



## Alameda CTC Commission Agenda

Thursday, November 19, 2020 2:00 p.m.

Due to the statewide stay at home order and the Alameda County Shelter in Place Order, and pursuant to the Executive Order issued by Governor Gavin Newsom (Executive Order N-29-20), the Commission will not be convening at its Commission Room but will instead move to a remote meeting.

Members of the public wishing to submit a public comment may do so by emailing the Clerk of the Commission at [vlee@alamedactc.org](mailto:vlee@alamedactc.org) by 5:00 p.m. the day before the scheduled meeting. Submitted comments will be read aloud to the Commission and those listening telephonically or electronically; if the comments are more than three minutes in length the comments will be summarized. Members of the public may also make comments during the meeting by using Zoom's "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 use "Star (\*) 9" to raise/ lower your hand. Comments will generally be limited to three minutes in length.

Chair: Pauline Russo Cutter,  
Mayor City of San Leandro

Vice Chair: John Bauters,  
Councilmember City of Emeryville

Executive  
Director:

Tess Lengyel

Clerk of the  
Commission:

[Vanessa Lee](#)

### Location Information:

Virtual Meeting  
Information: <https://zoom.us/j/94641290048?pwd=a2RHakRZbi9RRTJRMjR0WGhQSUNvQT09>  
Webinar ID: 946 4129 0048  
Password: 107357

For Public  
Access  
Dial-in  
Information: 1 (669) 900 6833  
Webinar ID: 946 4129 0048  
Password: 107357

To request accommodation or assistance to participate in this meeting, please contact Vanessa Lee, the Clerk of the Commission, at least 48 hours prior to the meeting date at: [vlee@alamedactc.org](mailto:vlee@alamedactc.org)

### Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

#### 4. Chair and Vice Chair Report

#### 5. Executive Director Report

#### 6. Consent Calendar

Page/Action

Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1

- |  |    |     |
|--|----|-----|
| 6.1. <a href="#">Approve October 22, 2020 Commission Meeting Minutes</a>   | 1  | A   |
| 6.2. <a href="#">FY2020-21 First Quarter Report of Claims Acted Upon Under the Government Claims Act</a>   | 7  | I   |
| 6.3. <a href="#">Approve Alameda CTC FY2020-21 First Quarter Investment Report</a>   | 9  | A   |
| 6.4. <a href="#">Approve Alameda CTC FY2020-21 First Quarter Consolidated Financial Report</a>   | 25 | A   |
| 6.5. <a href="#">Annual Local Business Contract Equity Program Utilization Report for Payments Processed between July 1, 2019 and June 30, 2020</a>                | 31 | A   |
| 6.6. <a href="#">Approve Alameda CTC Staff and Retiree Benefits for Calendar Year 2021 and Salary Ranges for FY2021-22</a>   | 41 | A   |
| 6.7. <a href="#">Approve the FY2021-22 Professional Services Contracts Plan</a>  | 57 | A   |
| 6.8. <a href="#">Approve Administrative Amendments to Various Agreements to Extend Agreement Expiration Dates</a>  | 61 | A   |
| 6.9. <a href="#">Approve funding strategy for City of Emeryville's Senate Bill 1 funded Quiet Zone Safety Engineering Measures Project</a>                         | 67 | A   |
| 6.10. <a href="#">Approve the Professional Services Agreement with Acumen Building Enterprise, Inc. for Project Management / Project Controls Services</a>         | 73 | A   |
| 6.11. <a href="#">Approve Oakland Alameda Access Project Actions to complete the Environmental Phase</a>   | 77 | A   |
| 6.12. <a href="#">Approve actions necessary to facilitate project advancement and delivery of the Rail Safety Enhancement Program (RSEP)</a>                       | 85 | A   |
| 6.13. <a href="#">Approve COVID-19 Rapid Response Bicycle and Pedestrian Grant Program</a>   | 91 | A   |
| 6.14. <a href="#">Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments</a> | 97 | I   |
| 6.15. <a href="#">Federal, state, regional and local legislative activities update</a>   | 99 | A/I |

#### 7. Community Advisory Committee Written Reports (Report Included in Packet)

- |   |     |   |
|---|-----|---|
| 7.1. <a href="#">Independent Watchdog Committee</a> | 105 | I |
|---|-----|---|

## 8. Finance and Administration Committee

The Finance and Administration Committee approved the following action item, unless otherwise noted in the recommendations.

- 8.1. [Approve the Alameda CTC Draft Audited Comprehensive Annual Financial Report for the Year Ended June 30, 2020](#) 113 A

## 9. Programs and Projects Committee Meeting

The Programs and Projects Committee approved the following action item, unless otherwise noted in the recommendations.

- 9.1. [Approve I-880 to Mission Boulevard East-West Connector Project \(PN 1177000\) Commitment of 1986 Measure B Funding \(Resolution No. 20-013\)](#) 117 A

## 10. Planning, Policy and Legislation Committee

The Planning, Policy and Legislation Committee approved the following action item, unless otherwise noted in the recommendations.

- 10.1. [Adoption of 2020 Countywide Transportation Plan and companion documents, Community-Based Transportation Plan and New Mobility Roadmap](#) 189 A

## 11. Commission Member Reports

## 12. Adjournment

Next Meeting: December 3, 2020

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda, submit an email to the clerk or use the Raise Hand feature or if you are calling by telephone press \*9 prior to or during the Public Comment section of the agenda. Generally public comments will be limited to 3 minutes.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the [website calendar](#).



## Alameda CTC Schedule of Upcoming Meetings January 2021

**Commission Chair**

Mayor Pauline Russo Cutter  
City of San Leandro

**Commission Vice Chair**

Councilmember John Bauters  
City of Emeryville

**AC Transit**

Board Vice President Elsa Ortiz

**Alameda County**

Supervisor Scott Haggerty, District 1  
Supervisor Richard Valle, District 2  
Supervisor Wilma Chan, District 3  
Supervisor Nate Miley, District 4  
Supervisor Keith Carson, District 5

**BART**

Director Rebecca Saltzman

**City of Alameda**

Mayor Marilyn Ezzy Ashcraft

**City of Albany**

Mayor Nick Pilch

**City of Berkeley**

Mayor Jesse Arreguin

**City of Dublin**

Mayor David Haubert

**City of Fremont**

Mayor Lily Mei

**City of Hayward**

Mayor Barbara Halliday

**City of Livermore**

Mayor John Marchand

**City of Newark**

Councilmember Luis Freitas

**City of Oakland**

Councilmember At-Large  
Rebecca Kaplan  
Councilmember Sheng Thao

**City of Piedmont**

Mayor Robert McBain

**City of Pleasanton**

Mayor Jerry Thorne

**City of Union City**

Mayor Carol Dutra-Vernaci

**Executive Director**

Tess Lengyel

### Commission and Committee Meetings

Time	Description	Date
9:00 a.m.	Multi-Modal Committee (MMC)	January 11, 2021
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
2:00 p.m.	Alameda CTC Commission Meeting	January 21, 2021

### Advisory Committee Meetings

5:30 p.m.	Independent Watchdog Committee (IWC)	January 11, 2021
9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	January 12, 2021

Due to the statewide stay at home order and the Alameda County Shelter in Place Order, and pursuant to the Executive Order issued by Governor Gavin Newsom (Executive Order N-29-20), the Commission will not be convening at its Commission Room but will instead move to a remote meeting.

Meeting materials, directions and parking information are all available on the [Alameda CTC website](http://www.AlamedaCTC.org). Meetings subject to change.



# Alameda County Transportation Commission Commission Meeting Minutes Thursday, October 22, 2020, 2 p.m.

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• [www.AlamedaCTC.org](http://www.AlamedaCTC.org)

## 1. Call to Order

## 2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioners Mei, Saltzman, Thao, and Valle.

Commissioner Cox attended as an alternate for Commissioner Chan.

### Subsequent to the roll call:

Commissioners Thao and Valle arrived during item 5. Commissioners Mei and Saltzman arrived during the discussion of items 6.4 and 6.5. Commissioners Haggerty and Valle left during it 9.2

## 3. Public Comment

There were no public comments.

## 4. Chair and Vice Chair Report

Chair Cutter stated that Alameda CTC continues to deliver projects and implement programs during the pandemic and she noted that the Commission will continue to do its part in the economic recovery and supporting communities by delivering projects and programs and keeping a continued focus on project development and program delivery for on-going investments throughout the county. She mentioned that Alameda CTC has been working on the long-range Countywide Transportation Plan (CTP) that sets the direction for goals, priorities and strategies for Alameda County transportation systems. She concluded by congratulating LAVTA/Wheels Transit for being selected as the recipient of the 2020 Outstanding Public Transportation System Achievement Award by the American Public Transportation Association (APTA). The annual award acknowledges excellence among public transportation providers in North America. In LAVTA's 35-year history, this is the first time it has received this honor.

Vice Chair Bauters provided instructions to the Commission regarding technology procedures including instructions on administering public comments during the meeting.

## 5. Executive Director Report

Tess Lengyel stated that staff is continuing to support the promise to the voters for high quality planning and project delivery and for helping with economic recovery and access. She stated that the California Transportation Commission allocated the final \$19.7 Million for the SR 84/I-680 Interchange project which will close the funding gap needed for the project. Ms. Lengyel highlighted progress and key efforts made by staff for projects that are currently in construction and/or moving into the construction phase.

## 6. Consent Calendar

- 6.1. Approve September 24, 2020 Commission Meeting Minutes
- 6.2. I-580 Express Lanes Operations Update
- 6.3. I-580 Express Lane Expenditure Plan Update
- 6.4. South Bay Connect Project Update
- 6.5. New Transbay Rail Crossing Project Update
- 6.6. Approve FY 2020-21 Transportation Fund for Clean Air Program
- 6.7. Approve Amendment No. 5 to Cooperative Agreement with the Bay Area Toll Authority for Regional Customer Service Center Services for the I-680 Sunol Express Lanes
- 6.8. Approve to enter into a Cooperative Agreement with the Bay Area Infrastructure Financing Authority (BAIFA) for Express Lanes Operations Services
- 6.9. I-880 to Mission Boulevard East-West Connector Project Update by Project Sponsor - City of Union City
- 6.10. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
- 6.11. 2020 Countywide Transportation Plan: New Mobility Roadmap Initiatives and Near-Term Priority Actions Update

Commissioner Halliday pulled item 6.4 and stated that she requested that the South Bay Connect Project be presented to the Commission as a discussion item because of concerns being raised about the project. She expressed her concerns on who the project benefits and stated that the project description does not match what was presented to voters in the 2014 Transportation Expenditure Plan. Tess Lengyel stated that members of Multi-Modal Committee (MMC) had a lengthy discussion on the item as well as the letter submitted by the Mayors from the cities along that corridor. Ms. Lengyel stated that Capitol Corridor is currently working on the Environmental Impact Report (EIR) that is scheduled to be released during the fall of 2021. Alameda CTC staff will work with CCJPA on a time to present the project to the Commission before the release of the EIR.

Commissioner Pilch pulled item 6.5 and requested a brief description of the item. Ms. Lengyel stated that staff did not get an opportunity to discuss this project at the MMC meeting because of time constraints. Ms. Lengyel stated that Alameda CTC will invite BART to come to the Commission early in 2021 to discuss the item.

Vanessa Lee, Clerk of the Commission stated that two public comments were received pertaining to item 6.9. After reading the public comments into the record, Ms. Lee stated that the public comments were sent to the Commission in advance of the meeting and were available for review on the Alameda CTC website.

A public comment was made by Dave Campbell with Bike East Bay, regarding Item 6.9, clarifying language in the comment letter submitted to the Commission and requesting that staff release the traffic analysis report and the Environmental Impact Report to the public.

*Commissioner Haggerty moved to approve items 6.4 and 6.5. Commissioner Ezzy Ashcraft seconded the motion. The motion passed with the following roll call votes:*

Yes: Arreguin, Bauters, Carson, Cox, Cutter, Dutra-Vernaci, Ezzy Ashcraft, Freitas, Haggerty, Halliday, Haubert, Marchand, McBain, Mei, Miley, Ortiz, Pilch, Saltzman, Thorne, Valle

No: None

Abstain: Kaplan

Absent: Thao (audio issue)

*Commissioner Bauters moved to approve all remaining items on the Consent Calendar with the exception of 6.4 and 6.5. Commissioner Dutra-Vernaci seconded the motion.*

Yes: Arreguin, Bauters, Carson, Cox, Cutter, Dutra-Vernaci, Ezzy Ashcraft, Freitas, Haggerty, Halliday, Haubert, Kaplan, Marchand, McBain, Miley, Ortiz, Pilch, Thao, Thorne, Valle

No: None

Abstain: None

Absent: Mei, Saltzman

## **7. Community Advisory Committee Written Reports**

### **7.1 Bicycle and Pedestrian Advisory Committee**

Tess Lengyel stated that the written report was included in the packet.

## **8. Planning, Policy and Legislation Committee**

### **8.1 Alameda CTC Student Transportation Programs Update**

Kate Lefkowitz provided an update on the Student Transit Pass Program (STPP) and Denise Turner provided an update on Safe Routes to Schools Program (SR2S), focusing on the impacts of the COVID-19 pandemic on the programs. Ms. Lefkowitz noted that the STPP has launched at all approved schools and is using an online application to facilitate access due to the pandemic while Ms. Turner noted that the SR2S program has transitioned to virtual events and trainings instead of in-person programming due to the pandemic.

*This item was for information only.*

### **8.2 Federal, state, regional and local legislative activities update**

Carolyn Clevenger stated that the Metropolitan Transportation Commission (MTC) approved a set of strategies as part of the Plan Bay Area 2050 (PBA 2050) in September. The strategies include a set of far-reaching initiatives that are meant to collectively help the region meet its high-level policy goals and meet the greenhouse gas (GHG) emissions target required by the state. A strategy to require telecommuting gathered a significant amount of attention at MTC's meeting in September and Alameda CTC staff was asked to provide information to the Commission on the strategy. Ms. Clevenger stated that the telecommuting strategy would mandate that large office-based employers require at least 60 percent of their employees to telecommute on any given day. This strategy was developed to help the region achieve the greenhouse gas emissions reduction

targets set by the state. Transit agencies expressed concerns at the MTC meetings regarding potential impacts to transit ridership and transit agency finances, and other commenters expressed concerns regarding impacts to downtowns, as well as equity and isolation.

Maisha Everhart gave an update on federal and state activities. At the state level, the deadline for the Governor to sign or veto legislation was September 30, 2020. She reviewed the following bills of interest:

- AB 2824 – Assemblymember Bonta introduced this bill to advance transit priority treatments over the Bay Bridge. Given the COVID-19 pandemic, the legislation did not move forward in this session.
- SB 288 – Senator Wiener Introduced legislation to exempt qualifying transit, bike, and pedestrian projects from the California Environmental Quality Act until January 2023. This legislation was signed into law.

Ms. Everhart stated that actions were taken by the Governor to accelerate the reduction of greenhouse gas (GHG) emission. The most significant action was Executive Order N-79-20 that requires all new cars and passenger trucks sold in California be zero emission vehicles by 2035. The order also accelerates the greening of heavy-duty vehicles. On the federal level, progress was made on the 2021 appropriation continuing resolution. Congress passed a continuing resolution to fund the government through December 11, 2020. In terms of COVID-19, the House recently passed a \$2.2 trillion Hero's Act.

Commissioner Saltzman stated that the BART Board passed a Resolution opposing MTC's telecommuting mandate and she suggested that Alameda CTC Commission to consider passing a similar Resolution.

Commissioner Kaplan stated that she would like for Alameda CTC to weigh in on the zero-emission freight and zero-emission transit in support of hydrogen fuel cell being an option.

Commissioner Ortiz confirmed that AC Transit Board will vote on a Resolution regarding MTC's telecommuting mandate on November 12, 2020.

Commissioner Haggerty stated that MTC is attempting to devise a plan to reduce GHG and was receiving many comments from partner agencies and local jurisdictions.

## **9. Closed Session**

### **9.1. Pursuant to California Government Code section 54956.9 (d)(4) Conference with General Counsel on potential litigation**

The Commission went into Closed Session pursuant to California Government Code section 54956.9 (d)(4) and California Government Code sections 54956.9(d)(2).

### **9.2. Report on Closed Session**

Amara Morrison, legal counsel at Wendel Rosen, reported that there was no action taken in closed session.

## 10. Resolution of Necessity Hearing

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

### 10.1. Consideration of Adoption of a Resolution of the Alameda County Transportation Commission Determining that the Public Interest and Necessity Require the Acquisition of Certain Real Property and Directing the Filing of Eminent Domain Proceedings on Certain Real Property for the 7th Street Grade Separation East Project

Amara Morrison provided a brief overview on the resolution of necessity and John Pulliam provided an overview of the project and recommended that the Commission conduct a hearing on a Resolution of Necessity and consider all the evidence presented for the acquisition of the real property interests necessary for the 7SGSE as outlined in the report. It was recommended that the Commission adopt, by at least a four-fifths vote of the membership of the Commission (i.e., at least 18 members), a Resolution of Necessity making the finding that the public interest and necessity requires the Project; that the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury; that the property interests sought to be acquired are necessary for the Project; that the offers required by Section 7267.2 of the Government Code have been made to the owner of record, and authorizing the commencement of eminent domain proceedings.

A public comment was made by Mr. Wallenstein on behalf of UPRR. He noted that among the evidence before the Commission is a letter from UPRR that provided comments on UPRR's preferred alternative and issues raised regarding legal authority of Alameda CTC taking this action.

Chair Cutter closed the public hearing.

*Commissioner McBain moved to approve the item. Commissioner Marchand seconded the motion. The motion passed with the following roll call vote:*

Yes:	Arrequin, Bauters, Carson, Cox, Cutter, Dutra-Vernaci, Ezzy Ashcraft, Freitas, Halliday, Haubert, Kaplan, Marchand, McBain, Mei, Miley, Ortiz, Pilch, Saltzman, Thao, Thorne
No:	None
Abstain:	None
Absent:	Haggerty, Valle

## 11. Commission Member Reports

Commissioner Cutter expressed her excitement for the I-880 virtual ribbon cutting event scheduled for October 29, 2020.

Commission Pilch commented that the City of Albany is doing a specific plan for San Pablo Avenue in the hopes of building housing. He noted that this is a transit rich corridor and public outreach will be done during the month of November.

Commissioner Halliday reported that the City of Hayward adopted their first Bicycle and Pedestrian Plan on September 29, 2020. She thanked Alameda CTC and Commissioner Bauters for providing assistance. She noted this is Hayward's first Pedestrian Plan.

Commissioner Mei thanked Alameda CTC staff for opening I-680 Sunsol Express Lane Northbound and provided much needed relief.

## **12. Adjournment**

The next meeting is Thursday, November 19, 2020 at 2:00 p.m.



# Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

<b>DATE:</b>	November 12, 2020
<b>TO:</b>	Alameda County Transportation Commission
<b>FROM</b>	Patricia Reavey, Deputy Executive Director of Finance and Administration
<b>SUBJECT:</b>	FY2020-21 First Quarter Report of Claims Acted Upon Under the Government Claims Act

## Recommendation

This item is to provide the Commission with an update on the FY2020-21 First Quarter Report of Claims Acted upon under the Government Claims Act. This item is for information only.

## Summary

There were no actions taken by staff under the Government Claims Act during the first quarter of FY2020-21.

## Background

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

California Government Code section 935.4 states:

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

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

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

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

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



# Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** November 12, 2020

**TO:** Alameda County Transportation Commission

**FROM:** Patricia Reavey, Deputy Executive Director of Finance/Administration  
Lily Balinton, Principal Financial Analyst

**SUBJECT:** Approve Alameda CTC FY2020-21 First Quarter Investment Report

## Recommendation

It is recommended that the Commission approve the Alameda CTC FY2020-21 First Quarter Investment Report.

## Summary

Alameda CTC's investments for the first quarter were in compliance with the Agency's investment policy, and the Agency has sufficient cash flow to meet expenditure requirements over the next six months.

The Consolidated Investment Report as of September 30, 2020 (Attachment A) provides balance and average return on investment information for all investments held by Alameda CTC at the end of the first quarter of fiscal year 2020-21. The report also shows balances as of June 30, 2020 for comparison purposes. The *Portfolio Review for the Quarter Ending September 30, 2020* (Attachment B), prepared by Public Trust Advisors, provides a review and outlook of market conditions and information regarding investment strategy, portfolio allocation, compliance, and returns by portfolio compared to the benchmarks.

## Background

The following are highlights of key investment balance information as of September 30, 2020 compared to prior year-end balances:

- The 1986 Measure B investment balance increased by \$0.7 million or 0.5 percent related to investment earnings.
- The 2000 Measure B investment balance increased \$11.0 million or 5.8 percent due to 2000 Measure B sales tax collections outpacing 2000 Measure B expenditures during the first quarter, in addition to the first quarter's sales tax

funds accumulated in the Bond Principal Fund reserved for the debt service payment due in March 2021.

- The 2014 Measure BB investment balance decreased \$7.9 million or 4.9 percent due to Measure BB capital project expenditures outpacing sales tax revenues in the first quarter as progress on Measure BB projects moves forward.
- The Non-Sales Tax investment balance increased \$3.2 million or 2.7 percent primarily due to the collection of FY2020-21 Member Agency Fees in the first quarter and deferred expenditures.

Investment yields have decreased from last fiscal year with an approximate average return on investments of 1.3 percent through September 30, 2020 compared to the prior year's average return of 2.1 percent. Return on investments for most funds were projected for the FY2020-21 budget year at approximately 1.0 percent.

