepared by the General Counsel. At least five (5) days prior to the Commission meeting at which this Ordinance is scheduled to be adopted, the Clerk of the Commission shall (1) publish the summary, which will include a web address for access to the full version and a statement that a hard copy of the full ordinance will be mailed to members of the public upon request, in a newspaper of general circulation printed and published within the jurisdiction of the Alameda CTC, and (2) post in the Alameda CTC's Office a certified copy of this Ordinance. Within fifteen (15) days after the adoption of this Ordinance, the Clerk shall (1) publish the summary in a newspaper of general circulation, which will include a web address for access to the full version, printed and published within the jurisdiction of the Alameda CTC, and (2) post in the Alameda CTC Office a certified copy of the full text of this Ordinance along with the names of those Commission members voting for and against this Ordinance or otherwise voting. The Clerk of the Commission shall attest to such adoption and publication of this Ordinance. This Ordinance shall become effective thirty (30) days after adoption.

PASSED AND ADOPTED by the Alameda County Transportation Commission on _____ by the following vote:

AYES:

NOES:

EXCUSED:

Date Published: _____ (Alameda County)

Attested to:

Dated: _____

Clerk of the Commission



Memorandum

10.1

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

DATE: April 18, 2024

TO: Alameda County Transportation Commission

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

SUBJECT: Approve 2014 Measure BB Transportation Expenditure Plan Amendments

Recommendation

It is recommended that the Commission approve three amendments to the 2014 Measure BB Transportation Expenditure Plan (TEP) to the Traffic Relief on Highways section of the TEP detailed below.

- 1) I-80 Ashby Interchange Improvements (TEP-30): add a specific reference to advancing, in the near-term, a bicycle and pedestrian overcrossing as an initial phase of the Ashby Interchange project.
- 2) I-580/I-680 Interchange Improvement Project (TEP-33): revise the project name of the I-580/I-680 Interchange Improvements project to include near-term safety improvements approaching and through the interchange.
- 3) I-880 Northbound HOV/HOT Extension from A Street to Hegenberger Project (TEP-36): remove the specific I-880 Northbound High Occupancy Vehicles/Toll (HOV/HOT) Extension from A St to Hegenberger project and replace it with a broader Central County I-880 corridor operational and safety interchange improvement program.

This is an action item. Approval of this item at PPLC requires a majority vote, while a 2/3 approval is required at the Commission meeting per the Implementing Guidelines of the 2014 TEP.

Background

The 2014 Measure BB TEP includes implementation guidelines regarding project deadlines to ensure that the projects promised in the plan can be completed in a timely manner, and requirements for how funds be reallocated should the need arise.

Implementation Guideline 8 establishes that *“each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan for each project.*

Project sponsors may appeal to the Alameda CTC Commissioners for one-year time extensions” (2014 TEP, page 38).

At the Commission’s December 2023 meeting, the Commission approved time extensions for eight projects, including three with conditional extensions, and did not approve extensions for two projects. The Commission directed staff to return to the Commission in 2024 with proposed strategies for those projects either not receiving extensions or receiving conditional extensions. The proposed TEP amendments address three of the recommended actions from the December 2023 Commission approval:

- 1) I-80 Ashby Interchange Improvements (TEP-30) received a conditional extension requiring the Project Sponsor (Alameda CTC) to provide an update to the Commission by July 1, 2024 regarding the project status and detailed project delivery plan with a viable full funding plan for implementation.
- 2) I-580/I-680 Interchange Improvement Project (TEP-33) received no extension and it was noted that, due to the significant costs of improvements to this interchange and the lack of funding opportunities to fund this magnitude of a project, MBB funds are proposed to be reprogrammed within the interchange area and approaches.
- 3) I-880 Northbound HOV/HOT Extension from A Street to Hegenberger Project (TEP-36) received no extension and it was noted that due to the significant project costs, and the lack of inclusion in required planning documents, MBB funds are proposed to be reprogrammed to improvements within the corridor.

Implementation Guideline 22 details how funds may be reallocated over the course of the measure.

Should a planned project become undeliverable, infeasible or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be reallocated to another project or program of the same type, such as Transit, Streets, Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of the Alameda CTC.” (2014 TEP, page 39)

All three projects are part of the Traffic Relief on Highways section of the TEP. The proposed amendments are consistent with TEP Implementation Guideline 22 as the funds remain within the Traffic Relief on Highways section of the TEP, and maintain the geographic equity of the TEP. In addition, the proposed amendments will advance safety, which is a key Commission priority, and ensure projects are delivered in a timely fashion to benefit the voters of Alameda County.

I-80 Ashby Interchange Improvements (TEP-30) Project

The I-80 Ashby Interchange Project is currently completing the environmental phase. The Measure BB commitment to the project is \$52 million, with total project costs currently

estimated at \$157.1 million. Given the large funding gap, Alameda CTC as Project Sponsor is exploring funding opportunities to complete construction of a fundable initial usable segment consistent with the environmental document. The recommended amendment detailed below clearly states in the project description that the bicycle and pedestrian overcrossing segment of the I-80 Ashby Interchange is part of the project, consistent with the project's environmental document, and that fully-funded elements of the project may advance in phases to ensure public benefits are delivered as quickly as possible.

I-580/I-680 Interchange Improvement Project (TEP-33)

The last major milestone for the I-580/I-680 Interchange Improvement Project was the completion of the Project Study Report-Project Development Study (PSR/PDS) in February 2008. No subsequent project development has occurred. The PSR/PDS estimated the total project cost of \$1.2 billion in escalated dollars, with construction anticipated to begin in 2014. While Measure BB commits \$20 million to the interchange, the project has significant funding gaps with no reasonably anticipated funding source. State and federal policy priorities make it increasingly challenging to fund large-scale highway projects such as this. In order to provide benefits to users of the facility, the proposed amendment would include near-term safety improvements approaching and through the interchange as part of the project description. Analysis conducted by Alameda CTC as part of the I-580 Transit and Multimodal Strategy study identified safety as a key issue around the interchange, with 185 injury collisions in the vicinity of the I-580/I-680 interchange over the 2016-2020 period, including six individuals killed and others seriously injured in the last six years. Alameda CTC has coordinated with Caltrans, as well as the Cities of Dublin, Pleasanton and Livermore, to initiate discussions regarding near-term safety improvements to advance in the approaches to and through the I-580/I-680 interchange. The proposed amendment below and attached clearly states that safety improvements approaching and through the I-580/I-680 interchange are eligible uses of the \$20 million committed to the project.

I-880 NB HOV/HOT Extension from A Street to Hegenberger Project

No environmental phase project delivery efforts have been initiated on the I-880 Northbound HOV/HOT Extension from A Street to Hegenberger project. In addition, Alameda CTC does not currently have legislative authority to operate an Express Lane on I-880. Given the lack of project advancement since the passage of Measure BB, and since there is no current full funding plan for the project, Alameda CTC as the Project Sponsor is recommending removing reference to the project from the TEP, and instead broadening eligibility for the \$20 million to a Central County I-880 corridor program to enhance interchange operational and safety for projects in Central County including interchange safety improvements in Central County and north on I-880 up to the Hegenberger/I-880 Interchange. This amendment would maintain the funding in the corridor and facilitate delivery of projects in the near-term.

Proposed Amendments Comment Period

The TEP amendment process requires approval of the proposed amendments by Alameda CTC and a 45-day comment period by jurisdictions in Alameda County. Following the January 25, 2024 Commission approval, staff initiated the comment period. All jurisdictions within Alameda County were notified via email and letter of the proposed amendments and comment period, and the information was posted on the Alameda CTC webpage Latest News. The comment period ended on March 11, 2024. No comments were received.

Attachment A is the Commission Resolution that documents the amendment. The proposed amendments include the following elements, which are documented in track changes in Attachment B:

- 1) I-80 Ashby Interchange Improvements (TEP-30): add a specific reference to advancing in the near-term a bicycle and pedestrian overcrossing as an initial phase of the Ashby Interchange project.
- 2) I-580/I-680 Interchange Improvement Project (TEP-33): revise the project name of the I-580/I-680 Interchange Improvements project to include near-term safety improvements approaching and through the interchange.
- 3) I-880 NB HOV/HOT Extension from A Street to Hegenberger Project (TEP-36): remove the specific reference to the I-880 Northbound High Occupancy Vehicles/Toll (HOV/HOT) Extension from A St to Hegenberger project and replace it with operational and interchange safety improvements in Central County and north on I-880 up to the Hegenberger/I-880 Interchange.

Proposed Amendments

Existing TEP Language to be Amended

Amend the Traffic Relief on Highways funding as follows:

TEP Table 1 (page 5)

1. I-80 Improvements – no changes.
2. I-580 Improvements – change the Project “I-580/I-680 Interchange Improvements” to “**Safety Improvements approaching and through** the I-580/I-680 Interchange”
3. I-880 Improvements – remove I-880 NB HOV/HOT Extension from A St. to Hegenberger and replace with “**I-880 operational and interchange safety improvements in Central County and north on I-880 up to the Hegenberger/I-880 Interchange.**”

Traffic Relief on Highways, Page 25

Modify the first sentence of the paragraph describing the I-80 Ashby Avenue Interchange as noted in **red** and ~~strikethrough~~:

- The Ashby Avenue corridor will receive funding to fully reconstruct the Ashby Avenue Interchange by eliminating the substandard eastbound on-ramp in Berkeley’s Aquatic Park **and adding a bicycle and pedestrian overcrossing to provide safe multimodal access over I-80 at the interchange. Fully-funded elements of the project may advance in phases to ensure public benefits are delivered as quickly as possible.** ~~The interchange will be fully accessible to vehicles traveling to and from Emeryville and Berkeley and east and west on I-80, will reduce local traffic congestion in Berkeley and Emeryville, and will improve bicycle and pedestrian access. The project includes associated corridor improvements on Ashby Avenue.~~ **If additional Measure BB funds are available within the 2014 TEP amount designated for the project, after an initial operational project phase is implemented, subsequent phases of the project are eligible to be implemented.**

Page 26

Remove the Northbound High Occupancy Vehicle and High Occupancy Toll Extension from A St. to Hegenberger from the list of projects listed. Replace with **“I-880 operational and interchange safety improvements in Central County and north on I-880 up to the Hegenberger/I-880 Interchange.”**

Page 27

I-580 Corridor Investments section. Change the first sentence of the paragraph as noted in red:

- Investments in the I-580 corridor include **near-term safety improvements approaching and through** the I-580/I-680 Interchange to **improve safety and** provide traffic relief on one of the most significant bottlenecks on the freeway system.