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

**Attachments:**

- A. Consolidated Investment Report as of September 30, 2020
- B. Portfolio Review for Quarter Ending September 30, 2020 (provided by Public Trust Advisors)
- C. Holdings by Security Type as of September 30, 2020

Alameda CTC Consolidated Investment Report As of September 30, 2020							
1986 Measure B	Un-Audited	Interest Earned				FY 2019-2020	
	Investment Balance	As of September 30, 2020				Investment Balance	Interest earned
		Interest earned	Approx. ROI	Budget	Difference	June 30, 2020	FY 2019-2020
Bank Accounts	\$ 653,195	\$ 4	0.00%			\$ 711,039	633
State Treasurer Pool (LAIF) <sup>(1)</sup>	17,855,117	35,824	0.80%			13,308,410	186,619
Investment Advisor <sup>(1) (2)</sup>	124,120,505	694,847	2.24%			127,883,958	3,236,530
1986 Measure B Total	\$ 142,628,817	\$ 730,675	2.05%	\$ 350,000	\$ 380,675	\$ 141,903,407	\$ 3,423,782
						<i>Approx. ROI</i>	<i>2.41%</i>
2000 Measure B	Un-Audited	Interest Earned				FY 2019-2020	
	Investment Balance	As of September 30, 2020				Investment Balance	Interest earned
		Interest earned	Approx. ROI	Budget	Difference	June 30, 2020	FY 2019-2020
Bank Accounts	\$ 6,354,695	\$ 125	0.01%			\$ 2,130,652	\$ 16,495
State Treasurer Pool (LAIF) <sup>(1)</sup>	56,988,735	111,626	0.78%			48,329,778	628,781
Investment Advisor <sup>(1) (2)</sup>	120,417,724	682,274	2.27%			127,831,715	3,370,317
2014 Series A Bond Revenue Fund <sup>(1)</sup>	838	-	0.00%			838	10
2014 Series A Bond Interest Fund <sup>(1) (2)</sup>	525,627	76	0.03%			1,083,059	16,614
2014 Series A Bond Principal Fund <sup>(1) (2)</sup>	14,772,721	3,808	0.14%			8,708,557	212,053
Project Deferred Revenue <sup>(1) (3)</sup>	403,741	821	0.81%			402,273	9,764
2000 Measure B Total	\$ 199,464,081	\$ 798,730	1.60%	\$ 452,500	\$ 346,230	\$ 188,486,872	\$ 4,254,034
						<i>Approx. ROI</i>	<i>2.26%</i>
2014 Measure BB	Un-Audited	Interest Earned				FY 2019-2020	
	Investment Balance	As of September 30, 2020				Investment Balance	Interest earned
		Interest earned	Approx. ROI	Budget	Difference	June 30, 2020	FY 2019-2020
Bank Accounts	\$ 5,879,744	\$ 71	0.00%			\$ 4,653,766	\$ 15,538
State Treasurer Pool (LAIF) <sup>(1)</sup>	84,154,638	165,391	0.79%			60,913,897	1,212,667
Investment Advisor <sup>(1) (2)</sup>	62,264,322	191,808	1.23%			94,604,658	2,163,805
Project Deferred Revenue <sup>(1) (3)</sup>	269,336	548	0.81%			268,357	28,103
2014 Measure BB Total	\$ 152,568,040	\$ 357,818	0.94%	\$ 287,500	\$ 70,318	\$ 160,440,678	\$ 3,420,113
						<i>Approx. ROI</i>	<i>2.13%</i>
Non-Sales Tax	Un-Audited	Interest Earned				FY 2019-2020	
	Investment Balance	As of September 30, 2020				Investment Balance	Interest earned
		Interest earned	Approx. ROI	Budget	Difference	June 30, 2020	FY 2019-2020
Bank Accounts	\$ 6,897,767	\$ 94	0.01%			\$ 3,934,443	\$ 16,668
State Treasurer Pool (LAIF) <sup>(1)</sup>	45,571,894	93,655	0.82%			45,626,235	764,931
California Asset Management Program (CAMP)	57,623,670	45,669	0.32%			57,578,002	975,153
Project Deferred Revenue <sup>(1) (3)</sup>	11,677,987	22,790	0.78%			11,421,015	207,639
Non-Sales Tax Total	\$ 121,771,318	\$ 162,208	0.53%	\$ 262,500	\$ (100,292)	\$ 118,559,695	\$ 1,964,391
						<i>Approx. ROI</i>	<i>1.66%</i>
Alameda CTC TOTAL	\$ 616,432,256	\$ 2,049,431	1.33%	\$ 1,352,500	\$ 696,931	\$ 609,390,652	\$ 13,062,320

## Notes:

- (1) All investments are marked to market on the financial statements at the end of the fiscal year per GASB 31 requirements.
- (2) See attachments for detail of investment holdings managed by Investment Advisor.
- (3) Project funds in deferred revenue are invested in LAIF with interest accruing back to the respective projects, as required per individual funding contracts.

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**Alameda County Transportation Commission  
Portfolio Review for the Quarter Ending September 30, 2020**

**Fixed Income Market Review and Outlook**

At the onset of the COVID-19 pandemic, many economists predicted an economic recovery in the shape of a V or a U where a steep contraction is followed by a more-or-less rapid economic rebound. What is unfolding, however, looks more like a K. The upper arm of the K refers to businesses that are thriving, such as the ones tied to technology or that supply basic necessities, and those individuals of greater means and educational attainment that continue to prosper. The lower part of the K refers to businesses that are tied to industries negatively affected by the health crisis such as retail or tourism, which include many small businesses, and the lower-wage workers that generally have less credentials.

On a positive note, the U.S. economy continues to see encouraging signs of recovery overall. For instance, consumer spending grew by 1% in August after increasing by 1.5% in July, and the housing market is particularly vibrant as mortgage rates have reached ultra-low levels.

Job recovery, however, is not as strong as one would have hoped. Following an initially robust recovery, the pace of healing in labor markets slowed in the third quarter of calendar year 2020 as the U.S. added back just 661K jobs in September following 1.76 million and 1.49 million jobs in the previous two months, respectively. To date, the economy has added back just over 50% of the over 22 million jobs that were lost in March and April. The unemployment rate declined to 7.9% at the end of September from 11.1% in June as the economy continues to gradually reopen following the second shutdown.

Going forward, the path and speed of economic recovery remains unpredictable as it depends on the containment of the virus, the efficacy of treatments provided, and the arrival of vaccines for the general public. In addition, the gridlock over additional fiscal stimulus measures along with the upcoming presidential election continue to add uncertainty and contribute to market volatility. Fed Chair Jerome Powell recently warned that a lack of additional support for businesses and households disrupted by the pandemic would lead to a weak recovery and hold back wage growth. Monetary policy is expected to remain highly accommodative for the next few years and the Fed indicated it is “not out of ammo” and will continue to do whatever it can to support the economy as much as possible.

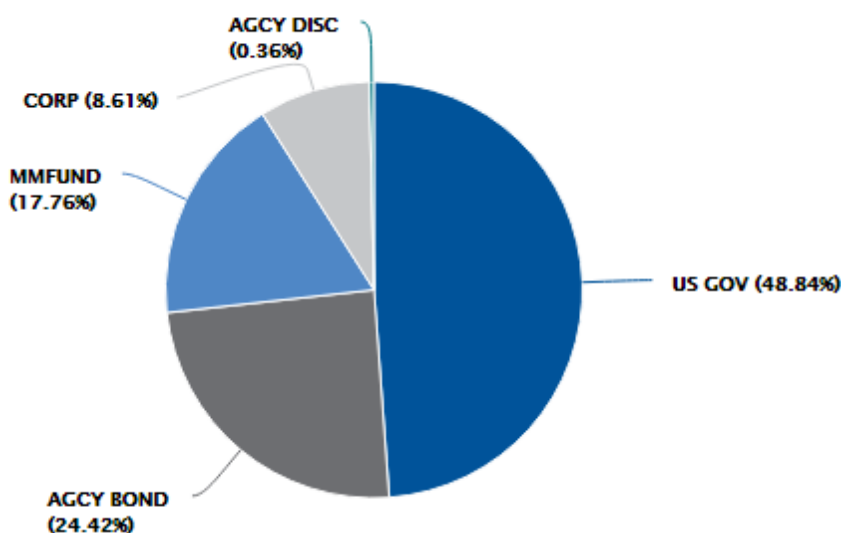
Interest rates were generally unchanged over the quarter with the entire yield curve closing the quarter within 5 basis points (0.05%) of where it began. Two-year Treasury yields closed the period two basis points (0.02%) lower at 0.13% while ten-year Treasury yields rose two basis points to 0.68%. Short-term interest rates remain near zero with expectations for continued accommodative policy helping to suppress more intermediate-term yields. Longer-term yields were also muted over the quarter despite the Fed’s commitment to allow inflation to run higher than its 2% target under its updated monetary policy framework.

## Investment Strategy Update

Alameda CTC's liquidity portfolios remain invested in shorter-term securities to match anticipated expenditure dates to provide necessary liquidity for ongoing project costs. The longer-term core portfolios remain invested in eligible and permitted securities with overall portfolio durations maintained close to benchmark to mitigate the risk that potentially unanticipated interest rate changes may have on market value performance. The portfolios' continued allocation to high-quality corporate bonds served to enhance overall portfolio yield while high quality corporate bond yield spreads tightened further over the period and benefited from the Fed's ongoing primary and secondary corporate credit facilities which continue to bolster confidence in the sector.

## Portfolio Allocation

Provided below is a summary of the Alameda CTC consolidated portfolio as of the quarter ended September 30, 2020.



Money Market Fund:	17.76%
U.S. Treasury Notes/Bonds:	48.85%
U.S. Agency Bonds:	24.42%
U.S. Agency Discount Notes:	0.36%
U.S. Corporate Bonds:	8.61%

## Compliance with Investment Policy Statement

As of the quarter ending September 30, 2020, the Alameda CTC portfolios were in compliance with the adopted investment policy.

## Core Portfolios

The portfolios' performance is reported on a total return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e., unrealized gains and losses), but does not include the deduction of management fees. Total return performance for the core 1986 and 2000 Measure B Portfolios (the Portfolios) for the quarter ending September 30, 2020 is summarized in the table below. The Portfolios outperformed their respective benchmarks over the quarter as Portfolio durations were maintained effectively neutral, while benefiting from higher yields and tightened credit spreads from the Portfolio's increased allocation to high quality corporate bonds.

### *Core Portfolio & Benchmark Total Return <sup>1</sup>*

#### 1986 Measure B Portfolio

Portfolio Return: 0.15 %

Benchmark Return: 0.12%

#### 2000 Measure B Portfolio

Portfolio Return: 0.14 %

Benchmark Return: 0.12 %

<sup>1</sup> Note: Past performance is not an indication of future results. Performance is presented prior to the deduction of investment management fees.

1986 Measure B benchmark is the BofAML 1-3 Year AAA-AA US Corporate & Government Index.

2000 Measure B benchmark is the BofAML 1-3 Year AAA-AA US Corporate & Government Index.

Over the quarter, duration was maintained at a neutral level with values of 1.80 in the core 1986 Measure B portfolio and 1.77 in the core 2000 Measure B portfolio, compared to the benchmark duration of 1.82 as of September 30, 2020.

The Portfolios' yield to maturity, representing the return the portfolio will earn in the future if all securities are held to maturity, is also reported. This calculation is based on the current market value of the portfolio including unrealized gains and losses. Portfolio yield to maturity for the quarter ending September 30, 2020 is summarized below:

### *Core Portfolio & Benchmark Yield to Maturity*

#### 1986 Measure B Portfolio

Portfolio YTM: 0.20%

Benchmark YTM: 0.16%

#### 2000 Measure B Portfolio

Portfolio YTM: 0.17%

Benchmark YTM: 0.16%

## Liquidity and Bond Portfolios

The liquidity portions of the 1986 and 2000 Measure B portfolios (Liquidity portfolios), as well as the 2014 Measure BB and the Bond Interest and Principal Fund portfolios, remain invested in either short-term cash equivalents or permitted high grade fixed income securities with maturity dates matched to appropriate anticipated expenditure and debt service payment dates.

One way to measure the anticipated return of the Liquidity and Bond portfolios is their yield to maturity. This is the return the portfolio will earn in the future if all securities are held to maturity. This calculation is based on the current market value of the portfolio. The yield to maturity and weighted average maturity (WAM) for the Liquidity and Bond portfolios and comparable maturity U.S. Treasury securities as of the quarter ending September 30, 2020 are summarized below:

<i>Liquidity Portfolio &amp; Comparable Maturity U.S. Treasury Security Yield to Maturity</i>		
1986 Measure B Portfolio	2000 Measure B Portfolio	2014 Measure BB Portfolio
Portfolio YTM: 0.13%	Portfolio YTM: 0.11%	Portfolio YTM: 0.10%
Comparable TSY YTM: 0.13%	Comparable TSY YTM: 0.11%	Comparable TSY YTM: 0.09%
Portfolio WAM: 1.2 Years	Portfolio WAM: 0.7 Years	Portfolio WAM: 0.1 Years

<sup>1</sup> Note: The WAM is the weighted average amount of time until the securities in the portfolio mature.

<i>Bond Portfolio &amp; Comparable Maturity U.S. Treasury Security Yield to Maturity</i>	
Interest Fund Portfolio	Principal Fund Portfolio
Portfolio YTM: 0.10%	Portfolio YTM: 0.10%
Comparable TSY YTM: 0.10%	Comparable TSY YTM: 0.10%
Portfolio WAM: 0.4 Years	Portfolio WAM: 0.4 Years

<sup>1</sup> Note: The WAM is the weighted average amount of time until the securities in the portfolio mature.

For the quarter ending September 30, 2020, the Alameda CTC Series 2014 Bonds Interest Fund and Principal Fund portfolios were invested in compliance with Section 5.11 of the Bond Indenture dated February 1, 2014.

# Holdings by Security Type ACTC

ACTC 1986 Measure B (159781)

Base Currency: USD As of 09/30/2020

Dated: 10/16/2020

## AGCY BOND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G0S38	01/05/2022	5,800,000.00	102.3839	5,938,263.53	5,705,283.80	5,759,719.41	2.575	4.682%	AA+	Aaa
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G0H55	12/28/2020	1,000,000.00	100.4049	1,004,048.54	995,700.00	999,656.94	2.022	0.792%	AA+	Aaa
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G04Q3	05/22/2023	2,480,000.00	100.0717	2,481,778.11	2,474,544.00	2,475,112.44	0.325	1.957%	AA+	Aaa
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G05G4	07/10/2023	1,850,000.00	99.9794	1,849,618.99	1,849,790.95	1,849,795.60	0.254	1.458%	AA+	Aaa
FEDERAL HOME LOAN MORTGAGE CORP	3137EAER6	05/05/2023	2,500,000.00	100.4290	2,510,725.20	2,503,150.00	2,502,761.72	0.332	1.980%	AA+	Aaa
FEDERAL HOME LOAN MORTGAGE CORP	3137EAES4	06/26/2023	1,850,000.00	100.0898	1,851,661.84	1,850,111.00	1,850,108.50	0.248	1.460%	AA+	Aaa
FEDERAL HOME LOAN MORTGAGE CORP	3137EAEV7	08/24/2023	1,850,000.00	100.0678	1,851,254.50	1,850,162.80	1,850,159.33	0.247	1.460%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130AFFN2	12/10/2021	3,300,000.00	103.4016	3,412,252.96	3,335,475.00	3,314,585.66	2.611	2.691%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130AFE78	12/09/2022	5,300,000.00	106.0924	5,622,894.87	5,367,787.00	5,338,088.48	2.651	4.434%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130ADRG9	03/10/2023	4,600,000.00	106.1792	4,884,241.59	4,613,018.00	4,607,657.65	2.677	3.851%	AA+	Aaa
FEDERAL HOME LOAN BANKS	313376C94	12/10/2021	2,285,000.00	102.9513	2,352,437.52	2,333,053.55	2,315,740.14	1.475	1.855%	AA+	Aaa
FEDERAL HOME LOAN BANKS	313381BR5	12/09/2022	2,285,000.00	103.6377	2,368,120.76	2,313,242.60	2,306,614.79	1.432	1.867%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3133834G3	06/09/2023	2,480,000.00	105.0999	2,606,477.97	2,612,010.40	2,598,483.26	0.337	2.055%	AA+	Aaa
FEDERAL FARM CREDIT BANKS FUNDING CORP	3133ELGN8	10/13/2022	2,285,000.00	102.8925	2,351,092.69	2,294,962.60	2,292,489.61	1.435	1.854%	AA+	Aaa
FEDERAL FARM CREDIT BANKS FUNDING CORP	3133ELWD2	04/08/2022	2,500,000.00	100.3133	2,507,831.90	2,505,500.00	2,504,435.23	0.258	1.977%	AA+	Aaa
---	---	10/09/2022	42,365,000.00	102.9529	43,592,700.98	42,603,791.70	42,565,408.74	1.565	34.372%	AA+	Aaa

## CASH

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
Receivable	CCYUSD	09/30/2020	74.07	1.0000	74.07	74.07	74.07	0.000	0.000%	AAA	Aaa
<b>Receivable</b>	<b>CCYUSD</b>	<b>09/30/2020</b>	<b>74.07</b>	<b>1.0000</b>	<b>74.07</b>	<b>74.07</b>	<b>74.07</b>	<b>0.000</b>	<b>0.000%</b>	<b>AAA</b>	<b>Aaa</b>

## CORP

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
TOYOTA MOTOR CREDIT CORP	89233P5T9	01/12/2022	1,300,000.00	103.6174	1,347,025.95	1,316,588.00	1,307,393.51	2.834	1.062%	A+	A1
PFIZER INC	717081DZ3	12/15/2021	1,300,000.00	102.3109	1,330,041.71	1,301,768.00	1,300,847.41	2.144	1.049%	AA-	A1
PEPSICO INC	713448BW7	08/25/2021	1,300,000.00	102.4144	1,331,387.28	1,323,959.00	1,309,750.06	2.139	1.050%	A+	A1
ORACLE CORP	68389XBA2	07/08/2021	1,300,000.00	101.9296	1,325,085.19	1,300,949.00	1,300,308.26	2.767	1.045%	A	A3
MICROSOFT CORP	594918BG8	11/03/2020	1,000,000.00	100.0050	1,000,050.25	996,730.00	999,896.93	2.118	0.789%	AAA	Aaa
MICROSOFT CORP	594918BH6	11/03/2022	1,000,000.00	104.6543	1,046,543.30	1,023,660.00	1,017,283.37	1.726	0.825%	AAA	Aaa
CISCO SYSTEMS INC	17275RBD3	02/28/2021	1,000,000.00	100.7813	1,007,813.47	1,009,630.00	1,004,012.50	1.209	0.795%	AA-	A1
BERKSHIRE HATHAWAY FINANCE CORP	084664BZ3	10/15/2020	1,000,000.00	100.0964	1,000,964.16	1,006,310.00	1,000,091.83	2.650	0.789%	AA	Aa2
APPLE INC	037833DC1	09/12/2022	2,000,000.00	103.3584	2,067,168.42	2,028,106.00	2,020,956.23	1.525	1.630%	AA+	Aa1
---	---	10/28/2021	11,200,000.00	102.3050	11,456,079.73	11,307,700.00	11,260,540.10	2.107	9.033%	AA-	A1

## MMFUND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
MORG STAN I LQ:GV I	61747C707	09/30/2020	10,818,242.31	1.0000	10,818,242.31	10,818,242.31	10,818,242.31	0.020	8.530%	AAAm	Aaa
<b>MORG STAN I LQ:GV I</b>	<b>61747C707</b>	<b>09/30/2020</b>	<b>10,818,242.31</b>	<b>1.0000</b>	<b>10,818,242.31</b>	<b>10,818,242.31</b>	<b>10,818,242.31</b>	<b>0.020</b>	<b>8.530%</b>	<b>AAAm</b>	<b>Aaa</b>

# Holdings by Security Type ACTC

ACTC 1986 Measure B (159781)

Base Currency: USD As of 09/30/2020

Dated: 10/16/2020

## US GOV

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
UNITED STATES TREASURY	912828XW5	06/30/2022	5,700,000.00	102.8320	5,861,424.00	5,557,500.00	5,627,958.33	2.510	4.622%	AA+	Aaa
UNITED STATES TREASURY	912828L57	09/30/2022	5,300,000.00	103.2344	5,471,423.20	5,156,734.38	5,222,751.01	2.519	4.314%	AA+	Aaa
UNITED STATES TREASURY	9128285R7	12/15/2021	2,650,000.00	102.9922	2,729,293.30	2,665,320.31	2,656,734.20	2.405	2.152%	AA+	Aaa
UNITED STATES TREASURY	912828G87	12/31/2021	2,650,000.00	102.4766	2,715,629.90	2,629,814.45	2,640,949.25	2.409	2.141%	AA+	Aaa
UNITED STATES TREASURY	9128286C9	02/15/2022	2,900,000.00	103.2500	2,994,250.00	2,916,992.20	2,908,123.89	2.288	2.361%	AA+	Aaa
UNITED STATES TREASURY	912828XD7	05/31/2022	1,725,000.00	102.9062	1,775,131.95	1,727,425.78	1,726,355.85	1.826	1.400%	AA+	Aaa
UNITED STATES TREASURY	9128286Y1	06/15/2022	2,200,000.00	102.7539	2,260,585.80	2,197,765.61	2,198,701.13	1.786	1.782%	AA+	Aaa
UNITED STATES TREASURY	912828XW5	06/30/2022	2,200,000.00	102.8320	2,262,304.00	2,196,992.18	2,198,234.12	1.797	1.784%	AA+	Aaa
UNITED STATES TREASURY	9128287C8	07/15/2022	2,100,000.00	102.9062	2,161,030.20	2,105,906.25	2,103,764.30	1.647	1.704%	AA+	Aaa
UNITED STATES TREASURY	9128282S8	08/31/2022	2,100,000.00	102.8633	2,160,129.30	2,099,015.63	2,099,356.94	1.641	1.703%	AA+	Aaa
UNITED STATES TREASURY	912828YK0	10/15/2022	2,600,000.00	102.5352	2,665,915.20	2,581,414.06	2,586,613.81	1.634	2.102%	AA+	Aaa
UNITED STATES TREASURY	912828J76	03/31/2022	2,000,000.00	102.4297	2,048,594.00	2,006,015.62	2,003,933.57	1.615	1.615%	AA+	Aaa
UNITED STATES TREASURY	912828J43	02/28/2022	2,000,000.00	102.2891	2,045,782.00	2,005,390.62	2,003,452.95	1.625	1.613%	AA+	Aaa
UNITED STATES TREASURY	912828TY6	11/15/2022	2,600,000.00	103.1562	2,682,061.20	2,599,492.19	2,599,630.12	1.632	2.115%	AA+	Aaa
UNITED STATES TREASURY	9128285S5	12/31/2020	1,000,000.00	100.5882	1,005,882.00	1,008,593.75	1,002,184.44	1.611	0.793%	AA+	Aaa
UNITED STATES TREASURY	912828N48	12/31/2020	2,000,000.00	100.4028	2,008,056.00	2,003,906.26	2,001,051.69	1.536	1.583%	AA+	Aaa
UNITED STATES TREASURY	9128284P2	05/15/2021	4,000,000.00	101.5508	4,062,032.00	3,997,031.24	3,999,379.33	2.651	3.203%	AA+	Aaa
UNITED STATES TREASURY	912828ZD5	03/15/2023	1,840,000.00	100.8672	1,855,956.48	1,854,878.13	1,852,953.24	0.212	1.463%	AA+	Aaa
UNITED STATES TREASURY	912828Z86	02/15/2023	1,840,000.00	102.9180	1,893,691.20	1,898,937.50	1,891,098.81	0.201	1.493%	AA+	Aaa
UNITED STATES TREASURY	912828Z29	01/15/2023	1,840,000.00	103.1016	1,897,069.44	1,903,034.37	1,894,382.59	0.204	1.496%	AA+	Aaa
UNITED STATES TREASURY	912828ZH6	04/15/2023	1,850,000.00	100.2695	1,854,985.75	1,854,769.53	1,854,653.94	0.151	1.463%	AA+	Aaa
UNITED STATES TREASURY	9128285A4	09/15/2021	3,900,000.00	102.4922	3,997,195.80	3,923,765.63	3,908,533.13	2.511	3.152%	AA+	Aaa
UNITED STATES TREASURY	912828F21	09/30/2021	2,500,000.00	101.9844	2,549,610.00	2,488,769.53	2,495,517.66	2.311	2.010%	AA+	Aaa
<b>UNITED STATES TREASURY</b>	<b>---</b>	<b>04/26/2022</b>	<b>59,495,000.00</b>	<b>102.4655</b>	<b>60,958,032.72</b>	<b>59,379,465.22</b>	<b>59,476,314.29</b>	<b>1.882</b>	<b>48.065%</b>	<b>AA+</b>	<b>Aaa</b>

## Summary

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
---	---	04/18/2022	123,878,316.38	93.9964	126,825,129.81	124,109,273.30	124,120,579.51	1.632	100.000%	AA+	Aa1

\* Grouped by: Security Type. \* Groups Sorted by: Security Type. \* Weighted by: Market Value + Accrued, except Book Yield by Base Book Value + Accrued. \* Holdings Displayed by: Lot.

# Holdings by Security Type ACTC

Base Currency: USD As of 09/30/2020

ACTC 2000 Measure B (159783)

Dated: 10/16/2020

## AGCY BOND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G04Q3	05/22/2023	1,370,000.00	100.0717	1,370,982.26	1,366,986.00	1,367,300.02	0.325	1.120%	AA+	Aaa
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G05G4	07/10/2023	1,425,000.00	99.9794	1,424,706.52	1,424,838.98	1,424,842.56	0.254	1.164%	AA+	Aaa
FEDERAL HOME LOAN MORTGAGE CORP	3137EAER6	05/05/2023	2,300,000.00	100.4290	2,309,867.18	2,302,898.00	2,302,540.79	0.332	1.887%	AA+	Aaa
FEDERAL HOME LOAN MORTGAGE CORP	3137EAS4	06/26/2023	1,425,000.00	100.0898	1,426,280.06	1,425,085.50	1,425,083.57	0.248	1.165%	AA+	Aaa
FEDERAL HOME LOAN MORTGAGE CORP	3137EAEV7	08/24/2023	1,425,000.00	100.0678	1,425,966.31	1,425,125.40	1,425,122.73	0.247	1.165%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130AFE78	12/09/2022	3,500,000.00	106.0924	3,713,232.46	3,544,765.00	3,525,152.76	2.651	3.033%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130AFFN2	12/10/2021	6,500,000.00	103.4016	6,721,104.33	6,569,875.00	6,528,729.32	2.611	5.491%	AA+	Aaa
FEDERAL HOME LOAN BANKS	313381BR5	12/09/2022	2,200,000.00	103.6377	2,280,028.74	2,227,192.00	2,220,810.74	1.432	1.863%	AA+	Aaa
FEDERAL HOME LOAN BANKS	313379Q69	06/10/2022	2,225,000.00	103.3240	2,298,959.96	2,310,818.25	2,295,599.81	0.240	1.878%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3133834G3	06/09/2023	1,370,000.00	105.0999	1,439,868.88	1,442,925.10	1,435,452.45	0.337	1.176%	AA+	Aaa
FEDERAL FARM CREDIT BANKS FUNDING CORP	3133ELGN8	10/13/2022	2,200,000.00	102.8925	2,263,634.10	2,209,592.00	2,207,211.01	1.435	1.849%	AA+	Aaa
FEDERAL FARM CREDIT BANKS FUNDING CORP	3133ELWD2	04/08/2022	2,300,000.00	100.3133	2,307,205.35	2,305,060.00	2,304,080.41	0.258	1.885%	AA+	Aaa
---	---	10/08/2022	28,240,000.00	102.6739	28,981,836.14	28,555,161.23	28,461,926.16	1.291	23.676%	AA+	Aaa

## AGCY DISC

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
FEDERAL HOME LOAN BANKS	313385AX4	01/22/2021	1,130,000.00	99.9718	1,129,680.77	1,112,493.00	1,124,519.97	1.563	0.923%	A-1+	P-1
<b>FEDERAL HOME LOAN BANKS</b>	<b>313385AX4</b>	<b>01/22/2021</b>	<b>1,130,000.00</b>	<b>99.9718</b>	<b>1,129,680.77</b>	<b>1,112,493.00</b>	<b>1,124,519.97</b>	<b>1.563</b>	<b>0.923%</b>	<b>A-1+</b>	<b>P-1</b>

## CASH

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
Receivable	CCYUSD	09/30/2020	31.93	1.0000	31.93	31.93	31.93	0.000	0.000%	AAA	Aaa
<b>Receivable</b>	<b>CCYUSD</b>	<b>09/30/2020</b>	<b>31.93</b>	<b>1.0000</b>	<b>31.93</b>	<b>31.93</b>	<b>31.93</b>	<b>0.000</b>	<b>0.000%</b>	<b>AAA</b>	<b>Aaa</b>

## CORP

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
TOYOTA MOTOR CREDIT CORP	89233P5T9	01/12/2022	1,350,000.00	103.6174	1,398,834.64	1,367,226.00	1,357,677.87	2.834	1.143%	A+	A1
ORACLE CORP	68389XBA2	07/08/2021	1,350,000.00	101.9296	1,376,050.00	1,350,985.50	1,350,320.12	2.767	1.124%	A	A3
MICROSOFT CORP	594918BH6	11/03/2022	1,675,000.00	104.6543	1,752,960.03	1,714,630.50	1,703,949.65	1.726	1.432%	AAA	Aaa
CISCO SYSTEMS INC	17275RBD3	02/28/2021	1,350,000.00	100.7813	1,360,548.18	1,357,614.00	1,352,054.14	1.821	1.111%	AA-	A1
CATERPILLAR FINANCIAL SERVICES CORP	14913Q2Q1	12/07/2020	1,440,000.00	100.5670	1,448,164.64	1,459,929.60	1,444,009.86	1.810	1.183%	A	A3
APPLE INC	037833CM0	02/09/2022	1,350,000.00	102.8307	1,388,215.07	1,341,454.50	1,346,042.42	2.726	1.134%	AA+	Aa1
APPLE INC	037833DJ6	11/13/2020	475,000.00	100.2091	475,993.28	476,154.25	475,163.27	1.703	0.389%	AA+	Aa1
APPLE INC	037833BS8	02/23/2021	1,000,000.00	100.7035	1,007,034.96	1,008,960.00	1,003,152.59	1.227	0.823%	AA+	Aa1
---	---	09/12/2021	9,990,000.00	102.2057	10,207,800.81	10,076,954.35	10,032,369.91	2.124	8.339%	AA-	A1

## MMFUND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
MORG STAN I LQ:GV I	61747C707	09/30/2020	13,663,683.75	1.0000	13,663,683.75	13,663,683.75	13,663,683.75	0.020	11.162%	AAAm	Aaa
<b>MORG STAN I LQ:GV I</b>	<b>61747C707</b>	<b>09/30/2020</b>	<b>13,663,683.75</b>	<b>1.0000</b>	<b>13,663,683.75</b>	<b>13,663,683.75</b>	<b>13,663,683.75</b>	<b>0.020</b>	<b>11.162%</b>	<b>AAAm</b>	<b>Aaa</b>

# Holdings by Security Type ACTC

ACTC 2000 Measure B (159783)

Base Currency: USD As of 09/30/2020

Dated: 10/16/2020

## US GOV

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
UNITED STATES TREASURY	912828XW5	06/30/2022	4,000,000.00	102.8320	4,113,280.00	3,900,000.00	3,949,444.44	2.510	3.360%	AA+	Aaa
UNITED STATES TREASURY	912828S35	06/30/2023	500,000.00	103.3828	516,914.00	476,250.00	485,182.13	2.522	0.422%	AA+	Aaa
UNITED STATES TREASURY	912828G53	11/30/2021	2,400,000.00	102.0234	2,448,561.60	2,366,718.74	2,385,654.63	2.408	2.000%	AA+	Aaa
UNITED STATES TREASURY	9128285R7	12/15/2021	2,400,000.00	102.9922	2,471,812.80	2,413,875.00	2,406,098.90	2.405	2.019%	AA+	Aaa
UNITED STATES TREASURY	912828G87	12/31/2021	2,400,000.00	102.4766	2,459,438.40	2,381,718.74	2,391,803.09	2.409	2.009%	AA+	Aaa
UNITED STATES TREASURY	9128286Y1	06/15/2022	1,950,000.00	102.7539	2,003,701.05	1,948,019.52	1,948,848.73	1.786	1.637%	AA+	Aaa
UNITED STATES TREASURY	912828XW5	06/30/2022	1,950,000.00	102.8320	2,005,224.00	1,947,333.98	1,948,434.79	1.797	1.638%	AA+	Aaa
UNITED STATES TREASURY	9128282S8	08/31/2022	2,000,000.00	102.8633	2,057,266.00	2,000,234.38	2,000,165.82	1.620	1.681%	AA+	Aaa
UNITED STATES TREASURY	912828J76	03/31/2022	1,900,000.00	102.4297	1,946,164.30	1,905,714.84	1,903,736.89	1.615	1.590%	AA+	Aaa
UNITED STATES TREASURY	912828XD7	05/31/2022	1,900,000.00	102.9062	1,955,217.80	1,911,949.22	1,908,095.06	1.612	1.597%	AA+	Aaa
UNITED STATES TREASURY	912828WZ9	04/30/2022	1,900,000.00	102.5586	1,948,613.40	1,905,789.06	1,903,854.91	1.618	1.592%	AA+	Aaa
UNITED STATES TREASURY	912828J43	02/28/2022	1,900,000.00	102.2891	1,943,492.90	1,905,121.09	1,903,280.30	1.625	1.588%	AA+	Aaa
UNITED STATES TREASURY	912828YF1	09/15/2022	2,000,000.00	102.6836	2,053,672.00	1,993,906.25	1,995,662.08	1.614	1.678%	AA+	Aaa
UNITED STATES TREASURY	912828TY6	11/15/2022	2,000,000.00	103.1562	2,063,124.00	1,999,609.38	1,999,715.48	1.632	1.685%	AA+	Aaa
UNITED STATES TREASURY	912828YK0	10/15/2022	2,000,000.00	102.5352	2,050,704.00	1,985,703.12	1,989,702.92	1.634	1.675%	AA+	Aaa
UNITED STATES TREASURY	912828A83	12/31/2020	7,500,000.00	100.5573	7,541,797.50	7,477,441.43	7,497,124.89	2.533	6.161%	AA+	Aaa
UNITED STATES TREASURY	912828N48	12/31/2020	1,080,000.00	100.4028	1,084,350.24	1,082,109.38	1,080,567.91	1.536	0.886%	AA+	Aaa
UNITED STATES TREASURY	912828C57	03/31/2021	7,500,000.00	101.0664	7,579,980.00	7,455,175.73	7,489,908.96	2.530	6.192%	AA+	Aaa
UNITED STATES TREASURY	912828Z29	01/15/2023	1,900,000.00	103.1016	1,958,930.40	1,965,089.84	1,956,155.94	0.204	1.600%	AA+	Aaa
UNITED STATES TREASURY	912828ZD5	03/15/2023	1,900,000.00	100.8672	1,916,476.80	1,915,363.29	1,913,375.63	0.212	1.566%	AA+	Aaa
UNITED STATES TREASURY	912828Z86	02/15/2023	1,900,000.00	102.9180	1,955,442.00	1,960,859.38	1,952,765.08	0.201	1.597%	AA+	Aaa
UNITED STATES TREASURY	912828Z60	01/31/2022	620,000.00	101.6602	630,293.24	632,448.44	629,778.05	0.188	0.515%	AA+	Aaa
UNITED STATES TREASURY	912828WR7	06/30/2021	7,500,000.00	101.5000	7,612,500.00	7,430,566.43	7,478,898.40	2.516	6.219%	AA+	Aaa
UNITED STATES TREASURY	912828WR7	06/30/2021	2,300,000.00	101.5000	2,334,500.00	2,284,927.04	2,294,924.75	2.431	1.907%	AA+	Aaa
UNITED STATES TREASURY	912828ZH6	04/15/2023	1,425,000.00	100.2695	1,428,840.38	1,428,673.83	1,428,584.79	0.151	1.167%	AA+	Aaa
UNITED STATES TREASURY	912828F21	09/30/2021	2,300,000.00	101.9844	2,345,641.20	2,283,378.91	2,293,459.38	2.421	1.916%	AA+	Aaa
<b>UNITED STATES TREASURY</b>	<b>---</b>	<b>01/07/2022</b>	<b>67,125,000.00</b>	<b>101.9465</b>	<b>68,425,938.00</b>	<b>66,957,507.02</b>	<b>67,135,223.96</b>	<b>1.964</b>	<b>55.899%</b>	<b>AA+</b>	<b>Aaa</b>

## Summary

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
---	---	01/08/2022	120,148,715.68	90.8986	122,408,971.41	120,365,831.28	120,417,755.68	1.594	100.000%	AA+	Aa1

\* Grouped by: Security Type. \* Groups Sorted by: Security Type. \* Weighted by: Market Value + Accrued, except Book Yield by Base Book Value + Accrued. \* Holdings Displayed by: Lot.

# Holdings by Security Type ACTC

ACTC 2014 Measure BB (159782)

Base Currency: USD As of 09/30/2020

Dated: 10/16/2020

## AGCY BOND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G0H55	12/28/2020	3,500,000.00	100.4049	3,514,169.89	3,532,865.00	3,509,737.78	0.711	5.638%	AA+	Aaa
<b>FEDERAL NATIONAL MORTGAGE ASSOCIATION</b>	<b>3135G0H55</b>	<b>12/28/2020</b>	<b>3,500,000.00</b>	<b>100.4049</b>	<b>3,514,169.89</b>	<b>3,532,865.00</b>	<b>3,509,737.78</b>	<b>0.711</b>	<b>5.638%</b>	<b>AA+</b>	<b>Aaa</b>

## CASH

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
Receiveable	CCYUSD	09/30/2020	316.51	1.0000	316.51	316.51	316.51	0.000	0.001%	AAA	Aaa
<b>Receiveable</b>	<b>CCYUSD</b>	<b>09/30/2020</b>	<b>316.51</b>	<b>1.0000</b>	<b>316.51</b>	<b>316.51</b>	<b>316.51</b>	<b>0.000</b>	<b>0.001%</b>	<b>AAA</b>	<b>Aaa</b>

## CORP

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
COLGATE-PALMOLIVE CO	19416QDR8	11/01/2020	3,000,000.00	100.2237	3,006,711.24	3,029,370.00	3,003,107.41	1.711	4.824%	AA-	Aa3
CATERPILLAR FINANCIAL SERVICES CORP	14913Q2Q1	12/07/2020	2,156,000.00	100.5670	2,168,224.28	2,185,839.04	2,162,003.65	1.810	3.478%	A	A3
<b>---</b>	<b>---</b>	<b>11/16/2020</b>	<b>5,156,000.00</b>	<b>100.3674</b>	<b>5,174,935.52</b>	<b>5,215,209.04</b>	<b>5,165,111.06</b>	<b>1.752</b>	<b>8.302%</b>	<b>A+</b>	<b>A2</b>

## MMFUND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
MORG STAN I LQ:GV I	61747C707	09/30/2020	30,860,237.65	1.0000	30,860,237.65	30,860,237.65	30,860,237.65	0.020	49.509%	AAAm	Aaa
<b>MORG STAN I LQ:GV I</b>	<b>61747C707</b>	<b>09/30/2020</b>	<b>30,860,237.65</b>	<b>1.0000</b>	<b>30,860,237.65</b>	<b>30,860,237.65</b>	<b>30,860,237.65</b>	<b>0.020</b>	<b>49.509%</b>	<b>AAAm</b>	<b>Aaa</b>

## US GOV

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
UNITED STATES TREASURY	912828L99	10/31/2020	11,375,000.00	100.1039	11,386,818.63	11,359,003.91	11,373,267.57	1.562	18.268%	AA+	Aaa
UNITED STATES TREASURY	912828N48	12/31/2020	11,350,000.00	100.4028	11,395,717.80	11,372,168.03	11,355,968.32	1.536	18.282%	AA+	Aaa
<b>UNITED STATES TREASURY</b>	<b>---</b>	<b>11/30/2020</b>	<b>22,725,000.00</b>	<b>100.2533</b>	<b>22,782,536.43</b>	<b>22,731,171.94</b>	<b>22,729,235.89</b>	<b>1.549</b>	<b>36.550%</b>	<b>AA+</b>	<b>Aaa</b>

## Summary

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
<b>---</b>	<b>---</b>	<b>10/31/2020</b>	<b>62,241,554.16</b>	<b>51.2825</b>	<b>62,332,196.00</b>	<b>62,339,800.14</b>	<b>62,264,638.88</b>	<b>0.763</b>	<b>100.000%</b>	<b>AA+</b>	<b>Aa1</b>

\* Grouped by: Security Type. \* Groups Sorted by: Security Type. \* Weighted by: Market Value + Accrued, except Book Yield by Base Book Value + Accrued. \* Holdings Displayed by: Lot.

# Holdings by Security Type ACTC

ACTC Series 2014-Interest Fd (159784)

Base Currency: USD As of 09/30/2020

Dated: 10/16/2020

## CASH

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
Receivable	CCYUSD	09/30/2020	5.73	1.0000	5.73	5.73	5.73	0.000	0.001%	AAA	Aaa
<b>Receivable</b>	<b>CCYUSD</b>	<b>09/30/2020</b>	<b>5.73</b>	<b>1.0000</b>	<b>5.73</b>	<b>5.73</b>	<b>5.73</b>	<b>0.000</b>	<b>0.001%</b>	<b>AAA</b>	<b>Aaa</b>

## MMFUND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
MORG STAN I LQ:GV I	61747C707	09/30/2020	2,835.13	1.0000	2,835.13	2,835.13	2,835.13	0.020	0.539%	AAAm	Aaa
<b>MORG STAN I LQ:GV I</b>	<b>61747C707</b>	<b>09/30/2020</b>	<b>2,835.13</b>	<b>1.0000</b>	<b>2,835.13</b>	<b>2,835.13</b>	<b>2,835.13</b>	<b>0.020</b>	<b>0.539%</b>	<b>AAAm</b>	<b>Aaa</b>

## T-BILL

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
UNITED STATES TREASURY	912796XE4	02/25/2021	523,000.00	99.9587	522,784.00	522,787.53	522,791.78	0.099	99.460%	A-1+	P-1
<b>UNITED STATES TREASURY</b>	<b>912796XE4</b>	<b>02/25/2021</b>	<b>523,000.00</b>	<b>99.9587</b>	<b>522,784.00</b>	<b>522,787.53</b>	<b>522,791.78</b>	<b>0.099</b>	<b>99.460%</b>	<b>A-1+</b>	<b>P-1</b>

## Summary

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
---	---	<b>02/24/2021</b>	<b>525,840.86</b>	<b>99.4239</b>	<b>525,624.86</b>	<b>525,628.39</b>	<b>525,632.64</b>	<b>0.099</b>	<b>100.000%</b>	<b>AAA</b>	<b>Aaa</b>

\* Grouped by: Security Type. \* Groups Sorted by: Security Type. \* Weighted by: Market Value + Accrued, except Book Yield by Base Book Value + Accrued. \* Holdings Displayed by: Lot.

# Holdings by Security Type ACTC

ACTC Series 2014-Principal Fd (159786)

Base Currency: USD As of 09/30/2020

Dated: 10/16/2020

## CASH

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
Receivable	CCYUSD	09/30/2020	4.58	1.0000	4.58	4.58	4.58	0.000	0.000%	AAA	Aaa
<b>Receivable</b>	<b>CCYUSD</b>	<b>09/30/2020</b>	<b>4.58</b>	<b>1.0000</b>	<b>4.58</b>	<b>4.58</b>	<b>4.58</b>	<b>0.000</b>	<b>0.000%</b>	<b>AAA</b>	<b>Aaa</b>

## MMFUND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
MORG STAN I LQ:GV I	61747C707	09/30/2020	3,705.09	1.0000	3,705.09	3,705.09	3,705.09	0.020	0.025%	AAAm	Aaa
<b>MORG STAN I LQ:GV I</b>	<b>61747C707</b>	<b>09/30/2020</b>	<b>3,705.09</b>	<b>1.0000</b>	<b>3,705.09</b>	<b>3,705.09</b>	<b>3,705.09</b>	<b>0.020</b>	<b>0.025%</b>	<b>AAAm</b>	<b>Aaa</b>

## T-BILL

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
UNITED STATES TREASURY	912796XE4	02/25/2021	8,700,000.00	99.9587	8,696,406.90	8,691,654.16	8,694,689.01	0.152	58.860%	A-1+	P-1
UNITED STATES TREASURY	912796XE4	02/25/2021	2,025,000.00	99.9587	2,024,163.68	2,023,581.68	2,024,011.88	0.122	13.700%	A-1+	P-1
UNITED STATES TREASURY	912796XE4	02/25/2021	2,025,000.00	99.9587	2,024,163.68	2,023,912.58	2,024,121.70	0.108	13.700%	A-1+	P-1
UNITED STATES TREASURY	912796XE4	02/25/2021	2,027,000.00	99.9587	2,026,162.85	2,026,176.53	2,026,193.00	0.099	13.714%	A-1+	P-1
<b>UNITED STATES TREASURY</b>	<b>912796XE4</b>	<b>02/25/2021</b>	<b>14,777,000.00</b>	<b>99.9587</b>	<b>14,770,897.10</b>	<b>14,765,324.95</b>	<b>14,769,015.59</b>	<b>0.135</b>	<b>99.975%</b>	<b>A-1+</b>	<b>P-1</b>

## Summary

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
---	---	<b>02/25/2021</b>	<b>14,780,709.67</b>	<b>99.9339</b>	<b>14,774,606.77</b>	<b>14,769,034.62</b>	<b>14,772,725.26</b>	<b>0.135</b>	<b>100.000%</b>	<b>AAA</b>	<b>Aaa</b>

\* Grouped by: Security Type. \* Groups Sorted by: Security Type. \* Weighted by: Market Value + Accrued, except Book Yield by Base Book Value + Accrued. \* Holdings Displayed by: Lot.

# Holdings by Security Type ACTC

ACTC Series 2014-Revenue Fd (159787)

Base Currency: USD As of 09/30/2020

Dated: 10/16/2020

## CASH

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
Receivable	CCYUSD	09/30/2020	0.01	1.0000	0.01	0.01	0.01	0.000	0.001%	AAA	Aaa
<b>Receivable</b>	<b>CCYUSD</b>	<b>09/30/2020</b>	<b>0.01</b>	<b>1.0000</b>	<b>0.01</b>	<b>0.01</b>	<b>0.01</b>	<b>0.000</b>	<b>0.001%</b>	<b>AAA</b>	<b>Aaa</b>

## MMFUND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
MORG STAN I LQ:GV I	61747C707	09/30/2020	838.31	1.0000	838.31	838.31	838.31	0.020	99.999%	AAAm	Aaa
<b>MORG STAN I LQ:GV I</b>	<b>61747C707</b>	<b>09/30/2020</b>	<b>838.31</b>	<b>1.0000</b>	<b>838.31</b>	<b>838.31</b>	<b>838.31</b>	<b>0.020</b>	<b>99.999%</b>	<b>AAAm</b>	<b>Aaa</b>

## Summary

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
---	---	<b>09/30/2020</b>	<b>838.32</b>	<b>1.0000</b>	<b>838.32</b>	<b>838.32</b>	<b>838.32</b>	<b>0.020</b>	<b>100.000%</b>	<b>AAA</b>	<b>Aaa</b>

\* Grouped by: Security Type. \* Groups Sorted by: Security Type. \* Weighted by: Market Value + Accrued, except Book Yield by Base Book Value + Accrued. \* Holdings Displayed by: Lot.



# Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** November 12, 2020

**TO:** Alameda County Transportation Commission

**FROM:** Patricia Reavey, Deputy Executive Director of Finance and Administration  
Yoana Navarro, Accounting Manager

**SUBJECT:** Approve Alameda CTC FY2020-21 First Quarter Consolidated Financial Report

## Recommendation

It is recommended that the Commission approve the Alameda CTC FY2020-21 First Quarter Consolidated Financial Report.