Page 28

Delete sentence shown in ~~strikethrough~~: ~~In addition, funding will support completion of the HOV/HOT carpool lanes on I-880 from A Street in Hayward to Hegenberger Road in Oakland, filling in this important gap in the HOV lane system.~~

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

Attachments:

- A. Commission Resolution for 2014 TEP Amendments
- B. Proposed 2014 Measure BB Expenditure Plan Amendment Redline Markups and Technical Amendments



Commission Chair
Councilmember 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 Ezzy Ashcraft

City of Albany
Councilmember Preston Jordan

City of Berkeley
Councilmember Terry Taplin

City of Dublin
Mayor Melissa Hernandez

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Mark Salinas

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

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

City of Piedmont
Mayor Jen Cavanaugh

City of Pleasanton
Mayor Karla Brown

City of San Leandro
Mayor Juan González, III

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

ALAMEDA COUNTY TRANSPORTATION COMMISSION Resolution No. 24-001

Resolution of the Alameda County Transportation Commission Amending the 2014 Transportation Expenditure Plan

WHEREAS, by action of the governing body (“Commission”) of Alameda County Transportation Commission (“Alameda CTC”) at a regular Commission meeting on January 23, 2014, Alameda CTC approved the 2014 Transportation Expenditure Plan (“2014 TEP”), and in November 2014, the voters of Alameda County approved Measure BB, a sales tax measure intended to provide funding for the 2014 TEP.

WHEREAS, the 2014 TEP allocated \$677.40 million to projects and programs to provide Traffic Relief on Highways as one of the Project Types in the TEP.

WHEREAS, the 2014 TEP included Implementing Guideline 8, Strict Project Deadlines, providing each project a period of seven years from the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan.

WHEREAS, on December 7, 2023 the Commission approved a conditional time extension to the deadlines under Implementing Guideline 8, Strict Project Deadlines, for the I-80 Ashby Interchange improvements project, and did not approve time extensions to the deadlines for two projects, the I-580/I-680 Interchange improvements project, and the I-880 Northbound High Occupancy Vehicles/High Occupancy Toll (HOV/HOT) Extension from A Street to Hegenberger project.

WHEREAS, these three projects have significant funding shortfalls and have not demonstrated progress in project development milestones necessary to meet the deadlines set forth in Implementing Guideline 8, Strict Project Deadlines.

WHEREAS, Implementing Guideline 22 included in the 2014 TEP details how funds may be reallocated during implementation of the 2014 TEP, stating that should a planned project become undeliverable, infeasible or unfundable, funding for that project will be reallocated to another project or program of the same type at the discretion of Alameda CTC.

WHEREAS, the 2014 TEP and Public Utilities Code section 180207 together provide that the 2014 TEP may be modified if an amendment is approved by a two-thirds vote of the Commission, with Alameda CTC’s member jurisdictions being provided with a minimum of 45 days to comment on any proposed Plan amendment.

WHEREAS, at the Commission’s regular meeting on January 25, 2024, the Commission gave initial approval by at least a two-thirds majority to three amendments to the 2014 TEP to address the projects referenced above, and

Alameda CTC thereafter provided notice to its member jurisdictions on January 25, 2024 of the commencement of the 45-day comment period for each of the proposed amendments.

WHEREAS, at the Commission’s regular meeting on January 25, 2024 following the completion of the 45-day comment period, the Commission considered all comments from its member jurisdictions and from members of the public, and gave final approval by at least a two-thirds majority to the three proposed amendments to the 2014 TEP.

NOW THEREFORE, BE IT RESOLVED that the 2014 Transportation Expenditure Plan is amended with respect to the three projects identified above as set forth in Exhibit A attached hereto and by this reference incorporated herein.

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on January 25, 2024 in Oakland, California, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

Attest:

John J. Bauters,
Chair, Alameda CTC

Vanessa Lee,
Clerk of the Commission

Exhibit A

Text of Amendments to the 2014 Transportation Expenditure Plan

Existing TEP Language to be Amended

Amend the Traffic Relief on Highways funding as follows:

TEP Table 1 (page 5)

1. I-80 Improvements – no changes.
2. I-580 Improvements – change the Project “I-580/I-680 Interchange Improvements” to “**Safety improvements approaching and through** the I-580/I-680 Interchange”
3. I-880 Improvements – remove I-880 NB HOV/HOT Extension from A St. to Hegenberger and replace with “**I-880 operational and interchange safety improvements in Central County and north on I-880 up to the Hegenberger/I-880 Interchange**”

Traffic Relief on Highways, Page 25

Modify the first sentence of the paragraph describing the I-80 Ashby Avenue Interchange as noted in **red** and ~~striketrough~~:

- The Ashby Avenue corridor will receive funding to fully reconstruct the Ashby Avenue Interchange by eliminating the substandard eastbound on-ramp in Berkeley’s Aquatic Park **and adding a bicycle and pedestrian overcrossing to provide safe multimodal access over I-80 at the interchange. Fully-funded elements of the project may advance in phases to ensure public benefits are delivered as quickly as possible.** ~~The interchange will be fully accessible to vehicles traveling to and from Emeryville and Berkeley and east and west on I-80, will reduce local traffic congestion in Berkeley and Emeryville, and will improve bicycle and pedestrian access. The project includes associated corridor improvements on Ashby Avenue.~~ **If additional Measure BB funds are available within the 2014 TEP amount designated for the project, after an initial operational project phase is implemented, subsequent phases of the project are eligible to be implemented.**

Page 26

Remove the Northbound High Occupancy Vehicle and High Occupancy Toll Extension from A St. to Hegenberger from the list of projects listed. Replace with “**I-880 operational and interchange safety improvements in Central County and north on I-880 up to the Hegenberger/I-880 Interchange.**”

Page 27


I-580 Corridor Investments section. Change the first sentence of the paragraph as noted in **red**:

- Investments in the I-580 corridor include **near-term safety improvements approaching and through** the I-580/I-680 Interchange to **improve safety and** provide traffic relief on one of the most significant bottlenecks on the freeway system.