## Summary

Alameda CTC's expenditures through September 30, 2020 are within year-to-date budget authority per the currently adopted budget. The agency remains in a strong financial position compared to budget through the first quarter of FY2020-21.

The attached FY2020-21 First Quarter Financial Report has been prepared on a consolidated basis and is compared to the currently adopted budget on a year-to-date basis. This report provides a summary of FY2020-21 actual revenues and expenditures through September 30, 2020. Variances from the year-to-date budget are demonstrated as a percentage of the budget used by line item as well as stating either a favorable or unfavorable variance in dollars. Percentages over 100 percent indicate that actual revenue or expenditure items are more than 25 percent of the total annual budget through the first quarter of the fiscal year, and percentages under 100 percent indicate that actual revenue or expenditure items are less than 25 percent of the total annual budget through the first quarter of the fiscal year. As of September 30, 2020, Alameda CTC activity for the fiscal year results in a net increase in fund balance in the amount of \$29.3 million. While various funds saw an increase in their fund balances, the most significant contributors were the 2000 Measure B and 2014 Measure BB Special Revenue Funds and Capital Funds which collected sales tax revenues that outpaced expenditures in the first quarter of the fiscal year.

## Background

The following are highlights of actual revenues and expenditures compared to budget as of September 30, 2020 by major category:

### *Revenues*

Sales tax revenues are over budget by \$10.0 million, or 13.9 percent, and investment income is over budget by \$0.7 million or 49.7 percent primarily due to increased investment balances in the Capital Projects Funds due to project delays. Grant revenues are under budget by \$16.0 million mostly related to timing on capital projects. Grant revenues are recognized on a reimbursement basis and, therefore, correlate directly with related expenditures. Consequently, capital and other project expenditures are also under budget.

### *Salaries and Benefits*

Salaries and benefits are under budget by \$0.3 million, or 15.7 percent, as of September 30, 2020.

### *Administration*

Costs for overall administration are under budget by \$6.2 million, or 69.9 percent, mainly due to debt service costs which incurred costs for only one of the two semi-annual interest payments and no principal payments as of September 30, 2020. Principal payments are made annually on March 1. Debt service costs are required to be recorded when incurred per government accounting standards. Actual expenditures in the debt service fund will equal 100% of the budget by the end of the fiscal year.

### *Freeway Operations*

Freeway Operations expenditures are under budget by \$0.3 million, or 20.0 percent, primarily related to operations and maintenance costs.

### *Planning*

Planning expenditures are under budget by \$0.02 million, or 4.8 percent, related to salaries and benefits.

### *Programs*

Programs expenditures are under budget by \$0.7 million or 1.5 percent, largely due to lower than expected grant expenditures for the Student Transit Pass Program as there has been less usage of public transit by students due to the pandemic. However, this decrease in program expenditures was offset by an increase in expenditures for Measure B and Measure BB direct local distributions (DLD) which is directly related to sales tax revenues coming in higher than projected.

### *Capital Projects*

Capital Projects expenditures are under budget by \$59.6 million, or 80.1 percent. This variance is due, in part, to prolonged right-of-way acquisition negotiations resulting in project construction delays. Alameda CTC utilizes a rolling capital budget system in which any unused approved budget from prior years is available to pay for costs in subsequent fiscal years. Additional budget authority is requested by project only as

needed in accordance with the budget process. The year-to-date budget amount used for comparisons is a straight-line amortization of the total approved project budget including unspent budget authority rolled over from the prior year. Expenditures planned through September 30, 2020 in the budget process generally will differ from the straight-line budgeted amount used for the comparison. However, presenting the information with this comparison helps financial report users, project managers, and the project control team review year-to-date expenditures to give them an idea of how projects are progressing as compared to the approved budget. There are currently no real budget issues on capital projects.

#### *Limitations Calculations*

Staff has completed the limitation calculations required for both 2000 Measure B and 2014 Measure BB related to salary and benefits and administration costs, and Alameda CTC is in compliance with all limitation requirements.

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

#### **Attachment:**

- A. Alameda CTC Consolidated Revenues/Expenditures as of September 30, 2020

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**ALAMEDA COUNTY TRANSPORTATION COMMISSION**  
**Consolidated Revenues/Expenditures**  
**September 30, 2020**

	<u>Total Consolidated</u>			<u>Favorable (Unfavorable)</u>
	<u>YTD</u>	<u>YTD</u>	<u>% Used</u>	<u>Variance</u>
	<u>Actuals</u>	<u>Budget</u>		
<b>REVENUES</b>				
Sales Tax Revenue	\$ 82,543,325	\$ 72,500,000	113.85	\$ 10,043,325
Investment Income	2,025,272	1,352,500	149.74	672,772
Member Agency Fees	381,039	378,006	100.80	3,033
VRF Funds	3,443,314	3,000,000	114.78	443,314
TFCA Funds	519,631	519,631	100.00	-
Toll Revenues	2,182,803	1,825,000	119.61	357,803
Toll Violation and Penalty Revenues	450,985	375,000	120.26	75,985
Other Revenues	37	-	-	37
Regional/State/Federal Grants	2,536,895	16,803,304	15.10	(14,266,409)
Local and Other Grants	243,582	2,011,530	12.11	(1,767,948)
Total Revenues	\$ 94,326,883	\$ 98,764,971		\$ (4,438,088)
<b>EXPENDITURES</b>				
<u>Administration</u>				
Salaries and Benefits <sup>(1)</sup>	\$ 605,559	\$ 719,953	84.11	\$ 114,394
General Office Expenses	397,776	514,773	77.27	116,997
Travel Expense	1,515	13,500	11.22	11,985
Debt Service <sup>(2)</sup>	1,115,100	6,617,550	16.85	5,502,450
Professional Services	516,073	892,424	57.83	376,351
Commission and Community Support	55,889	57,319	97.51	1,430
Contingency	-	125,000	-	125,000
Subtotal	2,691,912	8,940,519		6,248,607
<u>Freeway Operations</u>				
Salaries and Benefits <sup>(1)</sup>	49,585	59,963	82.69	10,378
Operating Expenditures	1,106,273	1,373,898	80.52	267,625
Special Project Expenditures	-	10,770	-	10,770
Subtotal	1,155,858	1,444,631		288,773
<u>Planning</u>				
Salaries and Benefits <sup>(1)</sup>	296,237	311,265	95.17	15,028
Subtotal	296,237	311,265		15,028
<u>Programs</u>				
Salaries and Benefits <sup>(1)</sup>	575,913	644,645	89.34	68,732
Programs Management and Support	84,350	791,360	10.66	707,010
Safe Routes to School Program	45,186	755,265	5.98	710,079
VRF Programming	2,292,616	2,620,750	87.48	328,134
Measure B/BB Direct Local Distribution	42,649,472	37,462,269	113.85	(5,187,203)
Grant Awards	423,113	3,724,750	11.36	3,301,637
TFCA Programming	6,738	773,608	0.87	766,870
Exchange Fund Programming	16,733	18,750	89.24	2,017
Subtotal	46,094,121	46,791,397		697,276
<u>Capital Projects</u>				
Salaries and Benefits <sup>(1)</sup>	335,831	473,204	70.97	137,373
Capital Project Expenditures	14,497,679	73,984,066	19.60	59,486,387
Subtotal	14,833,510	74,457,270		59,623,760
Total Expenditures	\$ 65,071,638	\$ 131,945,081		\$ 66,873,443
Net Change in Fund Balance	\$ 29,255,245	\$ (33,180,110)		
Beginning Fund Balance	578,707,927	578,707,927		
Ending Fund Balance	\$ 607,963,172	\$ 545,527,817		

(1) Salaries and benefits are under budget by \$345,904 or 15.7% as of September 30, 2020

(2) Debt service cost are required to be recorded when incurred per government accounting standards and will equal budget by year end.

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# Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** November 12, 2020

**TO:** Alameda County Transportation Commission

**FROM:** Erika Cheng, Senior Administrative Analyst  
Seung Cho, Director of Procurement and Information Technology

**SUBJECT:** Annual Local Business Contract Equity Program Utilization Report for Payments Processed between July 1, 2019 and June 30, 2020

## Recommendation

This item is an update on the Annual Local Business Contract Equity Program Utilization Report for payments processed between July 1, 2019 and June 30, 2020. This item is for information only.

## Summary

This report provides an update of business utilization on active professional services and construction contracts administered by Alameda CTC with payments processed in Fiscal Year (FY) 2019-20. Business utilization is reported for Local Business Enterprise (LBE), Small Local Business Enterprise (SLBE), and Very Small Local Business Enterprise (VSLBE) firm participation on locally-funded contracts subject to the Local Business Contract Equity (LBCE) Program that were awarded and administered by Alameda CTC. Utilization data is also included for locally-funded contracts that are exempt from the LBCE Program due to having additional federal, state, regional, or other non-local funds, or being equal to or less than \$75,000 in contract value. Additionally, an update on the LBCE Program certification activities within the same timeframe is presented for informational purposes only.

The LBCE program goals are listed in Table 1. In the current reporting period there were a total of 38 active professional services contracts with LBCE Program goals. On these contracts, 91% of payments (\$21.6 million) went to certified LBE firms and 39% of payments (\$9.4 million) went to certified SLBE firms. There were no active construction contracts administered by Alameda CTC with LBCE Program goals in FY2019-20. This information is shown in Table 1 below.

**TABLE 1 – Contracts with LBCE Program Goals**

Contract Type	LBCE Program Goals	Number of Contracts	Payments in FY2019-20 <i>July 1, 2019 through June 30, 2020</i>			
			Payment Amount	LBE	SLBE	VSLBE
Professional Services	70% LBE; 30% SLBE	38	\$23,865,946	91%	39%	2%
Construction	60% LBE; 20% SLBE	-	-	-	-	-
<b>Total</b>		<b>38</b>	<b>\$23,865,946</b>	<b>91%</b>	<b>39%</b>	<b>2%</b>

There were 31 active contracts exempt from the LBCE Program in this reporting period, of which 21 were in the professional services category, 1 was in the construction category, and 9 were for Caltrans administered cooperative agreements. For contracts exempt from LBCE Program goals approximately 23% of payments (\$13.7 million) went to LBE certified firms and 4% of payments (\$2.3 million) went to SLBE certified firms. This information is shown in Table 2 below.

**TABLE 2 – Contracts Exempt from LBCE Program Goals**

Contract Type	LBCE Program Goals	Number of Contracts	Payments in FY2019-20 <i>July 1, 2019 through June 30, 2020</i>			
			Payment Amount	LBE	SLBE	VSLBE
Professional Services*	None	21	\$17,240,891*	79%	13%	1%
Construction	None	1	\$939,685	0%	0%	0%
Caltrans Cooperative Agreements	None	9	\$40,905,092	0%	0%	0%
<b>Total</b>		<b>31</b>	<b>\$59,085,668</b>	<b>23%</b>	<b>4%</b>	<b>&lt;1%</b>

\* Includes professional services contracts and letter agreements exempt from the LBCE Program and/or subject to the federal DBE Program. The applicable subtotals are denoted by asterisks (\*) on pages 2, 3, and 4 in Attachment A.

## Background

The LBCE Program approved by the Commission in December 2017 aimed to increase LBE, SLBE, and VSLBE participation in all areas of agency contracting opportunities, and to strengthen the program by streamlining and enhancing the certification processes, conforming to best practices, aligning the LBCE Program with the standards of partners and other public agencies, and ensuring compliance with applicable federal, state, and local statutes and Alameda CTC policies.

## Reporting Process

Staff utilized a method of reporting similar to prior periods, which included an automated summary report of processed payments by vendor and LBCE Program utilization report generated from an in-house database. Data validation on all active and open contracts began on July 1, 2020, by surveying prime contractors/consultants (primes) and subcontracted firms (subs) for verification of payment amounts and other invoice details. Utilization of local dollars is determined by collecting and analyzing financial data relative to the amounts paid to LBE, SLBE, and VSLBE primes and subs in two contract categories:

- Professional Services – includes contracts of an administrative nature to support Alameda CTC's projects and programs, as well as architectural and engineering services contracts to assist Alameda CTC in the development and delivery of its Capital Program.
- Construction – includes construction contracts and suppliers awarded to builders of transportation facilities such as roadway and transit improvements.

For the current reporting period, 142 payment verification survey forms were sent to primes and subs. Approximately 90% of the primes and subs responded by completing and submitting survey forms.

The participation data and statistics, which serve as a basis for this report, have been independently reviewed and verified by L. Luster & Associates, Inc. (LLA). As stated in the attached memorandum from LLA, this report was found to be materially accurate and complete. (See Attachment B – Letter of Independent Review of Alameda CTC's Contract Equity Annual Utilization Report for the Period of July 1, 2019 through June 30, 2020).

## LBCE Program Certifications

**TABLE 3 – LBCE Program Certified Firms by Contract Types**

Contract Type	# of Firms Certified this Reporting Period	LBE <sup>2</sup>	SLBE <sup>2</sup>	VSLBE
Professional Services <sup>1</sup>	136	136	99	68
Construction	36	36	21	7
<b>Total</b>	<b>172</b>	<b>172</b>	<b>120</b>	<b>75</b>

<sup>1</sup> Includes non-construction.

<sup>2</sup> LBE includes SLBE and VSLBE firms, and SLBE includes VSLBE firms.

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

**Attachments:**

- A. FY2019-20 Contract Equity Utilization Report
- B. Letter of Independent Review of Alameda CTC's Contract Equity Annual Utilization Report for the Period of July 1, 2019 through June 30, 2020



# Contract Equity Utilization Report

2019 - 2020

6.5A

Reporting Period Start Date: 7/1/2019

End Date: 6/30/2020

Contract Number/Company Name	Contract Amount	Total Payment to Date	Payment Reporting Period	Goal Attainment (Reporting Period)				Goal Attainment (Cumulative)			
				LBE	SLBE	VSLBE	DBE	LBE	SLBE	VSLBE	DBE

## Contract Type: Professional Services Agreement

### Professional Services Agreement - Goal Requirements for LBCE (70% for LBE and 30% for SLBE)

A05-0004 - URS Corporation	\$16,553,380.00	\$16,191,539.59	\$121,161.18	100.00%	6.88%	4.49%	5.36%	98.44%	35.29%	6.25%	17.42%
A14-0051 - HNTB	\$9,493,000.00	\$9,398,356.18	\$3,604,014.79	92.92%	14.28%	6.76%	12.43%	95.63%	19.59%	8.09%	14.98%
A14-0052 - AECOM Technical Services, Inc.	\$5,140,624.00	\$3,061,021.41	\$106,661.75	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
A16-0027 - Nelson/Nygaard Consulting Associates	\$2,000,000.00	\$1,594,075.43	\$269,697.87	100.00%	24.61%	0.00%	23.73%	99.24%	18.31%	0.00%	18.16%
A16-0075 - HNTB	\$1,525,000.00	\$1,161,892.77	\$105,439.41	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
A17-0001 - Kapsch TrafficCom Transportation NA, Inc.	\$13,639,698.34	\$6,010,089.89	\$1,485,588.88	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
A17-0003 - CirclePoint	\$1,525,819.00	\$738,045.53	\$147,049.19	100.00%	100.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%
A17-0004 - Jacobs Engineering Group, Inc.	\$30,126,867.99	\$16,736,619.33	\$1,507,406.41	96.31%	32.91%	0.00%	21.13%	98.16%	26.56%	0.00%	21.41%
A17-0005 - Nelson/Nygaard Consulting Associates	\$1,241,701.00	\$914,679.52	\$127,251.78	100.00%	8.93%	0.00%	8.93%	98.43%	3.76%	0.00%	3.76%
A17-0006 - L. Luster & Associates, Inc.	\$1,295,654.00	\$1,038,197.16	\$278,173.77	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	0.00%	100.00%
A17-0010 - H.T. Harvey & Associates Ecological Cons	\$177,617.00	\$141,746.50	\$37,956.25	40.47%	40.47%	0.00%	40.47%	21.67%	21.67%	0.00%	21.74%
A17-0021 - Novani, LLC	\$1,498,615.00	\$1,110,349.10	\$449,319.76	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%
A17-0035 - VSCE, Inc.	\$2,259,659.00	\$1,366,449.60	\$263,454.38	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	0.00%	100.00%
A17-0036 - DMR Management Consultants, Inc.	\$2,094,771.00	\$1,685,517.50	\$447,893.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A17-0037 - Sidhu Consulting, LLC	\$2,167,769.00	\$1,848,069.00	\$483,672.00	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	0.00%	100.00%
A17-0039 - Chwen Siripocanont	\$1,097,850.00	\$866,701.28	\$35,646.28	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A17-0057 - VSCE, Inc.	\$1,465,000.00	\$848,557.37	\$194,617.97	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	0.00%	100.00%
A17-0071 - VSCE, Inc.	\$1,822,650.00	\$1,718,087.50	\$520,310.00	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	0.00%	100.00%
A17-0073 - Kimley-Horn and Associates, Inc.	\$1,913,635.00	\$655,383.80	\$242,759.65	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
A18-0001 - Meyers Nave Riback Silver & Wilson	\$1,583,742.00	\$470,008.48	\$133,743.97	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
A18-0002 - Wendel, Rosen, Black & Dean, LLP	\$5,960,941.00	\$1,222,044.51	\$304,510.38	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
A18-0023 - AECOM Technical Services, Inc.	\$5,500,000.00	\$3,611,779.93	\$958,504.98	100.00%	25.15%	6.69%	6.88%	99.07%	25.82%	4.69%	8.12%
A18-0024 - Kittelson & Associates, Inc.	\$1,200,000.00	\$1,186,610.09	\$389,309.24	100.00%	36.32%	21.02%	21.02%	100.00%	29.56%	18.61%	18.61%
A18-0026 - Mark Thomas & Company	\$4,136,734.00	\$3,151,530.20	\$1,223,646.36	97.29%	46.89%	0.00%	8.92%	98.49%	39.49%	0.00%	7.02%
A18-0028 - TY Lin International/CCS	\$7,500,000.00	\$1,349,445.24	\$479,369.59	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
A18-0029 - HNTB	\$2,516,750.00	\$1,774,335.30	\$885,883.25	97.72%	22.44%	0.00%	21.92%	97.86%	26.78%	0.00%	25.14%
A18-0030 - WMH Corporation	\$16,300,000.00	\$15,842,662.70	\$5,821,801.18	93.13%	61.57%	0.71%	8.28%	95.92%	60.04%	0.88%	5.57%
A18-0035 - WMH Corporation	\$455,000.00	\$210,917.74	\$154,465.01	100.00%	100.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%
A18-0037 - VSCE, Inc.	\$1,022,736.00	\$730,269.53	\$274,247.61	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	0.00%	100.00%
A18-0038 - VSCE, Inc.	\$3,249,197.00	\$1,039,608.14	\$341,160.21	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	0.00%	100.00%
A18-0040 - Oberkamper Associates	\$245,000.00	\$209,223.00	\$145,455.50	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A18-0043 - Public Trust Advisors, LLC	\$510,000.00	\$350,578.46	\$155,957.11	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%



# Contract Equity Utilization Report

2019 - 2020

Reporting Period Start Date: 7/1/2019

End Date: 6/30/2020

Contract Number/Company Name	Contract Amount	Total Payment to Date	Payment Reporting Period	Goal Attainment (Reporting Period)				Goal Attainment (Cumulative)			
				LBE	SLBE	VSLBE	DBE	LBE	SLBE	VSLBE	DBE
A18-0047 - Platinum Advisors, LLC	\$315,000.00	\$147,000.00	\$68,250.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A18-0048 - Kimley-Horn & Associates	\$4,000,000.00	\$2,288,296.05	\$952,633.34	98.45%	20.30%	0.00%	2.82%	98.39%	27.08%	0.00%	6.97%
A18-0060 - CJ Lake, LLC	\$345,000.00	\$150,901.53	\$67,123.72	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A19-0007 - VSCE, Inc.	\$2,425,000.00	\$1,442,806.41	\$977,805.30	100.00%	66.15%	0.00%	66.15%	100.00%	71.98%	0.00%	71.98%
A19-0014 - Maze and Associates	\$259,181.00	\$167,735.00	\$84,000.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A20-0002 - Koff & Associates Inc	\$25,000.00	\$20,256.10	\$20,005.00	100.00%	100.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%
<b>Total Professional Services Agreement - Professional Services Agreement - Goal Requirements for LBCE (70% for LBE and 30% for SLBE)</b>											
	<b>\$154,588,591.33</b>	<b>\$102,451,386.87</b>	<b>\$23,865,946.07</b>	<b>90.55%</b>	<b>39.26%</b>	<b>1.83%</b>	<b>22.10%</b>	<b>93.56%</b>	<b>35.22%</b>	<b>2.25%</b>	<b>20.62%</b>
<b>Professional Services Agreement - Goal Requirements for DBE (Contract Specific)</b>											
A10-013 - RBF Consulting	\$11,299,000.00	\$10,894,738.65	\$120,450.99	6.81%	3.85%	3.85%	48.49%	54.54%	29.19%	29.19%	8.63%
A13-0088 - Acumen Building Enterprise, Inc.	\$7,220,948.00	\$6,685,607.26	\$264,476.84	83.10%	83.10%	0.00%	83.10%	85.18%	80.84%	0.38%	80.62%
A15-0030 - HNTB	\$4,198,569.70	\$1,651,675.42	\$125,931.94	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
A15-0034 - Parsons Transportation Group Inc.	\$10,220,000.00	\$9,890,801.15	\$2,919,832.81	76.36%	11.50%	3.09%	23.36%	79.86%	10.47%	1.47%	23.82%
A16-0045 - Iteris, Inc.	\$922,953.00	\$788,747.50	\$76,886.72	45.76%	0.00%	0.00%	54.24%	78.55%	0.00%	0.00%	21.45%
A16-0066 - Lisa Wise Consulting, Inc.	\$953,150.00	\$447,450.84	\$24,154.59	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%
A17-0074 - Kittelson & Associates, Inc.	\$424,977.00	\$208,942.68	\$29,091.18	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
A17-0075 - Alta Planning + Design, Inc.	\$4,134,758.00	\$2,400,834.77	\$743,206.92	52.72%	37.66%	0.00%	2.67%	53.54%	35.86%	0.00%	0.93%
A17-0076 - Alta Planning + Design, Inc.	\$1,775,219.00	\$1,203,195.28	\$572,315.38	100.00%	3.00%	0.00%	3.00%	100.00%	4.04%	0.00%	4.04%
A17-0077 - Toole Design Group, LLC	\$4,528,751.00	\$2,911,693.73	\$948,271.77	34.16%	0.00%	0.00%	27.39%	37.75%	0.00%	0.00%	34.12%
<b>* Total Professional Services Agreement - Professional Services Agreement - Goal Requirements for DBE (Contract Specific)</b>											
	<b>\$45,678,325.70</b>	<b>\$37,083,687.28</b>	<b>\$5,824,619.14 *</b>	<b>67.58%</b>	<b>14.72%</b>	<b>1.63%</b>	<b>22.71%</b>	<b>69.05%</b>	<b>28.39%</b>	<b>9.04%</b>	<b>27.96%</b>
<b>Professional Services Agreement - Exempt from Goal Requirements</b>											
A11-0038 - Delcan Corporation	\$7,926,523.00	\$7,923,184.00	\$532,410.65	0.00%	0.00%	0.00%	0.00%	3.33%	0.00%	0.00%	0.00%
A15-0035 - WMH Corporation	\$11,725,405.00	\$11,363,258.82	\$192,055.23	100.00%	89.37%	0.23%	1.01%	100.00%	80.30%	0.01%	6.45%
A17-0070 - ETC - Electronic Transaction Consultants	\$7,500,000.00	\$4,753,359.64	\$1,529,000.48	94.66%	0.00%	0.00%	0.00%	94.62%	0.00%	0.00%	0.00%
A18-0027 - Nelson/Nygaard Consulting Associates	\$1,274,432.00	\$266,220.31	\$78,975.82	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A18-0049 - HDR Engineering, Inc.	\$15,500,000.00	\$9,239,721.21	\$5,456,165.83	97.52%	18.45%	0.00%	9.27%	97.54%	18.85%	0.00%	9.05%
A18-0052 - HDR Engineering Inc	\$3,500,000.00	\$2,343,997.60	\$1,057,246.02	88.00%	11.74%	3.63%	0.00%	83.67%	8.00%	2.55%	0.00%
A19-0001 - HNTB	\$4,000,000.00	\$911,736.76	\$655,080.01	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
A19-0009 - Kapsch TrafficCom Transportation NA, Inc.	\$55,055,445.00	\$1,154,574.35	\$1,154,574.35	100.00%	10.22%	0.00%	0.00%	100.00%	10.22%	0.00%	0.00%
A19-0015 - C&M Associates, Inc.	\$750,000.00	\$749,225.87	\$728,990.42	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A19-0025 - Kimley-Horn & Associates	\$25,000.00	\$24,563.73	\$24,563.73	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%