Page 28

Delete sentence: ~~In addition, funding will support completion of the HOV/HOT carpool lanes on I 880 from A Street in Hayward to Hegenberger Road in Oakland, filling in this important gap in the HOV lane system.~~

Table 1: List of Investments

Type	Investment Category	Project/Program	Amount (\$ x millions)	% of Total Funds
 Traffic Relief on Highways (9%)	I-80 Improvements	I-80 Gilman Street Interchange improvements	\$24.00	8%
		I-80 Ashby Interchange improvements	\$52.00	
		Subtotal	\$76.00	
	SR-84 Improvements	SR-84/I-680 Interchange and SR-84 Widening	\$122.00	
		SR-84 Expressway Widening (Pigeon Pass to Jack London)	\$10.00	
		Subtotal	\$132.00	
	I-580 Improvements	<u>Safety improvements approaching and through the I-580/I-680 Interchange improvements</u>	\$20.00	
		I-580 Local Interchange Improvement Program: Interchange improvements – Greenville, Vasco, Isabel Avenue (Phase 2); Central County I-580 spot intersection improvements	\$28.00	
		Subtotal	\$48.00	
	I-680 Improvements	I-680 High Occupancy Vehicle/Toll (HOV/HOT) Lane between SR-237 and Alcosta	\$60.00	
		Subtotal	\$60.00	
	I-880 Improvements	<u>I-880 NB HOV/HOT Extension from A St. to Hegenberger</u>	\$20.0	
		<u>I-880 corridor operational and interchange safety improvements in Central County and north on I-880 up to the Hegenberger/I-880 Interchange</u>		
		I-880 Broadway/Jackson multimodal transportation and circulation improvements	\$75.0	
		Whipple Road/Industrial Parkway Southwest Interchange improvements	\$60.0	
		I-880 Industrial Parkway Interchange improvements	\$44.0	
		I-880 Local Access and Safety: Interchange improvements at Winton Avenue; 23rd/29th Ave., Oakland; 42nd Street/High Street; Route 262 (Mission) improvements and grade separation; Oak Street	\$85.00	
	Subtotal	\$284.00		
Highway Capital Projects	Subtotal	\$600.00		
Freight & Economic Development	Freight and economic development program	\$77.40	1%	
	TOTAL	\$677.40	9%	

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by the Alameda CTC every two years and will include geographic equity provisions.

All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.



The County's aging highway system requires safety, access and gap closure improvements to enhance efficiencies and reduce traffic on a largely built-out system. Funding has been allocated to each highway

corridor in Alameda County for needed improvements. Specific projects have been identified based on project readiness, local priority and the ability to leverage current investments and funds. A number of additional eligible projects have been identified as candidates for corridor improvements, which will be selected for funding based on their contribution to the overall goals of improving system reliability, maximizing connectivity, improving the environment and reducing congestion. Priority implementation of specific investments and amounts will be determined as part of the Capital Improvement Program developed by Alameda CTC every two years.

Most of the projects that have been identified for funding are designed to improve the efficiency of and access to existing investments and to close gaps and remove bottlenecks.

A total of 9% of the net revenue is allocated to the highway system, including 1%, or approximately \$77 M, allocated specifically to goods movement and related projects.

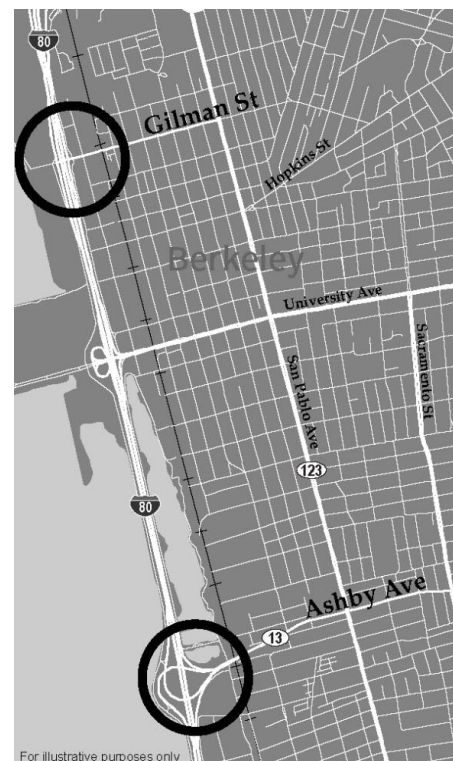
I-80 CORRIDOR INVESTMENTS FROM THE CONTRA COSTA COUNTY LINE TO THE BAY BRIDGE (\$76 M)

I-80 in the northern part of the County is the most congested stretch of freeway in the Bay Area. Investments in the interchanges on this route were selected to relieve bottlenecks, improve safety and improve conditions for cars, buses, trucks and bicyclists and pedestrians. Key investments will be made at the Ashby and Gilman interchanges in Berkeley, which will improve conditions for all modes in both Emeryville and Berkeley.

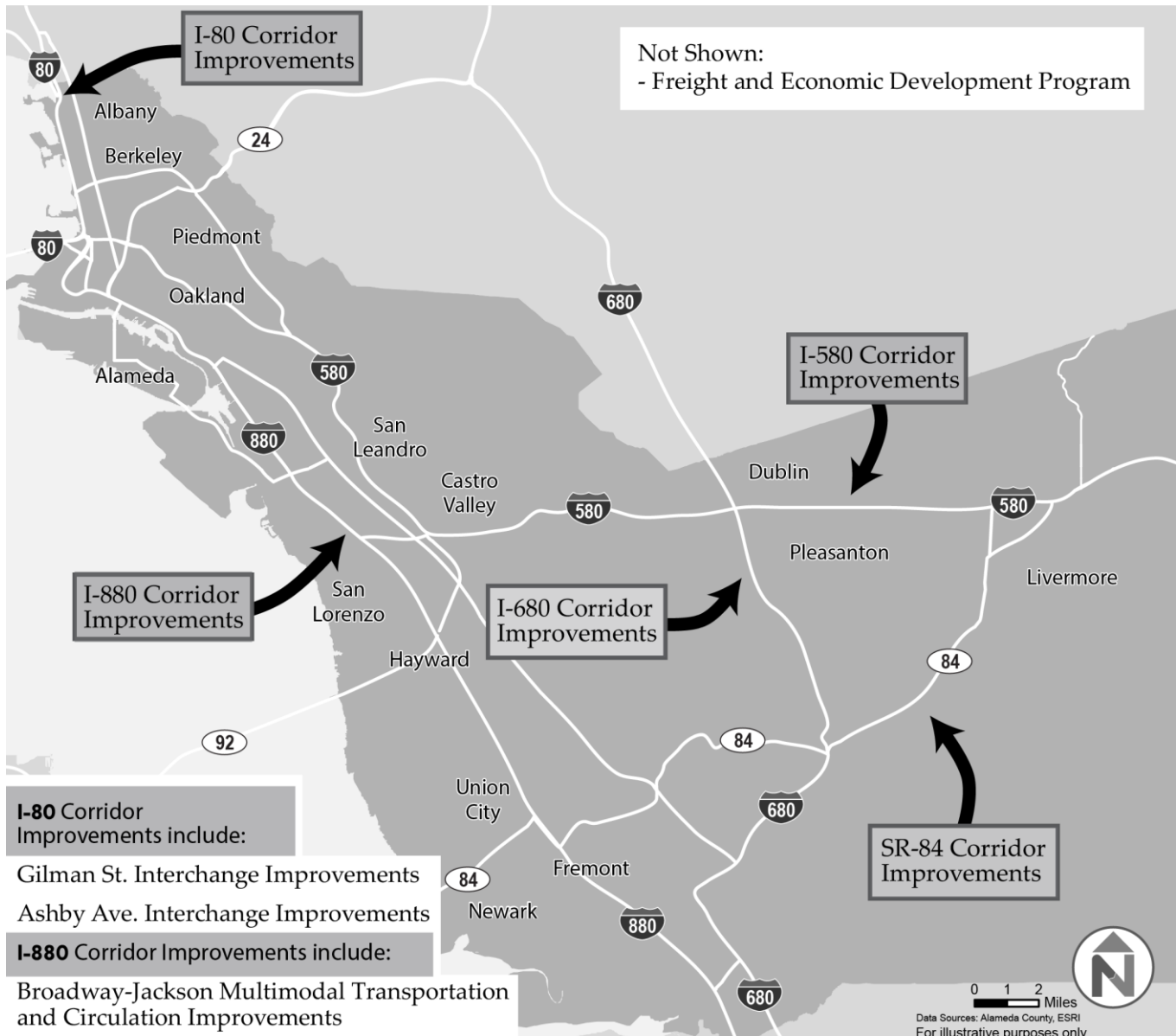
The I-80 Gilman project will receive funding to relieve a major bottleneck and safety problem at the I-

80 Gilman interchange. The project includes both a major reconfiguration of the interchange and grade separation of the roadway and the railroad crossing which currently crosses Gilman at-grade impeding traffic flow to and from the freeway. Improvements will also be made for pedestrians and bicyclists crossing this location and accessing recreational opportunities west of the freeway, making this a true multimodal improvement.

The Ashby Avenue corridor will receive funding to fully reconstruct the Ashby Avenue Interchange by eliminating the substandard eastbound on-ramp in Berkeley's Aquatic Park and adding a bicycle and pedestrian overcrossing to provide safe multimodal access over I-80 at the interchange. Fully-funded elements of the project may advance in phases to ensure public benefits are delivered as quickly as possible. The interchange will be fully accessible to vehicles traveling to and from Emeryville and Berkeley and east and west on I-80, will reduce local traffic congestion in Berkeley and Emeryville, and will improve bicycle and pedestrian access. The project includes associated corridor improvements on Ashby Avenue. If additional Measure BB funds are available within the 2014 TEP amount designated for the project, after an initial operational project phase is implemented, subsequent phases of the project are eligible to be implemented.