# Contract Equity Utilization Report

2019 - 2020

Reporting Period Start Date: 7/1/2019

End Date: 6/30/2020

Contract Number/Company Name	Contract Amount	Total Payment to Date	Payment Reporting Period	LBE	Goal Attainment (Reporting Period)			LBE	Goal Attainment (Cumulative)		
					SLBE	VSLBE	DBE		SLBE	VSLBE	DBE
*Total Professional Services Agreement - Professional Services Agreement - Exempt from Goal Requirements											
	\$107,256,805.00	\$38,729,842.29	\$11,409,062.54*	85.24%	12.45%	0.34%	4.45%	75.36%	28.84%	0.16%	4.05%
Total Professional Services Agreement											
	\$307,523,722.03	\$178,264,916.44	\$41,099,627.75	85.82%	28.34%	1.39%	17.29%	84.51%	32.42%	3.20%	18.55%

## Contract Type: Construction Contract

<b>Construction Contract - Goal Requirements for DBE (Contract Specific)</b>											
A20-0006 - Aldridge Electric, Inc.	\$13,877,627.90	\$4,975,903.59	\$939,685.44	0.00%	0.00%	0.00%	18.85%	0.00%	0.00%	0.00%	8.67%
<b>Total Construction Contract - Construction Contract - Goal Requirements for DBE (Contract Specific)</b>											
	<b>\$13,877,627.90</b>	<b>\$4,975,903.59</b>	<b>\$939,685.44</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>18.85%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>8.67%</b>
<b>Total Construction Contract</b>	<b>\$13,877,627.90</b>	<b>\$4,975,903.59</b>	<b>\$939,685.44</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>18.85%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>8.67%</b>

## Contract Type: Cooperative Agreement

<b>Cooperative Agreement - Exempt from Goal Requirements</b>											
04-2397 - Caltrans	\$14,665,241.00	\$14,598,428.66	\$994.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
04-2550 - Caltrans	\$3,700,000.00	\$3,700,000.00	\$933,396.44	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
04-2558 - Caltrans	\$8,520,000.00	\$6,869,904.09	\$528,618.84	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
04-2568 - Caltrans	\$1,720,000.00	\$1,310,927.53	\$1,724.23	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
04-2632 - Caltrans	\$114,360,000.00	\$80,735,276.14	\$37,128,309.81	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
04-2669 - Caltrans	\$247,000.00	\$141,214.38	(\$33,937.32)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
04-2670 - Caltrans	\$247,000.00	\$152,283.54	\$78,767.92	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
04-2695 - Caltrans	\$300,000.00	\$150,858.13	\$40,778.62	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4-2138 - Caltrans	\$31,666,610.00	\$29,667,908.71	\$2,226,439.08	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>Total Cooperative Agreement - Cooperative Agreement - Exempt from Goal Requirements</b>											
	<b>\$175,425,851.00</b>	<b>\$137,326,801.18</b>	<b>\$40,905,091.62</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>
<b>Total Cooperative Agreement</b>	<b>\$175,425,851.00</b>	<b>\$137,326,801.18</b>	<b>\$40,905,091.62</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>



# Contract Equity Utilization Report

2019 - 2020

Reporting Period Start Date: 7/1/2019

End Date: 6/30/2020

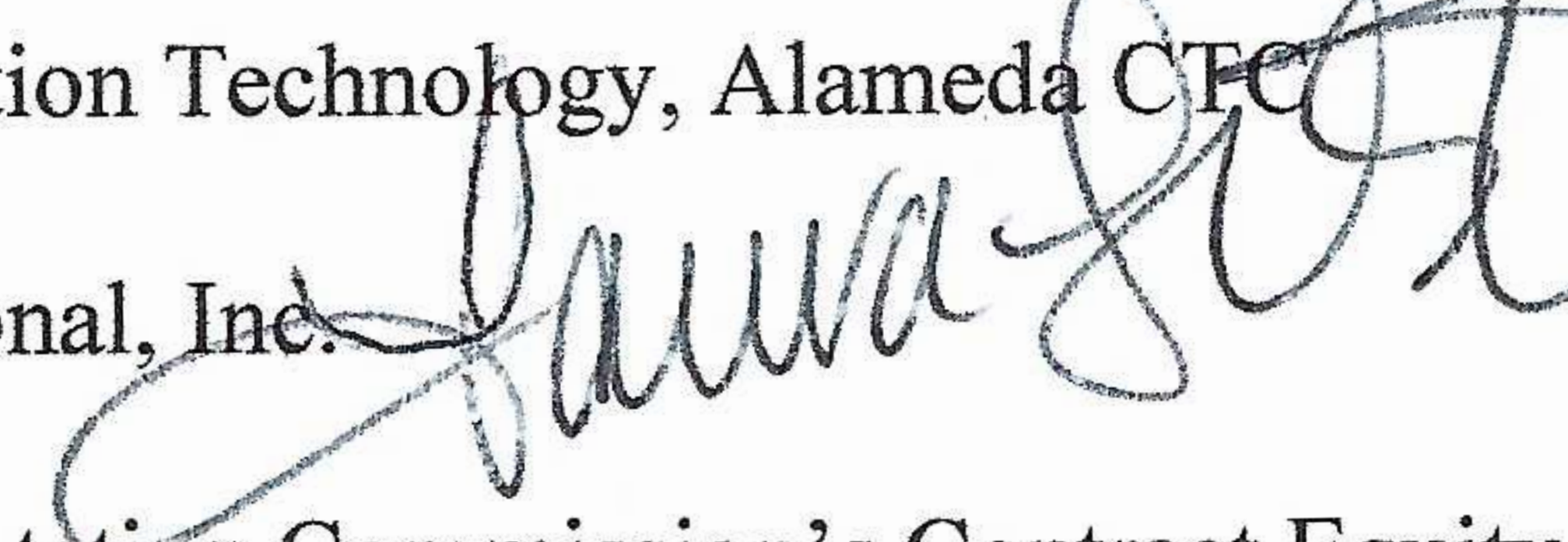
Contract Number/Company Name	Contract Amount	Total Payment to Date	Payment Reporting Period	LBE	Goal Attainment (Reporting Period)			LBE	Goal Attainment (Cumulative)		
					SLBE	VSLBE	DBE		SLBE	VSLBE	DBE
Contract Type: Letter Agreement											
Professional Services Agreement - Exempt from Goal Requirements											
A18-0039 - Union Pacific Railroad	\$75,000.00	\$82,820.31	\$7,209.14	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
*Total Letter Agreement - Professional Services Agreement - Exempt from Goal Requirements											
	\$75,000.00	\$82,820.31	\$7,209.14*	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Letter Agreement											
	\$75,000.00	\$82,820.31	\$7,209.14	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total for All Contracts											
	\$496,902,200.93	\$320,650,441.52	\$82,951,613.95	42.52%	14.04%	0.69%	8.78%	46.98%	18.02%	1.78%	10.45%

\* Asterisks (\*) denote Professional Services Agreements that are exempt from LBCE Program Goals, as well as the payments that comprise the applicable Payment Amount subtotal in Table 2 of the staff report.



Date: October 5, 2020

TO: Seung Cho, Director of Procurement and Information Technology, Alameda CTC

FROM: Laura Luster, L. Luster & Associates/Luster National, Inc. 

RE: Independent Review of Alameda County Transportation Commission's Contract Equity Annual Utilization Report for the period July 1, 2019 through June 30, 2020

CC: Patricia Reavey, Deputy Executive Director of Finance & Administration, Alameda CTC  
Erika Cheng, Senior Administrative Analyst, Alameda CTC

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L.Luster & Associates/Luster National, Inc. (LNI) has reviewed Alameda CTC payment and vendor data provided by Alameda CTC staff for the period July 1, 2019 through June 30, 2020.

LNI staff was given full access to the Project Control System (PCS) database, as well as contract/agreement files, payment invoices and responses to the vendor survey. LNI utilized these resources in conducting a thorough review to provide quality control and to assure data integrity for all payments made to vendors on contracts with Local Business Contract Equity goals within the above referenced period. Additionally, LNI followed up with respondent vendors to ensure that all vendor concerns were addressed and issues resolved.

LNI met with Alameda CTC staff and presented its findings. Staff satisfactorily responded to all issues identified and presented.

Having completed the review process, L. Luster & Associates/Luster National, Inc. finds no material defects in the Alameda County CTC Contract Equity Annual Utilization Report for the period July 1, 2019 through June 30, 2020.

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# Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** November 12, 2020

**TO:** Alameda County Transportation Commission

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

**SUBJECT:** Approve Alameda CTC Staff and Retiree Benefits for Calendar Year 2021 and Salary Ranges for FY2021-22

## Recommendation

The Administrative Code calls for the Executive Director to submit an annual salaries and benefits plan to the Commission for approval. This memorandum seeks the Commission's approval of Alameda CTC Staff and Retiree Benefits for calendar year 2021 and staff salary ranges for FY2021-22.

The calendar year 2021 benefits outlined in Resolution 20-012 (Attachment A) includes holidays, vacation and sick leave policies, health insurance, and other benefits for staff members. The calendar year 2021 benefits generally remain unchanged from Resolution 19-006, which was approved by the Commission in December 2019. Changes to benefits for next calendar year include:

1. The Cafeteria Plan monthly benefit allowance of \$2,626 for active employees, an increase of \$8, or 0.3 percent, over 2020;
2. The Public Employees' Medical and Hospital Care Act (PEMHCA) monthly minimum required contribution of \$143, an increase of \$4, or 2.9 percent, over 2020; and
3. The Health Reimbursement Arrangement (HRA) monthly benefit of \$1,729 for retirees, a decrease of \$2, or 0.1 percent, from 2020.
4. A 3% adjustment to salary ranges based on the change in the Consumer Price Index for all Urban Consumers (CPI-U) for San Francisco-Oakland-Hayward, CA during calendar year 2019 (the last full year of data available from the Bureau of Labor Statistics) as approved by the Commission in March 2017.

Alameda CTC does not provide automatic pay increases or pay grade step increases, nor do the recommendations approved by the Commission constitute automatic pay increases.

Alameda CTC displays the pay scale for each position in the form of an allowable range. Salary adjustments for employees within the ranges are based on job performance, expansion of duties and/or responsibilities and other economic factors. While salary ranges are not included in Alameda CTC's annual operating budget, the projected salaries and benefits (by functional area) for the entire agency are included in the budget based on the projected number of actual employees. Therefore, approval of the salary ranges do not have a direct fiscal impact on the budget. However, it will allow for actual salaries to be adjusted within the approved ranges at the discretion of the Executive Director.

The Agency currently has 38 employees in 45 approved full-time equivalent (FTE) positions. The Agency also has 32 approved classifications; however, staff recommends increasing the number of classifications to 35 to include principal level positions in the program analyst, administrative analyst and administrative assistant tracks, similar to all other tracks, to allow for staff growth opportunities.

## **Background**

The attached Resolution No. 20-012 (Attachment A) is consistent with the Public Employees' Pension Reform Act of 2013 (AB 340), as it pertains to the agency. The details of the agency's retirement system are contained in the agency's pension plan. The most significant changes from AB 340 apply to new employees hired on or after January 1, 2013. For employees hired prior to January 1, 2013 (Classic Employees), the major features of the agency's pension plan includes a "2.5%@55" benefit and employer paid member contribution (EPMC) cost sharing of 5% by the agency and 3% by the employee. For employees hired on or after January 1, 2013 (New Employees), the major features of the agency's pension plan includes a "2%@62" benefit, but does not include cost sharing of the required employee contribution as it is not allowed per AB 340 which is effective for New Employees. The plan does not include any optional features, payout conversions or optional benefits that have been characterized as "spiking" of the pension benefit.

Alameda CTC Retiree Health Benefit Amount for the 2021 calendar year is reimbursed to retirees through the HRA Plan. The HRA Plan is a premium reimbursement plan for retiree health care premiums. Alameda CTC will contribute only the required minimum contribution amount directly to CalPERS for retirees (\$143 per month in 2021). CalPERS requires that the remaining premium costs be deducted directly from the retiree's monthly retirement check under the CalPERS pension plan. Once CalPERS takes this deduction, Alameda CTC's HRA Plan administrator will reimburse each retiree for the deduction, up to the annually determined amount. The maximum HRA contribution amount recommended for 2021 is \$1,729 per retiree per month, which is the median amount for all CalPERS plans available to staff and retirees for 2021 at the Employee +1 Rate of \$1,872, less \$143 PEMHCA-required minimum contribution. Similar to active employees, if a retiree's elected health coverage costs exceed the amount approved by the Commission, the retiree will be required to pay for the additional amount from his or her own funds.

**Fiscal Impact:** Approval of staff's recommendation will not have a significant fiscal impact on the budget. Total Salaries and benefits for all functions generally accounts for about 1.5% - 1.75% of overall operating and capital budgeted expenditures for the agency in a fiscal year.

**Attachments:**

- A. Classifications and Annual Salary Ranges for Alameda CTC Effective July 1, 2021
- B. Resolution No. 20-012 Fiscal Year 2021-22 Salaries and Calendar Year 2021 Benefits for Staff Members Staff

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**Alameda County Transportation Commission  
Job Classifications  
Effective July 1, 2021**

**6.6A**

<b>Job Classification</b>	<b>FLSA<sup>1</sup></b>	<b>Range</b>
Executive Director	E	72
<b><u>Programming and Projects Team</u></b>		
Deputy Executive Director of Projects	E	63
<u>Projects Section</u>		
Director of Project Delivery	E	55
Principal Transportation Engineer	E	49
Senior Transportation Engineer	E	43
Associate Transportation Engineer	E	37
Assistant Transportation Engineer	N	33
<u>Programming Section</u>		
Director of Programming and Project Controls	E	51
Principal Transportation Planner	E	40
Senior Program Analyst	E	32
Associate Program Analyst	E	26
Assistant Program Analyst	N	22
<u>Express Lane Operations Section</u>		
Director of Express Lane Operations	E	54
Principal Transportation Engineer	E	49
Senior Transportation Engineer	E	43
Associate Transportation Engineer	E	37
Assistant Transportation Engineer	N	33
<b><u>Planning and Policy Team</u></b>		
Deputy Executive Director of Planning and Policy	E	63
Director of Planning	E	51
<u>Planning Section</u>		
Principal Transportation Planner	E	40
Senior Transportation Planner	E	34
Associate Transportation Planner	E	28
Assistant Transportation Planner	N	24
Director of Government Affairs and Communications	E	48
<u>Programs Section</u>		
Principal Program Analyst	E	38
Senior Program Analyst	E	32
Associate Program Analyst	E	26
Assistant Program Analyst	N	22
<u>Policy Section</u>		
Principal Administrative Analyst	E	38
Senior Administrative Analyst	E	32
Associate Administrative Analyst	E	26
Assistant Administrative Analyst	N	22
<b><u>Finance and Administration Team</u></b>		
Deputy Executive Director of Finance and Administration	E	63
<u>Finance Section</u>		
Director of Finance	E	48
Principal Financial Analyst	E	40
Senior Financial Analyst	E	28
Associate Financial Analyst	N	22
Assistant Financial Analyst	N	15
Director of Procurement and Information Technology	E	48
<u>Contracting and Budgets Section</u>		
Principal Administrative Analyst	E	38
Senior Administrative Analyst	E	32
Associate Administrative Analyst	E	26
Assistant Administrative Analyst	N	22

**Alameda County Transportation Commission  
Job Classifications  
Effective July 1, 2021**

<b>Job Classification</b>	<b>FLSA<sup>1</sup></b>	<b>Range</b>
<u>Administration Section</u>		
Principal Administrative Analyst	E	38
Senior Administrative Analyst	E	32
Associate Administrative Analyst	E	26
Assistant Administrative Analyst	N	22
Principal Administrative Assistant	E	25
Senior Administrative Assistant	N	20
Associate Administrative Assistant	N	16
Administrative Assistant	N	12

<sup>1</sup> Fair Labor Standards Act (E-Exempt; N-Non-exempt)

**Alameda County Transportation Commission**  
**Monthly Salary Range Schedule**  
**Effective July 1, 2021**

Salary Range	Monthly Salary Range		
	Min	Midpt	Max
1	\$ 3,880	\$ 4,462	\$ 5,044
2	3,977	4,574	5,171
3	4,077	4,688	5,300
4	4,179	4,805	5,432
5	4,283	4,926	5,567
6	4,390	5,049	5,707
7	4,500	5,175	5,849
8	4,613	5,304	5,996
9	4,727	5,437	6,145
10	4,846	5,573	6,300
11	4,967	5,712	6,457
12	5,091	5,855	6,619
13	5,219	6,001	6,784
14	5,349	6,152	6,954
15	5,483	6,305	7,128
16	5,620	6,463	7,306
17	5,761	6,625	7,488
18	5,904	6,790	7,675
19	6,051	6,960	7,868
20	6,203	7,134	8,064
21	6,358	7,312	8,265
22	6,517	7,495	8,472
23	6,680	7,682	8,684
24	6,847	7,874	8,901
25	7,018	8,071	9,124
26	7,194	8,273	9,352
27	7,373	8,479	9,585
28	7,558	8,692	9,826
29	7,747	8,909	10,071
30	7,941	9,131	10,323
31	8,139	9,360	10,581
32	8,343	9,594	10,845
33	8,551	9,834	11,116
34	8,765	10,080	11,394
35	8,984	10,331	11,679
36	9,209	10,590	11,971

Salary Range	Monthly Salary Range		
	Min	Midpt	Max
37	\$ 9,439	\$ 10,855	\$ 12,270
38	9,674	11,126	12,577
39	9,916	11,404	12,892
40	10,164	11,689	13,214
41	10,419	11,982	13,544
42	10,679	12,281	13,883
43	10,946	12,588	14,229
44	11,220	12,903	14,586
45	11,500	13,225	14,951
46	11,788	13,556	15,324
47	12,083	13,895	15,707
48	12,385	14,243	16,100
49	12,694	14,598	16,502
50	13,012	14,963	16,915
51	13,337	15,338	17,337
52	13,670	15,720	17,771
53	14,012	16,114	18,216
54	14,362	16,516	18,670
55	14,721	16,930	19,138
56	15,089	17,353	19,616
57	15,467	17,785	20,106
58	15,853	18,232	20,609
59	16,250	18,687	21,125
60	16,656	19,154	21,652
61	17,072	19,633	22,193
62	17,498	20,124	22,748
63	17,937	20,627	23,318
64	18,384	21,142	23,900
65	18,845	21,671	24,498
66	19,316	22,213	25,110
67	19,799	22,768	25,738
68	20,293	23,337	26,382
69	20,801	23,921	27,041
70	21,321	24,519	27,717
71	21,853	25,132	28,410
72	22,400	25,760	29,120

**Alameda County Transportation Commission**  
**Annual Salary Range Schedule**  
**Effective July 1, 2021**

Salary Range	Annual Salary Range		
	Min	Midpt	Max
1	\$ 46,563	\$ 53,547	\$ 60,532
2	47,727	54,886	62,045
3	48,920	56,258	63,596
4	50,142	57,664	65,186
5	51,396	59,106	66,816
6	52,681	60,583	68,486
7	53,999	62,097	70,198
8	55,348	63,651	71,953
9	56,732	65,243	73,751
10	58,150	66,873	75,596
11	59,605	68,545	77,485
12	61,094	70,258	79,423
13	62,622	72,015	81,408
14	64,187	73,816	83,443
15	65,792	75,660	85,529
16	67,436	77,552	87,667
17	69,123	79,491	89,859
18	70,850	81,478	92,105
19	72,622	83,515	94,408
20	74,437	85,603	96,769
21	76,298	87,743	99,188
22	78,205	89,936	101,667
23	80,161	92,185	104,209
24	82,165	94,490	106,814
25	84,220	96,852	109,485
26	86,324	99,273	112,222
27	88,482	101,756	115,027
28	90,694	104,300	117,903
29	92,962	106,906	120,850
30	95,286	109,580	123,872
31	97,669	112,318	126,968
32	100,110	115,127	130,143
33	102,612	118,005	133,397
34	105,178	120,954	136,731
35	107,808	123,979	140,150
36	110,502	127,078	143,653

Salary Range	Annual Salary Range		
	Min	Midpt	Max
37	\$ 113,265	\$ 130,255	\$ 147,244
38	116,096	133,511	150,926
39	118,999	136,848	154,700
40	121,974	140,270	158,567
41	125,024	143,778	162,531
42	128,149	147,372	166,594
43	131,353	151,056	170,759
44	134,637	154,832	175,028
45	138,003	158,703	179,404
46	141,453	162,671	183,888
47	144,989	166,737	188,486
48	148,614	170,906	193,198
49	152,329	175,178	198,028
50	156,137	179,559	202,978
51	160,041	184,047	208,053
52	164,042	188,648	213,254
53	168,143	193,363	218,586
54	172,346	198,198	224,051
55	176,655	203,154	229,652
56	181,071	208,232	235,392
57	185,598	213,438	241,277
58	190,238	218,774	247,309
59	194,994	224,243	253,492
60	199,869	229,850	259,830
61	204,866	235,595	266,325
62	209,987	241,485	272,983
63	215,238	247,523	279,808
64	220,618	253,711	286,804
65	226,133	260,053	293,973
66	231,786	266,555	301,323
67	237,581	273,219	308,856
68	243,521	280,049	316,577
69	249,609	287,051	324,492
70	255,849	294,226	332,604
71	262,246	301,582	340,919
72	268,801	309,122	349,443

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**Executive Director**

Tess Lengyel

**ALAMEDA COUNTY TRANSPORTATION COMMISSION****RESOLUTION 20-012****Fiscal Year 2021-22 Salaries and  
Calendar Year 2021 Benefits for Staff Members**

**WHEREAS,** Alameda County Transportation Commission, hereinafter referred to as Alameda CTC, was created pursuant to a joint powers agreement ("Joint Powers Agreement") entered into among the 14 cities in Alameda County, the County of Alameda, the Bay Area Rapid Transit District, the Alameda-Contra Costa Transit District, the Alameda County Transportation Improvement Authority ("ACTIA"), and the Alameda County Congestion Management Agency ("ACCMA");

**WHEREAS,** Alameda CTC is empowered by the Joint Powers Agreement to carry out numerous transportation planning, programming and construction functions and responsibilities, including all historical functions and powers of ACTIA and ACCMA;

**WHEREAS,** Alameda CTC is authorized under Sections 11 and 13 of the Joint Powers Agreement to appoint and retain staff as necessary to fulfill its powers, duties and responsibilities;

**WHEREAS,** Alameda CTC previously adopted Resolution 19-006, thereby establishing a consistent set of benefits and leave policies, and this Resolution is intended to supersede and replace such Resolution 19-006; and

**NOW, THEREFORE, BE IT RESOLVED** that Alameda CTC staff salaries ranges for July 1, 2021 through June 30, 2022 and employment benefits for January 1, 2021 through December 31, 2021, are hereby adopted, and are herein set forth.