For illustrative purposes only



I-80 Corridor Improvements include:

- Gilman St. Interchange Improvements
- Ashby Ave. Interchange Improvements

I-880 Corridor Improvements include:

- Broadway-Jackson Multimodal Transportation and Circulation Improvements
- Oak St. Interchange Improvements
- 23rd/29th Ave. Interchange Improvements
- 42nd St./High St. Interchange Improvements

~~Northbound High Occupancy Vehicle and High Occupancy Toll Extension from A St. to Hegenberger~~

I-880 Operational and Interchange Safety Improvements in Central County and North on I-880 up to the Hegenberger/I-880 Interchange

- Winton Ave. Interchange Improvements
- Industrial Pkwy. Interchange Improvements
- Whipple Rd. Interchange Improvements
- Rte 262 (Mission) Improvements and Grade Separation

Not Shown:
- Freight and Economic Development Program

I-580 Corridor Improvements include:

- I-580/I-680 Interchange Improvements
- Isabel Ave. Interchange Improvements
- Greenville Rd. Interchange Improvements
- Vasco Rd. Interchange Improvements

I-680 Corridor Improvements include:

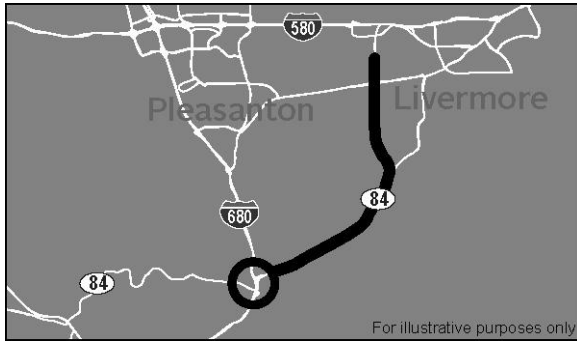
- High Occupancy Vehicle and High Occupancy Toll Lane from SR-237 to Alcosta (both directions)

SR-84 Corridor Improvements include:

- SR-84 Expressway (Pigeon Pass to Jack London)
- SR-84/I-680 Interchange and SR-84 Widening

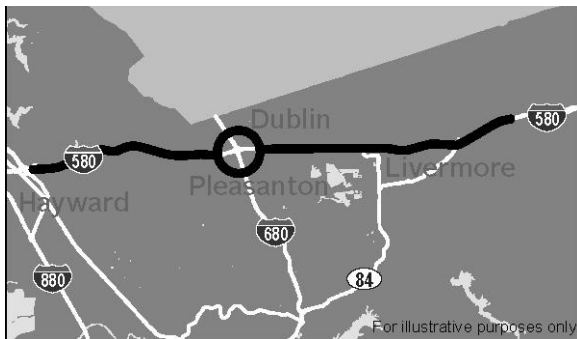
STATE ROUTE 84 FROM I-580 TO I-680 (\$132 M)

Two significant improvements are planned for this corridor to complete improvements at the State Route (SR) 84 and I-680 interchange and widening SR 84 to support safety, connectivity and efficiency.



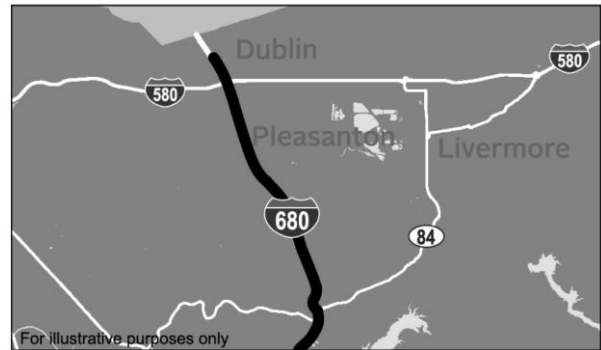
I-580 CORRIDOR INVESTMENTS FROM DUBLIN TO SAN JOAQUIN COUNTY LINE (\$48 M)

Investments in the I-580 corridor include near-term safety improvements approaching and through the I-580/I-680 Interchange to improve safety and provide traffic relief on one of the most significant bottlenecks on the freeway system. Additional funding is for interchange improvements in both East and Central County, including improvements at Vasco Road, Greenville Road and Isabel Avenue, which are needed for major transit investments in the Livermore area, as well as interchange improvements in Central County, focusing on bottleneck relief and safety improvements.



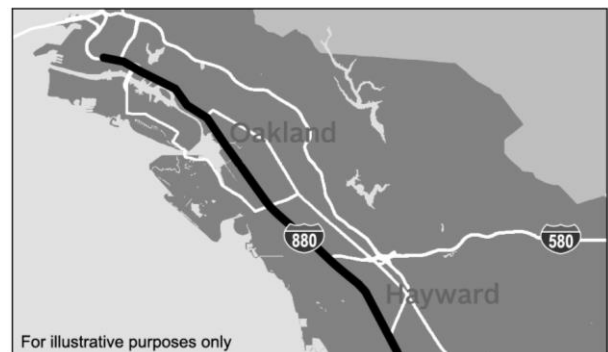
I-680 FROM CONTRA COSTA COUNTY LINE TO THE SANTA CLARA COUNTY LINE (\$60 M)

Implementation of the I-680 high occupancy vehicle/toll (HOV/HOT) lane in both directions from SR 237 to Alcosta Boulevard is the centerpiece of the improvements planned for this heavily traveled corridor. This project will receive \$60 M to construct carpool/HOT lanes on I-680 between Alcosta Boulevard and SR 237 in both directions.



I-880 CORRIDOR INVESTMENTS FROM OAKLAND TO UNION CITY (\$284 M)

I-880 corridor improvements include projects to upgrade and improve key interchanges throughout the corridor beginning with the Broadway/Jackson interchange and Oak Street interchange in Oakland and Alameda to the Whipple/Industrial Parkway Southwest interchange in Hayward and to the County line. Many other interchange projects are also candidates for funding to relieve congestion and improve safety.



Funds are included for I-880 Broadway-Jackson multimodal transportation and circulation improvements for Alameda Point, Oakland Chinatown, Downtown Oakland, and Jack London Square.