**1. Salaries**

1.1 The fiscal year 2021-22 maximum salary ranges have increased by 3.0 percent over the salary ranges approved for the prior fiscal year to reflect the change in the Consumer Price Index for all Urban Consumers (CPI-U) for San Francisco-Oakland-Hayward, CA during calendar year 2019 (the last full year of data available from the Bureau of Labor Statistics) as approved by the Commission in March 2017.

- 1.2 An employee shall be compensated at a rate set between or equal to the minimum (min) and maximum (max) of the range specified in Attachment A for their respective position classification.
- 1.3 The duties and responsibilities of the position classification identified in Paragraph 1.2 above shall be described in an Alameda CTC job specification approved by the Executive Director.
- 1.4 The salary ranges for the employees described in Paragraph 1.2 shall not include steps and/or provision for any automatic or tenure-based increases.
- 1.5 Starting compensation, including salary, for new employees shall be set by the Executive Director consistent with the prescribed salary ranges for the position classification identified in Paragraph 1.2.

## **2. Appointment and Performance Management**

- 2.1 Original appointments of new employees shall be tentative and subject to a probationary period of one (1) year of actual service.
  - 2.1.1 Every six (6) months during the probationary period new employees may meet with their supervisor to discuss performance to date. At the time of the discussion the supervisor may complete a written evaluation for the employee's personnel records.
  - 2.1.2 Upon completion of the probationary period, the employee shall be given a written evaluation. If this evaluation shows that the employee has satisfactorily demonstrated the qualifications for the position, the employee shall gain regular status, and shall be so informed.
  - 2.1.3 At any time during the probationary period, a probationary employee may be terminated with or without cause and with or without notice. Employee shall be notified in writing by the Executive Director of such termination.
  - 2.1.4 The probationary period may be extended once by the Executive Director at his/her sole discretion in order to further evaluate the performance of the probationary employee.
  - 2.1.5 The probationary period is automatically extended by a period of time equal to the time the employee is absent due to any type of leave, including time absent while receiving workers' compensation.
- 2.2 Following successful completion of the probationary period, written performance reviews for employees shall be conducted at least once a year by the employee's supervisor and reviewed and approved by the Executive Director or his/her designee. In addition, a review of an employee's progress in meeting annual goals and objectives may be conducted at the end of six months by the employee and his or her supervisor.
- 2.3 On the basis of the performance reviews, increases or decreases in compensation may be granted at that time by the Executive Director at his/her sole discretion consistent with the Board approved annual budget.

## **3. Holidays**

- 3.1 The following eleven (11) paid holidays shall be observed by Alameda CTC:

New Year's Day	-	January 1, 2021, Friday
Martin Luther King Day	-	January 18, 2021, Monday
Presidents' Day	-	February 15, 2021, Monday
Memorial Day	-	May 31, 2021, Monday

Independence Day (observed)	-	July 5, 2021, Monday
Labor Day	-	September 6, 2021, Monday
Veterans Day	-	November 11, 2021, Thursday
Thanksgiving Day	-	November 25, 2021, Thursday
Day after Thanksgiving	-	November 26, 2021, Friday
Day before Christmas (observed)	-	December 23, 2021, Thursday
Christmas Day (observed)	-	December 24, 2021, Friday

- 3.2 **Holiday Policy.** When a holiday falls on a Sunday, the following Monday shall be observed as the holiday date. When a holiday falls on a Saturday, the preceding Friday shall be observed.
- 3.3 **Floating Holidays.** Regular full-time employees receive up to two (2) floating holidays per fiscal year. Employees shall be granted such holidays at the beginning of each fiscal year (i.e., effective on July 1 of each year). Floating Holidays are not accruable and those unused at the end of the fiscal year will be eliminated from the employee's available leave bank.
- 3.4 **Holiday Time.** Regular full-time employees shall receive eight (8) hours of holiday pay for each of the above holidays at their regular base rate. Regular part-time employees shall receive paid holiday time prorated based on actual hours worked should their regular work schedule fall on one of the above listed holidays.
- 3.5 **Administrative Procedure.** The Executive Director shall establish holiday procedures governing employees of Alameda CTC.

#### 4. Leaves of Absence

##### 4.1 Vacation

- 4.1.1 **Accrual Rates.** Alameda CTC shall provide vacation leave with pay for regular employees (including probationary employees) based on accrual guidelines shown in the table below. Vacation leave earned shall accrue upon completion of each pay period beginning upon completion of the pay period following that in which the employee commences service.

**Accrual Rates Based on Years of Service:**

<b>Years of Service</b>	<b>Vacation Days Accrued Per Year</b>	<b>Maximum Hours Accrued</b>
0-3 Years	10 Days	120 Hours
3.1-10 Years	15 Days	240 Hours
10.1-15 Years	20 Days	320 Hours
15.1+ Years	25 Days	400 Hours

Part-time employees shall earn vacation leave on a pro rata basis based on actual hours worked. The maximum accrual will also be prorated.

- 4.1.2 **Maximum Vacation Benefits.** Once an employee reaches the maximum accrual, the employee will cease accruing any additional vacation leave until such time as vacation leave hours fall below the maximum.
- 4.1.3 **Payment of Vacation upon Separation.** Accrued vacation pay that has not been used will be paid at the time of resignation or termination. An employee terminating employment with Alameda CTC for reasons other than paid retirement from Alameda CTC shall be paid at such employee's current rate of pay for all unused accrued vacation up to the maximum amount of permissible accumulated vacation time as

set forth above, in one (1) lump sum less applicable taxes. An employee separating from service with Alameda CTC for paid retirement will be paid at the employee's current rate of pay for vacation up to the ceiling amount as set forth above, in one (1) lump sum less applicable taxes. At the Executive Director's discretion, Alameda CTC may allow an employee separating from service with Alameda CTC for paid retirement to elect to take time off for vacation prior to the employee's date of retirement.

- 4.2 **Management Leave.** Regular full-time exempt employees may receive paid management leave at the sole discretion of the Executive Director. The leave is intended to compensate exempt employees who are required to attend work-related meetings outside of normal working hours. The amount of leave will be determined by the Executive Director based on each employee's function and the number of off hour meetings he/she is required to attend. Use of Management Leave shall be at the discretion of the Executive Director or his/her designee.
- 4.3 **Sick Leave.** Regular employees (including probationary employees) shall receive sick leave, accumulating at the rate of one day per calendar month up to four hundred eighty (480) hours (prorated for part-time employees based on actual hours worked). Up to sixty (60) days of accrued but unused sick leave may be used toward service credit for CalPERS retirement benefits. Sick leave is available only for the actual illness or injury of an employee or to allow the employee to care for the employee's spouse, registered domestic partner, children, children of registered domestic partner, parents, grandparents, grandchildren, or siblings.

In compliance with the City of Oakland's Measure FF, temporary employees are eligible to utilize accrued sick leave 90 days after their first day of employment. Sick leave will accumulate at the rate of one hour for every 30 hours worked up to 72 hours and can be used for actual illness, injury, preventive care and other purposes, as defined in Measure FF, of an employee or covered family member.

- 4.4 **Family and Medical Leave.** Alameda CTC may grant regular employees (including probationary employees) up to twelve (12) workweeks of time off in a 12-month period (whether paid or unpaid) for the employee's own serious health condition or to allow the employee to care for the employee's spouse, registered domestic partner, children, children of registered domestic partner, parents, grandparents, grandchildren, or siblings if they have a serious health condition, or for baby/child bonding after the birth, adoption, or foster care placement of an employee's child. Employees must have worked at least 1,250 hours in the preceding 12-month period.

Employees may exhaust any accrued vacation time and/or sick leave (if the leave is due to the employee's own serious health condition or to care for the serious health condition of a covered family member as described above) while on unpaid leave. Employees taking family/medical leave due to the birth of a child to that employee's spouse or registered domestic partner, or the adoption or foster placement of a child, or to care for such child, may utilize accrued sick leave and/or vacation time during such leave. Such use of accrued vacation time and/or sick leave is the only pay such employee will receive from Alameda CTC while on family/medical leave.

- 4.5 **Leave Due to Pregnancy, Child Birth or Related Conditions.** Alameda CTC shall comply with California's Pregnancy Disability Leave Law. Employees may, but are not required

to, utilize accrued vacation and sick leave during any pregnancy leave so as to receive pay during some or all of such leave.

- 4.6 **Paid Family Leave.** Alameda CTC shall comply with California's Paid Family Leave Law. Employees are entitled to up to 12 weeks of time off in a 12-month period to care for an employee's seriously ill spouse, registered domestic partner, child, child of a registered domestic partner, parent, grandparent, grandchild, or sibling, or to bond with a newborn child within one year of the birth or placement of the child in connection with foster care or adoption. Employees must have worked at least 1,250 hours in the preceding 12-month period.

Employees may exhaust any accrued vacation time and/or sick leave (if the employee's leave is due to the care of a serious health condition of a covered family member as described above) while on unpaid leave. Employees taking California's Paid Family Leave due to the birth of a child to that employee's spouse or registered domestic partner, or the adoption or foster placement of a child, or to care for such child, may utilize accrued sick leave and/or vacation time during such leave. Such use of accrued vacation time and/or sick leave is the only pay such employee will receive from Alameda CTC while utilizing California's Paid Family Leave Law.

- 4.7 **Military Leave.** Military leave shall be granted in accordance with federal and state law.
- 4.8 **Bereavement Leave.** In the event of a death in the immediate family of a regular full-time employee, paid leave not chargeable to sick or vacation leave will be granted for a period up to three (3) scheduled work days for the purpose of making arrangements for, or to attend, the funeral. Employees shall receive one (1) day to attend a funeral for a friend or relative outside their immediate family. Immediate family is defined as spouse, registered domestic partner, child, sister, brother, mother, father, legal guardian, any other person sharing the relationship of in loco parentis, legal dependent, current mother- or father-in-law, grandparents, or grandchildren.
- 4.9 **Jury and Witness Duty Leave.** All regular full-time employees will be granted a leave of absence with pay for all or any part of the time required for jury duty in the manner prescribed by law. The employee must return to work on the same day he or she is excused from service. The employee shall be paid the difference between his/her full salary and any payment received for such duty, except travel pay. All regular full-time employees will be granted a leave of absence with pay for their appearance as a witness in a civil or criminal proceeding (other than as an accused) for any appearance that is solely attributable to the employee's work for Alameda CTC.
- 4.10 **Administrative Procedure.** The Executive Director shall establish specific guidelines and procedures to implement all leave policies and will comply with any laws mandated by the federal, state and local jurisdictions.

## 5. **Health Insurance and Other Benefits**

- 5.1 **Cafeteria Plan.** Alameda CTC provides a Cafeteria Plan for its eligible employees, into which Alameda CTC will pay \$2,626 per month per employee. This amount is in addition to the Public Employees' Medical and Hospital Care Act (PEMHCA) minimum required contribution of \$143. With these funds, each participating employee is able to choose the following coverage:
- Health Insurance (through the State of California's Public Employees' Retirement System (CalPERS));

- Dental Insurance;
- Vision Care Insurance;
- Life Insurance;
- Dependent Life Insurance;
- Accidental Death and Dismemberment Insurance;
- Long-term Disability Insurance; and
- Short-term Disability Insurance.

When an employee is required to work on a less than full-time basis due to medical or other valid reasons, the accrual for the cafeteria plan contribution amount may be prorated by dividing the actual hours worked plus any accrued sick/vacation hours used during the pay period, by the fulltime equivalent hours in the same pay period.

Regular full-time employees who elect not to use the CalPERS health care benefit and can prove alternate coverage shall receive \$400 per month which will be paid with each paycheck (\$200 per pay-period) and is subject to all applicable payroll taxes.

Regular part-time employees will receive a prorated amount of the monthly contribution based on actual hours worked.

**6. Additional Benefits Programs**

6.1 **Transit Subsidy.** All regular full-time employees of Alameda CTC are eligible to receive up to the federally approved transit benefit amount for 2021 (if elected to be received by the employee).

6.2 **Tuition Assistance.** Following completion of their probationary period, regular full-time employees are eligible for reimbursement of 90% of tuition fees for job-related courses, subject to budget availability up to \$500 per academic year at an accredited institution each fiscal year, at the sole discretion of the Executive Director.

7. **Other benefits.** Alameda CTC will also provide: (1) A Flexible Spending Account (FSA) program which will be administered through the cafeteria plan for both dependent care expenses up to \$5,000 per calendar year and medical expenses up to the maximum amount allowed consistent with the IRS limit for 2021. To participate in and receive benefits in the form of reimbursements for dependent and/or medical care expenses from the FSA, an employee can elect to pay his or her contribution for FSA benefits on a pre-tax salary reduction basis; and (2) an optional deferred compensation program, CalPERS 457 Supplemental Income Plan.

8. **Administrative Procedure.** The Executive Director shall establish specific guidelines and procedures to implement all benefit policies.

9. **Retirement.** All employees of Alameda CTC shall be entitled to membership with the California Public Employees' Retirement System (CalPERS) according to the guidelines established in the CalPERS Retirement Benefits Policy and the applicable contract with CalPERS. Alameda CTC shall contribute to CalPERS each pay period 5% of the 8% employee contribution on behalf of all "Classic" employees (Classic employees are those hired before January 1, 2013). Such contribution shall be reported to CalPERS as "employee contribution being made by the contracting agency" and shall not be

deemed to be "compensation" reportable to CalPERS. This same benefit is not provided for employees hired on or after January 1, 2013 per the requirements of the Public Employees' Pension Reform Act of 2013 (AB340).

- 10. Reimbursement of Expenses.** Alameda CTC will reimburse employees of the Agency for reasonable and normal expenses associated with Alameda CTC business approved by the Executive Director or his/her designee. An employee may be offered a fixed taxable monthly allowance in lieu of actual expenses, which may be adjusted annually by the Executive Director.
- 11. Office Hours.** The offices of Alameda CTC shall be open to the public between 8:00 a.m. and 5:00 p.m. each weekday, except on Alameda CTC holidays as defined in Paragraph 2.1. Employees are required to be at Alameda CTC's offices during business hours Monday through Friday.
- 12.** All provisions of this Resolution shall be effective and pertain to all employees of Alameda CTC as of the date of hire of the employee, or January 1, 2021, whichever is later, unless otherwise provided.
- 13.** The Executive Director is authorized to execute the necessary contracts for the benefits and insurance coverage described herein.
- 14.** This resolution is intended to and shall replace and supersede in its entirety that certain Resolution 19-006 adopted by the Commission on December 5, 2019.

Duly passed and adopted by the Alameda CTC at the regular meeting of the Commission held on Thursday, December 3, 2020, in Oakland, California by the following votes:

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

**SIGNED:**

**ATTEST:**

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Pauline Cutter,  
Chairperson, Alameda CTC

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Vanessa Lee,  
Clerk of the Commission

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# Memorandum

6.7

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** November 12, 2020

**TO:** Alameda County Transportation Commission

**FROM:** Erika Cheng, Senior Administrative Analyst  
Seung Cho, Director of Procurement and Information Technology

**SUBJECT:** Approve the FY2021-22 Professional Services Contracts Plan

## Recommendation

It is recommended that the Commission approve the FY2021-22 Professional Services Contracts Plan.

## Summary

Alameda CTC contracts for certain professional services in areas where factors such as cost, work volume, or the degree of specialization required would not justify the use of permanent in-house staff, including, but not limited to, services such as media and public relations, projects and programs management, and administrative services including contract compliance and equity support services. Involvement of the private sector continues to be critical to the success of Alameda CTC and its work in delivering high quality transportation programs and projects in Alameda County.

Approval of the staff recommendation will:

- A. Authorize the Executive Director to enter into negotiations and execute professional services contract amendments with existing firms for the following:
  - a. Information Technology Services;
  - b. On-call Media and Public Relations Services;
  - c. Construction Management Services; and
- B. Authorize the Executive Director to issue a Request for Proposals (RFP) and/or Request for Qualification (RFQ), enter into negotiations, and execute a professional services contract with the top-ranked firm for the following:
  - a. Contract Compliance and Equity Support Services; and
  - b. Information Technology Services (to be issued in FY21-22 for FY2022-23).

## Background

Alameda CTC contracts with a number of consultant firms to support and supplement staff resources to administer and deliver its projects and programs. Each year, staff outlines the proposed action plan for the following fiscal year and seeks Commission authorization to continue and/or modify existing contracts or to initiate a competitive bid process to consider new firms to provide specific services. The initial term of these professional services contracts are typically one to three years in length, with the option to renew for additional years of services for a term totaling five years. This practice of seeking the Commission's approval of its fiscal year professional services contracts plan is intended to ensure high performance from quality consultants and continued accountability from Alameda CTC.

The background and recommendations for each of the professional services contracts are discussed below and summarized in Table 1:

### A. Amendment Execution

1. **Information Technology Services** – These services include remote network hosting and management of the local area network, upgrade and maintenance of the central servers, workstations/virtual desktops and phone systems, implementation of the agency's remote disaster recovery plan, helpdesk support, and on-call information technology support services. Novani was awarded a contract in 2016 through a competitive bid process to provide these services. Under the Alameda CTC Procurement Policy, professional services contracts of an administrative nature shall generally be limited to a maximum period of five (5) years. However, to ensure continuity and successful implementation of recent crucial IT security enhancements necessary to combat increased exposure to threats of ransomware attacks, phishing scams, and other virus activity in response to the pandemic and resulting increase in staff working from home, staff is requesting authorization to extend the term by one additional year from July 1, 2021 to June 30, 2022. The current fiscal year budget for this contract is \$353,554. Staff recommends authorization to execute an amendment with Novani for IT services through June 30, 2022, with a budget increase of \$370,000.
2. **On-call Media and Public Relations Services** – These services include communications and public relations, graphics design, report design and publication, preparation of press and other public materials, assistance at public meetings and events, website development and support, and support for agency communications and outreach needs. Next Steps Marketing was awarded a two-year contract with three (3) optional years in 2019 through a competitive bid process to provide on-call media and public relations services for Alameda CTC. The current fiscal year budget for this contract is \$850,000. Staff recommends authorization to execute an amendment with Next Steps Marketing for media and public relations services through June 30, 2024, with a budget increase of \$2,741,628.
3. **Construction Management Services** – These services include: construction management, including expertise to support and ensure the successful delivery of Alameda CTC's current and future projects through project completion, based on current projects and/or programs; construction support and implementation, including tasks to advertise, award, and administer assigned project(s) through construction, to

monitor project scope, cost, and schedule risks, and to assist with project close out; and on-call construction management services. VSCE, an Alameda CTC-certified Small Local Business Enterprise firm with offices in Oakland, California, was awarded a two-year contract with three (3) optional years in 2018 through a competitive bid process to provide construction management services for Alameda CTC. The current fiscal year budget for this contract is \$950,000. Staff recommends authorization to execute an amendment with VSCE for construction management services through June 30, 2024, with a budget increase of \$1,000,000.

## **B. Contract Procurement and Execution**

1. **Contract Compliance and Equity Support Services** – These services include: coordination and administration of Alameda CTC's Local Business Contract Equity Program, such as processing of Local Business Enterprise, Small Local Business Enterprise, and Very Small Local Business Enterprise certifications; assistance with determining contract-specific contract participation goals; providing independent review of contract payment data for compliance with the LBCE Program; providing outreach, and contract compliance and monitoring services; and providing as-needed technical support. L. Luster & Associates (LLA), an Alameda CTC-certified Very Small Local Business Enterprise firm with offices in Oakland, California, was awarded a contract in 2016 through a competitive bid process; in 2020, this contract was subsequently assigned to Luster National, an Alameda CTC-certified Small Local Business Enterprise firm with offices in Oakland, California, as successor to LLA by acquisition. The current fiscal year budget for this contract is \$275,834. Staff recommends the issuance of a Request for Qualifications and/or Request for Proposals and authorization to enter into negotiations and execute a professional services contract with the top-ranked firm for an anticipated initial contract term of up to three years beginning July 1, 2021, including options to exercise additional years if any, totaling no more than five years.
2. **Information Technology Services** – These services include: remote network hosting, management, and security of the local area network, upgrade and maintenance of the central servers, workstations/virtual desktop systems, implementation of the agency's remote disaster recovery plan, helpdesk support, and on-call information technology support services. Novani was awarded a contract in 2016 through a competitive bid process. The current fiscal year budget for this contract is \$353,554. In addition to the above staff recommendation for authorization to execute an amendment, staff recommends the issuance of a Request for Qualifications and/or Request for Proposals and authorization to enter into negotiations and execute a professional services contract with the top-ranked firm for an anticipated initial contract term of up to three years beginning July 1, 2022, including options to exercise additional years if any, totaling no more than five years.

**Table 1 – Summary of the FY2021-22 Professional Services Contracts Plan**

<b>Services</b>	<b>Current Firm</b>	<b>Approved FY 2020-21 Budget</b>	<b>Last RFP Issuance</b>	<b>Recommended Action</b>
Information Technology Services	Novani	\$353,554	2016	Execute Amendment for 1 year and \$370,000, and Issue RFP and/or RFQ
Media and Public Relations Services	Next Steps Marketing	\$850,000	2019	Execute Amendment for 3 years and \$2,741,628
Construction Management Services	VSCE	\$950,000	2018	Execute Amendment for 3 years and \$1,000,000
Contract Compliance and Equity Support Services	Luster National	\$275,834	2016	Issue RFP and/or RFQ

**Fiscal Impact:** The fiscal impact for contracts, including amendments, that are executed or procured as a result of approving this item will be included in the FY2021-22 budget, which is scheduled for Commission approval in Spring 2020.



# Memorandum

6.8

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** November 12, 2020

**TO:** Alameda County Transportation Commission

**FROM:** John Pulliam, Director of Project Delivery  
Angelina Leong, Assistant Transportation Engineer

**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 (A05-0004, A13-0058, A14-0069, A14-0070, A15-0030, A16-0076, A17-0060, A17-0099, A17-0107, A17-0125, A17-0126 and A18-0024) in support of both Alameda CTC-implemented Capital Projects and program delivery commitments and local agency-sponsored projects receiving Alameda CTC-administered discretionary funding.