Funds for interchange improvements at Whipple Road and Industrial Parkway in the Central part of the County are also included, as well as making other improvements on I-880. The goals of these improvements are to remove bottlenecks and enhance safety at these critical interchanges, serving motorists, other road users, and goods movement in Central and Southern Alameda County.

~~In addition, funding will support completion of the HOV/HOT carpool lanes on I-880 from A Street in Hayward to Hegenberger Road in Oakland, filling in this important gap in the HOV lane system.~~

Additional funding on I-880 includes a number of critical access and interchange improvements in the north and central parts of the county including grade separations, bridge improvements and interchange enhancements.

FREIGHT AND ECONOMIC DEVELOPMENT PROGRAM (1% OF NET REVENUE, \$77 M)

These discretionary funds will be administered by Alameda CTC for the purposes of developing innovative approaches to moving goods in a safe and healthy environment in support of a robust economy. Eligible expenditures in this category include planning, development and implementation of projects that:

- Enhance the safe transport of freight by truck or rail in Alameda County, including projects that reduce conflicts between freight movement and other types of transportation.
- Reduce greenhouse gas production in the transport of goods.
- Mitigate environmental impacts of freight movement on residential neighborhoods.
- Enhance coordination between the Port of Oakland, the Oakland Airport and local jurisdictions for the purposes of improving the efficiency, safety, and environmental and noise impacts of freight operations while promoting a vibrant economy.

These funds will be distributed by Alameda CTC to eligible public agencies within Alameda County, including local jurisdictions such as cities, Alameda County, the Port of Oakland and the Oakland Airport.





Memorandum

10.2

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DATE: April 18, 2024

TO: Alameda County Transportation Commission

FROM: Carolyn Clevenger, Deputy Executive Director of Planning and Policy
Krystle Pasco, Senior Program Analyst

SUBJECT: Alameda CTC Race and Equity Action Plan – 2023 Annual Progress Report

Recommendation

This item provides the Commission with an overview of the agency’s inaugural Race and Equity Action Plan (REAP) Annual Progress Report. This is an information item.

Summary

In September 2022, the Commission adopted the agency’s first equity statement. The Race and Equity Action Plan (REAP) translates the equity statement into tangible actions that the agency will take to fulfill the commitment of the equity statement. The draft REAP was developed with input from Alameda CTC staff in each department, the agency’s staff-led and cross-departmental Culture and Engagement Committee (CEC) as well as with the Commission’s Justice, Equity, Diversity and Inclusion (JEDI) Ad Hoc Committee in fall 2022 and was adopted by the Commission in December 2022. The adopted REAP is included here as Attachment A.

The REAP includes actions to advance equity across Alameda CTC’s diverse functions and workplan. There are 43 actions in the REAP that are organized into eleven categories representing the major functional areas of work of Alameda CTC where equity will be operationalized. Each category has an objective statement to broadly describe how equity will be acted upon in that functional area.

Alameda CTC has a long history of addressing equity across its programs and policies. In the REAP, some actions represent opportunities for enhancement to highlight a renewed emphasis on equity, while others are completely new areas of work for the agency. Alameda CTC is committed to building upon existing agency functions that are rooted in equity with the intent to enhance and expand this approach for new efforts.

An essential aspect of the REAP is the progress reporting process. Through the progress reporting effort, Alameda CTC staff has more explicitly defined measurements and

outcomes (or metrics) and established the initial baseline for subsequent REAPs. During 2023, Alameda CTC staff has worked towards the action timelines as noted in the REAP and staff has conducted a 6-month check in with the Executive Director and the CEC. Updates on the REAP’s first year of implementation will be reported to the Committee at the April meeting and can be found in Attachment B, the [REAP 2023 Annual Progress Report](#).

Background

The agency equity statement was the first deliverable of the Equity Initiative, kicked off in 2021 and further defined at the Commission’s March 2022 retreat. The Commission adopted the final statement in September 2022. The adopted Alameda CTC equity statement is:

Alameda CTC recognizes inequities in marginalized communities and is committed to advancing racial, socio-economic, and environmental justice in order to maintain the diversity of our communities. Alameda CTC adopts and implements deliberate policies, systems and actions to deliver transportation funding, projects and programs that result in more equitable opportunities and positive outcomes for marginalized communities.

The REAP is an action plan that fulfills this commitment and is the second key deliverable of the agency’s Equity Initiative.

Additionally, the third key deliverable of the Equity Initiative included developing an agencywide Inclusive Engagement Report, which was adopted in March 2023, and describes the goals, objectives, and desired outcomes when it comes to equitable and inclusive engagement across all agency-led projects, programs, and plans.

REAP Overview

The REAP includes concrete actions that agency leadership and staff can take to advance equity across Alameda CTC’s diverse functions and workplan. There are 43 actions in the REAP that are organized into eleven categories representing the major functional areas of work of Alameda CTC where equity will be operationalized. Each category has an objective statement to broadly describe how equity will be acted upon in that functional area.

The following table presents the eleven categories of the REAP and Objective Statements for each category. The Objective Statement translates the equity statement into relevant work under the category so that taken together, these actions will work towards more equitable opportunities and positive outcomes for marginalized communities in Alameda County. In addition, this approach implements equity from the inside out by increasing staff awareness of race and equity issues and including specific objectives to support and enhance the diversity of Alameda CTC staff and the inclusive workplace and culture of the agency.

REAP Category	Category Objective
Leadership	Lead Alameda CTC to be a champion of social and racial equity in transportation.

REAP Category	Category Objective
Diverse & Inclusive Organization & Staff	Build and maintain a culture of competency around issues of race and equity, invest in diverse staff, and promote a welcoming working environment. Create cross-departmental efforts that center equity, diversity, and inclusion (DEI).
Communications	Ensure all agency communications reflect the diversity of audiences throughout Alameda County in terms of reach, message, imagery, format, and language.
Inclusive Engagement & Outreach	Understand and implement outreach and engagement practices that ensure involvement by historically disadvantaged communities and work to build trust with these communities.
Planning	Infuse advancing racial and socio-economic equity and environmental justice throughout transportation planning efforts, including development of plans, analysis, and recommendations.
Projects	Ensure projects are planned, designed, and built to reduce disadvantages and enhance existing equity priority communities.
Express Lanes	Ensure equity is considered in the operations of express lanes.
Programming	Use equity as a key criterion for supporting funding decisions and ensure project sponsors take equity into consideration in their projects.
Programs	Deliver programs that are rooted in equity and take equity into account in program delivery.
Contracting & Procurement	Support opportunities for access to contracts by small, local, women and minority owned businesses and community-based organizations.
Recruitment & Hiring & Training	Increase outreach efforts for employment at Alameda CTC to attract diverse applicants from underserved communities and ensure on-going DEI Training.

Attachment A includes the adopted REAP, which includes an introduction and analysis to frame the work, as well as the 43 actions associated with each of these categories. Across these actions, this first REAP will do the following for Alameda CTC:

- Initiate development of several guides and training for staff, notably Project Managers, on inclusive engagement, Title VI and Language Assistance

measures, equitable capital project development, and equity assessments in plans, projects, and programs.

- Elevate the importance of equity and inclusive engagement in Alameda CTC funding decisions, legislative advocacy, express lanes operations, and the Alameda CTC capital program.
- Enhance contracting outreach and training for small, local, women and minority owned businesses, including community-based organizations.
- Continue to support professional training on diversity, equity and inclusion and the staff-led and cross-departmental Culture and Engagement Committee to increase staff awareness and inclusivity through teambuilding activities.
- Continue to utilize ways to minimize bias in recruitment and hiring such as through diverse outreach for open positions and diversity in hiring panels.
- Support further equity enhancements to Alameda CTC-led programs such as Safe Routes to Schools, Student Transit Pass, Travel Demand Management, and Paratransit.

Progress Reporting

An essential aspect of the REAP is the progress reporting process. Through the progress reporting effort, Alameda CTC staff has more explicitly defined measurements and outcomes (or metrics) and have established the initial baseline for reporting on subsequent REAPs. During 2023, Alameda CTC staff worked towards the action timelines as noted in the REAP and staff conducted a 6-month check in with the Executive Director and the CEC. Updates on the REAP's first year of implementation will be reported to the Committee at the April meeting and can be found in the [REAP 2023 Annual Progress Report](#).

Some highlights of the REAP 2023 Annual Progress Report include:

- **Leadership**
 - Adopting agency equity statement
 - Participating in state and regional equity discussions
 - Including equity considerations in annual legislative platform
- **Diverse and Inclusive Organization and Staff**
 - Conducting various culturally aware and inclusive initiatives and activities for Alameda CTC staff to increase awareness and teambuilding
- **Communications and Inclusive Engagement and Outreach**
 - Providing Title VI, language assistance and inclusive engagement training to Alameda CTC staff
 - Implementing best outreach practices for language inclusions
 - Finalizing the Inclusive Engagement Report
- **Planning and Projects**
 - Engaging and partnering with community-based organizations to provide opportunities for the agency's Planning and Projects teams to engage with hard-to-reach communities in Alameda County for various efforts including, but not limited to:
 - Countywide Transportation Plan
 - San Pablo Avenue

- East Bay Greenway
- GoPort 7th Street Grade Separation East
- **Express Lanes**
 - Establishing a one-time waiver of toll violation penalties and adopting policies for a payment plan to allow eligible low-income drivers to reduce their toll debt and to have the ability to pay it off over time
- **Programming**
 - Including project selection criteria in the 2024 Comprehensive Investment Plan (CIP) funding process that benefits and targets Equity Priority Communities (EPC)
 - Programming over 80%, approximately \$200M, of the 2024 CIP to EPCs
- **Programs**
 - Identifying high-priority equity schools and developing tailored resources for the most disadvantaged and high-collision schools through the Safe Routes to Schools Program
 - Promoting free Youth Clipper cards in collaboration with the Student Transit Pass Program for students to access public transit in the Bay Area
 - Continuing to integrate equity considerations through funding and program planning processes within the Paratransit Program
- **Contracting and Procurement**
 - Expanding contracting opportunities in diverse and in-language media outlets and forums
 - Supporting disadvantaged, local, small, and very small businesses through the Disadvantaged Business Enterprise (DBE) and Local Business Contract Equity (LBCE) programs
- **Recruitment and Hiring and Training**
 - Expanding list of platforms for advertising job opportunities
 - Redacting personal identification details from resumes and applications in the applicant screening phase
 - Emphasizing the agency's commitment to an inclusive workplace and culture during onboarding

Looking Forward

Alameda CTC staff will continue to advance all of the actions in the REAP and will continue to monitor and report out the agency's collective progress to the Commission on an annual basis. All actions, including those denoted as having an ongoing timeline, will be part of the annual progress reporting process.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. [Alameda CTC Race and Equity Action Plan](#)
- B. [REAP 2023 Annual Progress Report](#)