## Summary

Alameda CTC enters into agreements/contracts with consultants and local, regional, state, and federal entities, as required, to provide the services, or to reimburse project expenditures incurred by project sponsors, necessary to meet the Capital Projects and program delivery commitments. Alameda CTC also enters into project funding agreements (PFAs) with local agencies for allocated Alameda CTC-discretionary fund sources, including Measure B, Measure BB, Vehicle Registration Fee and Transportation Fund for Clean Air. All agreements are entered into based upon estimated known project needs for scope, cost and schedule.

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

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

## **Background**

Amendments are considered “administrative” if they include only time extensions. For PFAs, the 1<sup>st</sup> request for a one-year time extension may be approved at the staff-level, but 2<sup>nd</sup> 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:** AECOM Technical Services, Inc., HNTB Corporation, Kittelson and Associates and its subconsultants did not report any conflicts in accordance with the Levine Act.

**Fiscal Impact:** There are no fiscal impacts associated with the requested actions.

### **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	AECOM Technical Services, Inc.	Route 84 Expressway Project / Project approval and environmental clearance, design, right-of-way engineering, and design services during construction	A05-0004	A1: Budget increase and provide design and right-of-way services A2: Budget increase A3: Budget increase and 24-month time extension from 6/30/2016 to 6/30/2018 for design services during construction A4: Budget increase and 6-month time extension from 6/30/2018 to 12/31/2018 A5: Budget increase and 6-month time extension from 12/31/2018 to 6/30/2019 A6: Budget increase and 18-month time extension from 6/30/2019 to 12/31/2020 A7: Modify indemnification and insurance provisions in Contract A8: 18-month time extension from 12/31/2020 to 6/30/2022 ( <i>current request</i> )	2	None
2	City of Union City	Union City BART Station Improvements and Railroad Pedestrian Crossing Component	A13-0058	A1: Administrative update to schedule A2: 24-month time extension from 10/31/2018 to 10/31/2020 A3: 36-month time extension from 10/31/2020 to 10/31/2023 ( <i>current request</i> )	1	None
3	City of Oakland	Bay Area Bike Share Expansion to Oakland	A14-0069	A1: 12-month TFCA time extension from 12/12/2019 to 12/12/2020 A2: 12-month TFCA time extension from 12/12/2020 to 12/12/2021 ( <i>current request</i> )	1	None

4	AC Transit	East Bay Bus Rapid Transit	A14-0070	A1: 12-month TFCA time extension from 12/12/2018 to 12/12/2019 A2: 12-month TFCA time extension from 12/12/2019 to 12/12/2020 A3: 12-month TFCA time extension from 12/12/2020 to 12/12/2021 ( <i>current request</i> )	1	None
5	HNTB Corporation	East Bay Greenway (Lake Merritt to South Hayward BART) / Project approval and environmental document	A15-0030	A1: Contract General Terms A2: 12-month time extension from 12/31/2018 to 12/31/2019 A3: 12-month time extension from 12/31/2019 to 12/31/2020 A4: Modify indemnification and insurance provisions in Contract A5: 9-month time extension from 12/31/2020 to 9/30/2021 ( <i>current request</i> )	1	None
6	AC Transit	East Bay Bus Rapid Transit	A16-0076	A1: 21-month time extension from 03/31/2020 to 12/31/2021 ( <i>current request</i> )	1	None
7	City of Fremont	South Fremont Arterial Management	A17-0060	A1: 12-month TFCA time extension from 12/12/2019 to 12/12/2020 A2: 12-month TFCA time extension from 12/12/2020 to 12/12/2021 and agreement time extension from 12/31/2021 to 12/31/2022 ( <i>current request</i> )	1	None
8	City of Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	A17-0099	A1: 12-month time extension from 12/31/2019 to 12/31/2020 A2: 12-month time extension from 12/31/2020 to 12/31/2021 ( <i>current request</i> )	1	None
9	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10)	A17-0107	A1: 12-month time extension from 12/31/2019 to 12/31/2020 A2: 12-month time extension from 12/31/2020 to 12/31/2021 ( <i>current request</i> )	1	None

10	City of Union City	Union City Boulevard Class 2 Bike Lanes	A17-0125	A1: Revised project schedule A2: 12-month time extension from 12/31/2020 to 12/31/2021 and 12-month TFCA time extension from 12/08/2019 to 12/08/2020 A3: 12-month TFCA time extension from 12/08/2020 to 12/08/2021 ( <i>current request</i> )	1	None
11	City of Union City	Bicycle and Pedestrian Master Plan Update	A17-0126	A1: 12-month time extension from 12/31/2019 to 12/31/2020 A2: 12-month time extension from 12/31/2020 to 12/31/2021 ( <i>current request</i> )	1	None
12	Kittelson and Associates	E14th Mission and Fremont Blvd Corridor Project	A18-0024	A1: 12-month time extension from 12/31/2019 to 12/31/2020 A2: Modify indemnification and insurance provisions in Contract A3: 12-month time extension from 12/31/2020 to 12/31/2021 ( <i>current request</i> )	3	None

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

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# Memorandum

6.9

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** November 12, 2020

**TO:** Alameda County Transportation Commission

**FROM:** Vivek Bhat, Director of Programming and Project Controls  
Jacki Taylor, Senior Program Analyst

**SUBJECT:** Approve funding strategy for City of Emeryville's Senate Bill 1 funded Quiet Zone Safety Engineering Measures Project

## Recommendation

It is recommended that the Commission approve reprogramming of \$1,379,886 of Alameda CTC Local Exchange Program funds currently programmed to five other City of Emeryville projects to the Senate Bill 1 Trade Corridors Measure BB funded Quiet Zone Safety Engineering Measures Project.

## Summary

The City of Emeryville (City) is the sponsor and implementing agency of the Quiet Zone Safety Engineering Measures Project (Quiet Zone Project). The project funding plan includes \$4.2 million Senate Bill 1 Trade Corridors Enhancement Program (SB 1 TCEP), \$1.8 million Measure BB and \$0.5 million City funds, for a total cost of approximately \$6.5 million.

The Project has experienced several delays due to Union Pacific Rail Road (UPRR) coordination issues and COVID-19 related impacts which have resulted in almost \$2.1 million increase in project costs. Alameda CTC along with City staff has developed a funding strategy to partially address the shortfall by reprogramming approximately \$1,379,886 Alameda CTC Local Exchange Program (CMA TIP) funds from five other City of Emeryville projects to the Quiet Zone Project. The City will be responsible for securing any additional funds needed to eliminate the shortfall and fully fund the project.

Approval of this request will allow the City to complete the funding plan and request the California Transportation Commission (CTC) allocation of the SB1 TCEP funds on schedule and proceed to the construction phase of the project.

## Background

The City of Emeryville is the sponsor and implementing agency of the Quiet Zone Safety Engineering Measures Project which is the top ranked transportation priority for the City. In May 2018, through a highly competitive process, the project was selected for SB 1 TCEP discretionary funds by the CTC. The project received programming of \$4.2 million towards the construction phase and Alameda CTC provided \$1.8 million as the required 30% local match. The project is currently in the design phase and project development phases are being implemented with City funds (approximately \$0.5 million).

The Quiet Zone Project addresses much needed safety improvements around railroad crossings. The project work comprises of constructing quiet zone safety measures at three at-grade crossings on 65th Street, 66th Street, and 67th Street just east of Shellmound Street. The scope of work includes installation of four-quadrant gates at the at-grade crossings, roadway closures, medians, and/or other safety engineering improvements, per the quiet zone requirements by UPRR.

Subsequent to the award of TCEP funding, the City has faced several coordination challenges with UPRR including delayed responsiveness and the addition of scope of work requests which have resulted in delayed actions and approvals. Last summer the City requested and the CTC approved a 12-month extension for Construction phase allocation to June 2020. In addition, COVID-19 related impacts further delayed the delivery of the design phase and the City had to request an additional time extension of 8 more months to complete design in order to request an allocation for the construction phase. Collectively, the City has received the maximum available 20-month allocation time extension, which cannot be further extended.

The deadline for the City to submit the fund request for consideration at the January 2021 CTC meeting is November 30, 2020 and requires completion of Ready to List (RTL) package, which includes R/W certification, final design approval, and a fully funded project financial plan. If the CTC Allocation is not requested by then, the SB 1 TCEP funds will be de-programmed and will be lost to the City and the region.

UPRR coordination and COVID-19 delays have increased the project cost to approximately \$8.6 million which is about \$2.1 million more than the original cost. The City has already organized approximately \$0.72 million through delaying/ defunding other local City projects and are requesting Alameda CTC's consideration to address the remaining \$1.38 million shortfall.

A total of \$1,379,886 of Alameda CTC Local Exchange Program (CMA TIP) funds are currently programmed to the City of Emeryville for five separate projects, as a result of prior Federal/State to Local fund Exchanges (Table A). City staff has submitted a letter to the Alameda CTC requesting the deprogramming of the CMA TIP funds from these projects for the purpose of reprogramming the funds to the Quiet Zone Safety Engineering Measures project (Attachment A). The CMA TIP funds are proposed to be reprogrammed as follows:

Table A

<b>Project #</b>	<b>Project Name</b>	<b>Current CMA TIP \$ (A)</b>	<b>Proposed CMA TIP \$ (B)</b>	<b>\$ Change (B-A)</b>
24-001	I-80 Ashby/Bay Interchange (Study)	126,886	0	(126,886)
24-002	Intermodal Transfer Station	890,000	0	(890,000)
24-003	Emeryville Street Rehab (40th, Emery, Hollis)	144,000	0	(144,000)
24-004	Park Ave. Imps - Hollis to UP Tracks	102,000	0	(102,000)
24-005	Emeryville Street Rehab (Various street segments)	117,000	0	(117,000)
24-006	Quiet Zone Safety Engineering Measures Project	0	1,379,886	1,379,886
<b>Total</b>		<b>\$1,379,886</b>	<b>\$1,379,886</b>	<b>\$0</b>

Staff recommends approval of the proposed reprogramming funding strategy which will enable the City of Emeryville submit their CTC Allocation request and subsequently advance the project into the construction phase.

**Next steps:** The proposed programming action will be reflected in the 2022 Comprehensive Investment Plan. The Alameda CTC will amend funding agreement A19-0003 with the City of Emeryville to include the CMA TIP funding for the Quiet Zone Project. The City of Emeryville will be responsible for securing any additional funds needed to eliminate the shortfall and fully fund the project.

**Fiscal Impact:** The action will authorize the reprogramming and allocation of \$1,379,886 of CMA TIP funds for subsequent expenditure. This amount will be committed to the project funding plan, and sufficient budget will be included in the proposed Alameda CTC FY 2020-21 Capital Program Budget update.

**Attachment:**

- A. City of Emeryville's CMA TIP Reprogramming Request Letter

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# City of Emeryville

INCORPORATED 1896

1333 Park Avenue, Emeryville, CA 94608-3517  
t (510) 596-4300 | f (510) 596-4389

October 29, 2020

Vivek Bhat  
Director of Programming and Project Controls  
Alameda County Transportation Commission  
1111 Broadway, Suite 800  
Oakland, CA 94607

Re: Request to Reprogram Emeryville CMA TIP Projects

Dear Mr. Bhat:

The City of Emeryville hereby requests the Alameda CTC to deprogram the following five projects from the CMA TIP for the purpose of reprogramming the total \$1,379,886 to the City's Quiet Zone Safety Engineering Measures Project:

- I-80 Ashby/Bay Interchange (Study), CMA TIP project number 24-001
- Intermodal Transfer Station, 24-002
- Emeryville Street Rehabilitation (40th, Emery, & Hollis Streets), 24-003
- Park Ave. Improvements (Hollis to UP Tracks), 24-004
- Emeryville Street Rehabilitation (various street segments), 24-005

The project has experienced unanticipated cost increases due to current construction cost estimates and additional required elements that were added to the project while negotiating the final scope of work with UPRR. Additional funding is needed in order for the California Transportation Commission to allocate the SB 1 Trade Corridors Enhancement Program (TCEP) funding programmed for the construction phase by the January 2021 deadline. The project is ready to advertise, but a full funding package is required in order to request the TCEP allocation.

The City will provide any additional funding that may be needed to make up any remaining or future funding shortfall.

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

Sincerely,

Christine Daniel  
City Manager

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# Memorandum

6.10

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** November 12, 2020

**TO:** Alameda County Transportation Commission

**FROM:** Gary Husingh, Deputy Executive Director of Projects  
John Pulliam, Director of Project Delivery

**SUBJECT:** Approve the Professional Services Agreement with Acumen Building Enterprise, Inc. for Project Management / Project Controls Services

## Recommendation

It is recommended that the Commission authorize the Executive Director to execute a Professional Services Agreement with Acumen Building Enterprise, Inc. for a negotiated amount, no-to-exceed \$8,700,000, to provide project management and project controls services beginning in early 2021.

## Summary

In July 2020, a Request for Proposal (RFP) R20-0002 was released for professional services to provide project management and project controls services. Five proposals were received and all were determined to be responsive. An independent selection panel composed of Alameda CTC staff reviewed the proposals, and the panel chose to interview two top ranked firms. Based on those interviews, the panel determined that the Acumen Building Enterprise, Inc. (Acumen) team was the most qualified to perform the required services and recommended proceeding with negotiations. In addition, the Acumen team will meet or exceed the 11% Disadvantaged Business Enterprise (DBE) goal.

Alameda CTC has begun negotiating the contract with the consultant after a thorough review of the submitted cost proposal and comparison to Alameda CTC's independent cost estimate and assumptions. An agreement on anticipated hours to complete the required scope of work, escalations, and direct costs will be negotiated.

Staff recommends that the Commission approve and authorize the Executive Director to execute a Professional Services Agreement A21-0010 with Acumen for a negotiated amount, not-to-exceed \$8,700,000 for an initial 18 months, to provide project management and project controls services.

## Background

Since the initiation of the 1986 Measure B sales tax measure to present day, Alameda CTC and its predecessor agencies have contracted with numerous engineering consultant firms to provide support services in the area of project management (when the Agency leads the implementation and delivery of a project) and project controls services (when the Agency provides funding to projects delivered by others). These engineering consultant contracts provide Alameda CTC with the quality resources necessary to support staff during the work program “peaks” and eliminates the need for staff reductions during the work program “valleys”. Alameda CTC staff periodically conducts assessments of its consultant resource plan to ensure that the Agency is adequately supported to administer and deliver its projects and programs.

Currently these services are provided through multiple different contracts. By consolidating these tasks in a single contract, Alameda CTC will be able to be more responsive to project development and delivery needs that require consulting services, providing staff with additional flexibility in acquiring consulting services, thereby improving staff's ability to deliver projects for the Commission in a timely manner, while also ensuring that quality projects are delivered within budget, scope, and schedule. The selected consultant will also support the Programming and Project Controls needs of the agency.

Funding for the work provided by this contract will be provided from a variety of funding sources, including federal funds. The contract was therefore federalized, and staff worked with Caltrans to determine an appropriate DBE goal, which was set at 11%.

On March 2, 2020, the Commission authorized the release of a RFP and directed staff to proceed with contract procurement activities to obtain one or more professional services consultant firms to provide project management and project controls services. RFP 20-0001 was released on July 30, 2020, and a pre-proposal meeting was held on August 13, 2020.

Five proposals were received and all were determined to be responsive. Proposals were received from:

1. Acumen Building Enterprise, Inc.
2. Advanced Mobility Group
3. Ghirardelli Associates, Inc.
4. Michael Baker International, Inc.
5. Stantec Consulting Services, Inc. in association with VSCE Inc.

An independent selection panel composed of Alameda CTC staff reviewed the proposals, and the panel chose to interview the two top ranked firms. Based on those interviews, the panel determined that the Acumen Building Enterprise, Inc. team was the most qualified to perform the required services and recommended proceeding with negotiations. In addition, the Acumen team will meet or exceed the 11% DBE goal.

Based upon the review of Acumen's cost proposal, Alameda CTC's independent cost estimate, and discussions with Acumen, a fee is being negotiated to provide the services necessary to complete the required scope of work to provide program management and project controls services, along with other on-call services, for an amount not to exceed \$8,700,000 for an initial 18 months. Staff anticipates that a contract will be ready for execution no later than January 2021.

Acumen is a well-established small, local firm, and in addition to its team being comprised of several DBES, their team is also comprised of several certified local and small local firms.

Staff recommends that the Commission approve and authorize the Executive Director to execute a Professional Services Agreement A21-0010 with Acumen for a negotiated amount, not-to-exceed \$8,700,000 for an initial 18 months, to provide project management and project controls services.

**Fiscal Impact:** The action will authorize a combination of \$8,700,000 of Federal, State and Local Measure funding for subsequent encumbrance and expenditure. Upon approval, project budgets will be reflected in the Alameda CTC's FY 2020-2021 Capital Program Budget update and future annual Capital Program Budgets, and included in the respective Project funding plans.

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# Memorandum

6.11

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** November 12, 2020

**TO:** Alameda County Transportation Commission

**FROM:** Trinity Nguyen, Director of Project Delivery  
Susan Chang, Project Manager

**SUBJECT:** Approve Oakland Alameda Access Project Actions to complete the Environmental Phase

## Recommendation

It is recommended that the Commission approve the following actions related to the Oakland Alameda Access Project:

1. Allocate \$800,000 of Measure BB funds from Transportation Expenditure Plan Project 37 (TEP-37), the Oakland Alameda Access project, to the Project Approval and Environmental Document phase and
2. Authorize the Executive Director to execute Amendment No. 3 to the Professional Services Agreement No. A14-0051 with HNTB for an additional amount of \$800,000 for a total not-to-exceed amount of \$10,293,000 to complete PA&ED phase services.

## Summary

Alameda CTC is the project sponsor for the Oakland Alameda Access Project (Project). The Project, previously known as the I-880 Broadway-Jackson Interchange Project, has been in the planning stages for nearly 30 years due to the lack of consensus between key stakeholders. The Project is a named capital project in the 2000 Measure B and the 2014 Measure BB Transportation Expenditure Plan (TEP) and has a combined earmark of \$83,101,000 in Measure funds. To date, the Commission has approved a total allocation of \$13,101,000 of Measure funds for the Project as shown in Table A (Project Funding Summary).

The Project is located along I-880 between Oak Street and Washington Street in Oakland, including the Webster Tube and Posey Tube, up to Atlantic Avenue in Alameda. The Project proposes to construct a new horseshoe ramp, add approximately 3.0 miles of new bicycle/pedestrian facilities, remove and modify existing freeway ramps, modify the Posey tube exit and implement various safety and complete streets improvements. The Project is currently in the Project Approval & Environmental Document (PA&ED) phase

and the draft environmental document (Environmental Impact Report/ Environmental Assessment) was released on September 29, 2020. The 60-day public comment period will end on November 30, 2020 and environmental clearance for the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) is anticipated by mid-2021. For additional project details, refer to Attachment A - Project Fact Sheet.

In December 2014, HNTB was selected through a competitive process to provide PA&ED phase services to obtain environmental clearance. Building stakeholder consensus for a preferred alternative has increased the scope of the services necessary to identify, develop and obtain agreement upon the improvements necessary to meet the Project's purpose and need. The additional services required for the delivery of the Project include (1) preparation of additional technical studies, (2) preparation of American Disability Act (ADA) compliant project documents, (3) expanded level of stakeholder coordination and (4) expanded development of detailed design features.

Authorization of Amendment No. 3 to Professional Services Agreement No. A14-0051 with HNTB for an additional amount of \$800,000 for a total not-to-exceed amount of \$10,293,000 will provide the resources and time necessary to respond to comments and complete any additional environmental and preliminary engineering services required through the completion of the PA&ED phase. A summary of all contract actions related to Agreement No. A14-0051 is provided in Table B.

## **Background**

The Oakland Alameda Access Project, previously known as the I-880 Broadway Jackson Project, has been in the planning stages for nearly 30 years. The Project was initially introduced as part of the 2000 Measure B TEP as the I-880 Jackson/Broadway Interchange Project. Due to the lack of consensus between the various stakeholders, agencies and Caltrans on an acceptable solution, previous iterations of this project have not advanced beyond the Scoping phase. The most recent Project Study Report developed for this project was approved by Caltrans in March 2011. The recommended alternative did not move forward as it did not have the support of the local community, particularly key stakeholders in Chinatown.

In November 2014, the Project was revived with the passage of Measure BB. The 2014 TEP included \$75 million for the I-880 Broadway/Jackson multimodal transportation and circulation improvements.

To date, the Commission has approved a total allocation of \$8,101,000 of Measure B funds for the Planning/Scoping and PA&ED phases and \$5,000,000 of Measure BB funds for the PA&ED phase. An allocation of \$800,000 of Measure BB funding for the PA&ED phase is recommended to allow the project to complete the PA&ED phase. A summary of all project funding actions is provided as Table A.

<b><u>Table A: Summary of Project Funding Actions</u></b>		
<b><u>Oakland Alameda Access Project</u></b> <b><u>(formerly known as I-880 Broadway-Jackson Interchange Project)</u></b>		
<b>Description</b>	<b>Amount</b>	<b>Balance</b>
<b>2000 Measure B (ACTIA No.10)</b>	<b>\$8,101,000</b>	<b>\$8,101,000</b>
2000 Measure B Allocation to Date – Planning/Scoping (\$3.201M) and PA&ED (\$4.9M)	(\$8,101,000)	\$0
<b>Remaining Balance</b>		<b>\$0</b>
<b>2014 Measure BB (TEP No. 37)</b>	<b>\$75,000,000</b>	<b>\$75,000,000</b>
2014 Measure BB Allocation – PA&ED Phase	(\$5,000,000)	\$70,000,000
2014 Measure BB Recommended Allocation – PA&ED Phase November 2020 – <i>(This agenda item)</i>	(\$800,000)	\$69,200,000
<b>Remaining Balance</b>		<b>\$69,200,000</b>

The Alameda CTC is the Project Sponsor and Caltrans is the lead agency for environmental review under NEPA and CEQA. In December 2014, under a competitive selection process, Alameda CTC selected HNTB to provide preliminary engineering and environmental studies. The resulting Professional Services Agreement No. A14-0051, as approved by the Commission, authorized HNTB to provide services for the PA&ED phase.

Throughout the environmental process, Alameda CTC has worked closely with Caltrans, the cities of Oakland and Alameda, and local stakeholders in Chinatown, Downtown Oakland, Jack London District, and Alameda, to evaluate over a dozen alternatives and to identify additional project alternatives that all stakeholders could support. In late 2019, consensus was achieved and a class of action was approved allowing the environmental document to proceed as an EIR/EA.

The purpose of the Project is to:

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

The Project improvements include:

- Removal and modification of existing freeway ramps;
- Construction of a new horseshoe ramp from Posey Tube that would connect to the existing I-880;
- Modification of the Posey Tube exit in the City of Oakland; and
- Construction of approximately 3.0 miles of new bicycle/pedestrian facility;
- Implementation of various safety and "complete streets" improvements to facilitate mobility across I-880 between downtown Oakland and Jack London neighborhoods.

On September 29, 2020 the draft Environmental Impact Report/ Environmental Assessment was made available for public review. A Virtual Public Hearing was held on October 20, 2020 and with nearly 200 participants in "attendance", numerous comments have been received via mail, email, online forms, event chat function and phone. The 60-day public comment period will end on November 30, 2020 and environmental clearance for the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) is anticipated by mid-2021. The approval of the final environmental document will require additional budget to:

- Address all comments submitted in response to the draft environmental document.
- Update the environmental document and technical studies to be ADA compliant.
- Refine and finalize additional technical studies that were not originally anticipated including the following:
  - new FHWA safety analysis for design exceptions
  - energy study
  - tree survey study
  - parking impacts study
  - sea-level rise study
- Respond and address concerns and questions from an actively engaged group of stakeholders.
- Provide events and outreach materials in four different languages.
- Refine design elements that address pedestrian/bicycle safety and connectivity (e.g. lighting improvements, sidewalks, bulb-outs and signal pre-emption).

Staff has negotiated the contract amendment with HNTB based on the level of effort anticipated to be required to conduct the additional work scope. With the proposed modifications, the contract would continue to exceed the Local Business Contract Equity goals of 70% Local Business Enterprise and 30% Small Local Business Enterprise. The Project's funding plan includes budget from Measure BB funds for this effort.

Staff has determined that this negotiated amount is fair and reasonable to both Alameda CTC and the HNTB. Table B summarizes the contract actions related to Agreement No. A14-0051.

<b>Table B: Summary of Agreement No. A14-0051</b>			
<b>Contract Status</b>	<b>Work Description</b>	<b>Value</b>	<b>Total Contract Not-to-Exceed Value</b>
Original Professional Services Agreement with HNTB (A14-0051)  <i>December 2014</i>	Professional engineering services for the PA&ED phase	N/A	\$4,900,000
Amendment No. 1  <i>October 2018</i>	Provide additional budget and 36-month time extension to December, 31 2021 to complete the PA&ED phase	\$4,593,000	\$9,493,000
Amendment No. 2  <i>October 2020</i>	Administrative amendment to update insurance provisions and contract requirements.	\$0	\$0
<i>Proposed Amendment No. 3</i>  <i>November 2020 – (This Agenda Item)</i>	Provide additional budget for the PA&ED phase	\$800,000	\$10,293,000
<b>Total Amended Contract Not-to-Exceed Amount</b>			<b>\$10,293,000</b>

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

**Fiscal Impact:** The action will authorize an additional \$800,000 in Measure BB funding for subsequent encumbrance and expenditure. Upon approval, budget will be reflected in the Alameda CTC's FY 2020-2021 Capital Program Budget update and included in the Project's funding plan.

## **Attachment**

- A. Project Fact Sheet

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## PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) is currently working to identify potential freeway access and arterial roadway improvements as part of the Oakland Alameda Access Project, formerly the Broadway-Jackson Interchange Improvements Project. Today, motorists traveling between the I-880 and I-980 freeways and the Webster and Posey Tubes, which connect the cities of Oakland and Alameda, must travel along congested city streets causing heavy bottlenecks, long delays and potential vehicle-pedestrian-bicycle conflicts. A proposed alternative that best meets the project's purpose and need has been identified and being environmentally reviewed to address access, operations, safety and connectivity between downtown Alameda and Oakland, Chinatown and the Jack London District.

## PROJECT NEED

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



## PROJECT BENEFITS

- Improves multimodal safety and reduces conflicts between regional and local traffic
- Enhances bicycle and pedestrian accessibility and connectivity within the project study area
- Improves mobility and accessibility between I-880, SR-260, City of Oakland downtown neighborhoods, and the City of Alameda
- Reduces freeway-bound regional traffic and congestion on local roadways and in area neighborhoods



Aerial view of Oakland-Alameda Access Project.

## STATUS

**Implementing Agency:** Alameda CTC

**Current Phase:** Preliminary Engineering and Environmental Document (EIR/Complex EA)

**Environmental Document:** Environmental Impact Report/  
Environmental Assessment

- Project Study Report-Project Development Support (PSR-PDS) approved in spring 2011
- Public scoping meeting on September 28, 2017
- Reaching consensus on one alternative in late 2019
- Draft Environmental Document/Draft Project Report (DED/DPR) completed on September 29, 2020
- Virtual public hearing held on October 20, 2020
- Public Comment Period, which began September 29, 2020, ends on November 30, 2020
- Final Project Approval and Environmental Document (PA&ED) in mid-2021

## PARTNERS AND STAKEHOLDERS

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

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

Scoping	\$2,172
Preliminary Engineering/ Environmental	\$10,929
Final Design (PS&E)	\$9,000
Right-of-Way	\$5,096
Construction	\$92,706
<b>Total Expenditures</b>	<b>\$119,920</b>

### FUNDING SOURCES (\$ X 1,000)

Measure BB	\$75,000
Measure B	\$8,101
Federal	\$0
State	\$0
Regional	\$0
TBD	\$34,119
<b>Total Revenue</b>	<b>\$119,920</b>

### SCHEDULE BY PHASE

	Begin	End
Scoping	Late 2014	Fall 2017
Preliminary Engineering/ Environmental	Fall 2017	Mid 2021
Final Design	Mid 2021	Late 2022
Right-of-Way	Mid 2021	Late 2022
Construction	Mid 2023	Mid 2026

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



# Memorandum

6.12

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** November 12, 2020

**TO:** Alameda County Transportation Commission

**FROM:** John Pulliam, Director of Project Delivery  
Scott Shepard, Senior Transportation Engineer

**SUBJECT:** Approve actions necessary to facilitate project advancement and delivery of the Rail Safety Enhancement Program (RSEP)

## Recommendation

It is recommended that the Commission approve the following actions related to the Rail Safety Enhancement Program (RSEP):

1. Allocate \$1.5 million of Measure BB Freight and Economic Development Program (TEP-41) funds; and
2. Authorize the Executive Director to execute all necessary agreements for the delivery of the Environmental Clearance; Plans, Specifications, and Estimate (PS&E); Permits; Right-of-Way; and Construction Contract Documents.

## Summary

Safety at rail crossings in Alameda County is an on-going need. Alameda County has high volumes of freight and passenger rail activity, often in close proximity to residential neighborhoods, schools, and commercial districts. Alameda County was identified by the Federal Railroad Administration as having the fourth highest number of trespassing fatalities at railroad rights of way in the nation. The RSEP will address existing safety issues along rail tracks and mitigate against future safety issues as rail service increases by constructing safety improvements at at-grade crossings throughout the county. These safety improvements include: sidewalk and upgrade pedestrian facilities, signing and striping, lighting, traffic signal interconnect, anti-trespassing measures, crossing signals and gates, road and driveway modifications, and potential crossing closures.

In July 2020, the Commission approved the award for two professional services agreements--one for Program Management Oversight (PMO) of the RSEP and a separate contract for Environmental and Design Services.

The RSEP is currently in the Preliminary Engineering and Environmental phase. In order to continue towards progression of Environmental approval and preparation of the PS&E package, it is recommended the commission approve the following actions:

1. Allocate \$1.5 million of Measure BB Freight and Economic Development Program (TEP-41) funds; and
2. Authorize the Executive Director to execute all necessary agreements for the delivery of the Environmental Clearance; Plans, Specifications, and Estimate (PS&E); Permits; Right-of-Way; and Construction Contract Documents.

## **Background**

As part of Countywide Goods Movement and rail planning efforts, staff conducted a high-level assessment of the County's public mainline grade crossings and prioritized among 133 at-grade rail crossings in the County. This prioritization was based on safety, vehicle delay, emissions, and noise impacts, as well as whether or not the crossing lies within a high-growth Priority Development Area or Community of Concern. This effort was approved by the Commission on March 22, 2018 and resulted in a set of 56 Tier 1 crossings and corridors throughout the county.

This analysis also highlighted the critical need to prevent trespassing in the county, particularly near schools. Trespassing on railroad property is the leading cause of all rail-related deaths in the United States, where more people are struck and killed by trains each year than in motor vehicle collisions with trains at crossings. Since 2016, 22 fatalities and 17 injuries have occurred along Alameda County rail corridors.

Staff have worked with local jurisdictions and a consultant team to assess safety issues at Tier 1 crossings and corridors and identify potential treatments for locations where trespassing is prevalent. A set of near-term treatments was identified with a potential implementation approach in which Alameda CTC staff would work closely with local jurisdictions to manage and deliver a multi-jurisdictional program.

Advancing the rail safety program as one coordinated, countywide program will provide the following benefits:

- Addresses existing safety issues, particularly near schools,
- Achieves project development efficiencies through one point of contact and streamlined efforts with California Public Utilities Commission (CPUC) and Union Pacific Railroad (UPRR), and also allows for grouped environmental clearance of project sites,
- Well-positions grade crossing projects to compete for funding such as Regional Measure 3 and the State Trade Corridors Enhancement Program, and
- Achieves delivery efficiencies through one program manager strategically coordinating environmental and design contracting services and construction management.

The Environmental and Design phases of the RSEP will be delivered through two separate contracts in response to the complexity of implementing rail projects in Alameda County and the required expertise for successful and expedient project delivery with multiple project partners. Those two contracts are as follows:

- **Program Management Oversight** includes developing and executing a program delivery strategy, directing the environmental and design consultants, leading coordination with stakeholder agencies including cities, County, UPRR, and CPUC, participating in any necessary public outreach efforts; and other support services as may be required.
- **Environmental and Design Services** includes environmental clearance, base mapping, right of way and utilities, preparation of plans and construction contract documents at 30%, 65%, 95%, and 100%(final) levels, support for GO-88b process, and any necessary permits.

In February 2019, the Commission approved the necessary actions to advertise for the two RSEP contracts and allocated \$5.5 million of Measure BB Freight and Economic Development Program (TEP-41) to the RSEP. In February 2020, Alameda CTC released Request for Proposals (RFP) for two professional services agreements for the RSEP, one for Program Management Oversight (PMO) and a separate one for Design and Environmental Services. Staff received four proposals for each agreement. An independent selection panel comprised of engineers with rail safety experience from the City of Emeryville, City of Pleasanton, and Alameda CTC reviewed the proposals. Each panel decided to interview the top two teams. Each panel then determined the top-ranked firm for each of the RFPs through an independent scoring.

Due to schedule constraints, competitiveness for State and Federal grant programs, and further program refinement that has occurred since February 2019, staff plan to advance the RSEP in a two phased approach--Phase A (RSEP-A) and Phase B (RSEP-B).

RSEP-A will provide improvements at two trespassing locations and 28 rail crossings located in Berkeley, Fremont, San Leandro, Hayward, Livermore, and unincorporated Alameda County. RSEP-B will provide improvements at the remaining rail crossings in the program. This phased approach will allow staff and the consultant teams to focus efforts for a more efficient and expeditious delivery of safety improvements and meet schedule requirements that will be tied to Federal and State funding opportunities.

In order to move forward with the environmental approval and PS&E, prepare contract documents, and move forward into construction, additional agreements are necessary including, but not limited to; Construction and Maintenance Agreements, Preliminary Engineering Agreements, Right-of-Way, Permits, and Cooperative Agreements.

Staff recommends that the Commission approve the following actions:

1. Allocate \$1.5 million of Measure BB Freight and Economic Development Program (TEP-41) funds; and

2. Authorize the Executive Director to execute all necessary agreements for the delivery of the Environmental Clearance; Plans, Specifications, and Estimate (PS&E); Permits; Right-of-Way; and Construction Contract Documents.

**Fiscal Impact:** Approval of the recommended action will allocate \$1.5 million of Measure BB Freight and Economic Development Program (TEP-41) funds for subsequent expenditure. This amount will be committed to the project funding plan, and sufficient budget will be included in the Alameda CTC FY 2020-21 Capital Program Budget update.

**Attachment:**

- A. Rail Safety Enhancement Program Fact Sheet

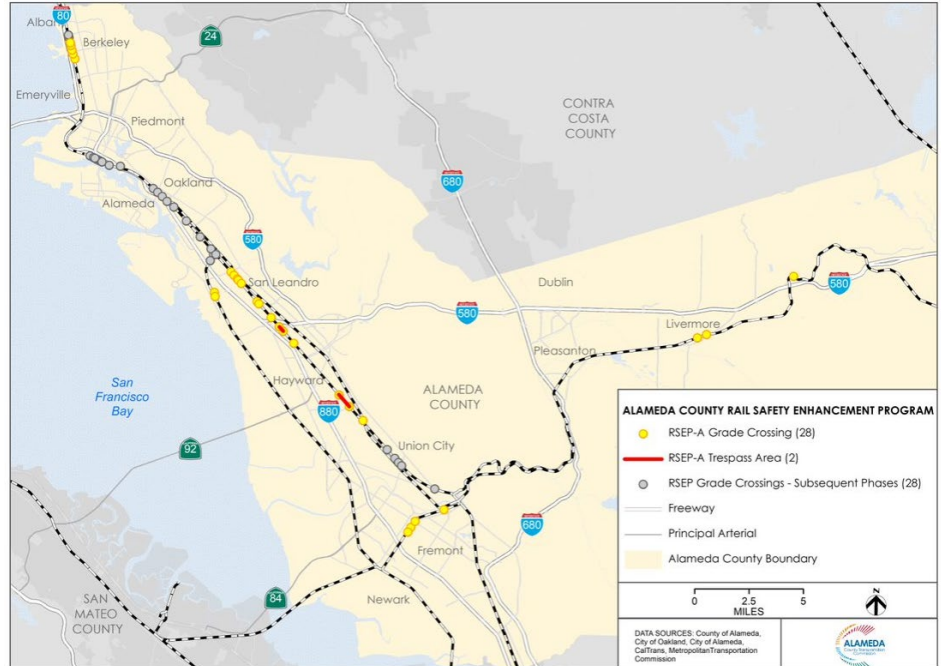
## PROJECT OVERVIEW

In response to the Alameda County Goods Movement Plan approved in 2016, individual rail crossings throughout the County were examined to identify crossings and corridors most impacted by rail traffic and to identify where rail crossings can be improved. The crossings analysis considered the following primary factors:

- Current and potential future rail volumes and routing, annual average daily automobile traffic, accident history and land use sensitivities
- Safety, delay, noise and air quality

Once the crossing analysis identified needed at-grade rail crossing safety improvements, those most impacted and in need of improvements were included in the Rail Safety Enhancement Program (RSEP).

The Alameda County Transportation Commission (Alameda CTC) approved the RSEP to advance safety and reduce impacts throughout the County. Implementation of the program will be a two-phased approach, RSEP-A and RSEP-B. The first phase, RSEP-A, is comprised of crossings that are likely candidates for expedited implementation. These near-term upgrades will have significant and immediate positive safety impacts for local communities.



## PROJECT NEED

- Alameda County has a high volume of rail activity combined with densely populated residential areas.
- Pedestrian oriented safety devices are under utilized in many of these areas.

## PROJECT BENEFITS

- Improves pedestrian safety with an emphasis on schools
- Improves rail and roadway safety
- Supports economic vitality
- Supports freight rail operations
- Improves transportation viability for passenger rail service and roadway networks
- Achieves emissions reductions through reduced idling supporting state and regional air quality goals



A typical at-grade crossing that requires improvement. This location is at L Street in the City of Livermore.

STATUS

**Implementing Agency:** Alameda CTC

**Current Phase:** Preliminary Engineering/Environmental (PE/Environmental)

PARTNERS AND STAKEHOLDERS

Alameda CTC, Alameda County and the cities of Berkeley, Fremont, Hayward, Livermore, Oakland, San Leandro and Union City

COST ESTIMATE BY PHASE (\$ X 1,000)		
	RSEP-A	RSEP-B
Environmental/Design	\$5,500	TBD
Right-of-Way	TBD	TBD
Construction	\$52,100	TBD
Total Expenditures	\$57,600	TBD

FUNDING SOURCES (\$ X 1,000)		
	RSEP-A	RSEP-B
Measure BB	\$5,500	TBD
State	TBD	TBD
Local	TBD	TBD
TBD	\$52,100	TBD
Total Revenues	\$57,600	TBD

SCHEDULE BY PHASE: RSEP-A

	Begin	End
Environmental	Fall 2020	Summer 2021
Design	Fall 2020	Summer 2022
Right-of-Way	Early 2022	Summer 2022
Construction	Late 2022	Late 2026

SCHEDULE BY PHASE: RSEP-B

	Begin	End
Environmental	Early 2022	Early 2024
Design	Early 2022	Summer 2024
Right-of-Way	Late 2023	Summer 2024
Construction	Late 2024	Late 2027

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

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



# Memorandum

6.13

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** November 12, 2020

**TO:** Alameda County Transportation Commission

**FROM:** Vivek Bhat, Director of Programming and Project Controls  
John Nguyen, Principal Transportation Planner

**SUBJECT:** Approve COVID-19 Rapid Response Bicycle and Pedestrian Grant Program

## Recommendation

It is recommended that the Commission approve the following actions related to the COVID-19 Rapid Response Bicycle and Pedestrian Grant Program (RRGP):

1. Allocate \$904,000 of Measure B Bicycle and Pedestrian Discretionary funds to thirteen quick-build RRGF projects; and
2. Authorize the Executive Director or designee to enter into streamlined project funding agreements with the Project Sponsors.

After the Program and Projects Committee packet was mailed out, we received an update from Alameda County to revise their grant amount to \$40,000, which is an increase of \$30,000 from the original application. The County's revised application also includes the required equivalent match. The Commission memo including Action item #1 and Attachment A are updated to reflect this change.

## Summary

In July 2020, Alameda CTC released a Call for Projects for the Measure B COVID-19 Rapid Response Bicycle and Pedestrian Grant Program. Approximately \$1.125M in Measure B Bicycle/Pedestrian Countywide Discretionary funds were made available on a non-competitive basis to support local jurisdiction efforts to implement quick-build transportation access and safety measures in light of the coronavirus pandemic.

Alameda CTC received thirteen funding requests totaling \$904,000 for quick-build transportation improvements such as slow streets, bicycle lanes, signage, and bike/ped access projects (Attachment A). It is recommended that the Commission approve the COVID-19 RRGF requests and authorize Alameda CTC's Executive Director or designee

to enter into streamlined project funding agreements with the Project Sponsors that facilitate quick implementation and delivery of proposed improvements.

## **Background**

The Coronavirus (COVID-19) pandemic, and the resultant shelter-in-place order across the Bay Area Counties, has reshaped the daily lifestyles of Alameda County residents and their transportation needs. Social distancing is a new standard requirement among the traveling public to minimize the virus spread and associated health risks.

On July, 23, 2020, the Commission approved the release of the Measure B COVID-19 Rapid Response Bicycle and Pedestrian Grant Program to support local jurisdiction efforts to implement quick-build transportation measures to serve the present need for greater bicycle and pedestrian access through local community areas and businesses districts in light of social distancing guidelines. Eligible projects included but were not limited to traffic calming efforts, roadway closures, temporary repurposing of streets, bicycle and pedestrian access improvement and new facilities. The Program's purpose is to increase travel access and wider berth to local businesses, community centers, and residential facilities.

The Program offered eligible recipients (cities and County of Alameda) a single, maximum grant award of up to \$75,000 for bicycle and pedestrian transportation improvements that achieve the following program goals:

- Create, expand, and improve bicycle/pedestrian access to local business, restaurants, and employment centers
- Restore local economic activity
- Promote physical social distancing, enhanced mobility, and open spacing along transportation corridors to business districts and employment centers
- Enhance public health through transportation improvements that mitigate the risk and spread of COVID-19

This Program was established as a non-competitive funding opportunity with an application deadline of October 31, 2020. Jurisdictions that proposed projects with the required one-to-one matching funding requirement and met program requirements, were eligible to receive program funding. All unclaimed Program funds remaining will be reprogrammed through Alameda CTC's future discretionary processes.

Alameda CTC received (13) thirteen funding applications, requesting \$904,000 against the \$1.125M in Program funds available. Project Sponsors committed an additional \$904,922 in local matching funds to leverage against their funding requests as summarized below.

<b>Program Funding Summary</b>	<b>Measure B COVID-19 RRGP</b>	<b>Local Match</b>	<b>Total Project Cost</b>
13 Projects	\$904,000	\$904,922	\$1,808,922

Upon review, Alameda CTC found the applicants' proposed quick build improvements met the Program's eligibility and implementation requirements. Attachment A includes a detailed COVID-19 Rapid Response Bicycle and Pedestrian Grant Program Summary of proposed improvements and the recommended funding awards.

It is recommended that the Commission approve the COVID-19 RRGP and allocate \$904,000 of Measure B Bicycle and Pedestrian Discretionary funds to thirteen quick-build projects identified on Attachment A. Additionally, it is recommended the Commission authorize the Executive Director or her Designee to enter into streamlined project funding agreements with the Project Sponsors that facilitate quick implementation and delivery of proposed improvements. Project sponsors are committed to implementing their proposed improvements by Spring 2021.

**Fiscal Impact:** This action will result in the encumbrance of \$904,000 in Measure B Bicycle/Pedestrian Countywide Discretionary funds that will be reflected in the Alameda CTC's Fiscal Year 2020-21 mid-year budget update.

**Attachment:**

- A. COVID-19 Rapid Response Bicycle and Pedestrian Grant Program Funding Summary

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## Alameda County Transportation Commission

## COVID-19 Rapid Response Bicycle/Pedestrian Grant Program

## Application Summary

No.	Project Sponsor	Project Title	Project Description	Measure B COVID RRG	Local Match	Total Project Cost
1	Alameda County	Unincorporated Alameda County Bicycle Route Signage	Implementation of bicycle routes signage from the 2019 Bicycle/Pedestrian Master Plan for Unincorporated Alameda County. Various project locations include Ashland/Cherryland Communities of concern local, collector, and arterial roadways.	\$ 40,000	\$ 40,000	\$ 80,000
2	Alameda	Alameda Commercial and Slow Streets Program	Enhance and expand both the Commercial and Slow Streets program by installing more substantial and, as appropriate, semi-permanent infrastructure; to repair, maintain and replace signs and barricades; to expand the Slow Streets program to more streets by purchasing additional barricades and signs; to make striping adjustments to Park and Webster Streets, as needed; and other similar efforts.	\$ 75,000	\$ 75,000	\$ 150,000
3	Albany	Solano and Marin Ave Sidewalk Improvements	Implement sidewalk improvements on Solano and Marin Avenues repair sidewalk conditions and accessibility. This will improve pedestrian access to local businesses, restaurants, and employment centers by reducing trip hazards and increasing ADA mobility throughout the corridor.	\$ 75,000		\$ 75,000
4	Berkeley	Berkeley Healthy Streets Program Expansion	Expand Berkeley's Healthy Streets Program which entails installing signs and barricades to divert motor vehicle traffic away from certain streets in order to provide space for physical distancing and essential travel.	\$ 52,000	\$ 52,000	\$ 104,000
5	Dublin	Regional Street Improvement Project	Install buffered bike lanes on Regional Street within the Downtown Dublin area. Goal of the project is to design Regional Street as a "slow street" with an emphasis on bicycle and pedestrian infrastructure.	\$ 75,000	\$ 75,000	\$ 150,000
6	Emeryville	Shared Doyle Street Quick-Build Project	Installed permanent traffic calming measures along Doyle Street to meet increased outdoor recreation demand. This includes street closures, lane reconfiguration, and open space concepts.	\$ 75,000	\$ 150,000	\$ 225,000
7	Fremont	Centerville Complete Streets Pilot Road Diet	Improvements on Fremont Boulevard from Parish Avenue to Thornton Avenue and include removal of one northbound vehicle lane, with the resulting additional space allocated to the enhanced on-street bicycle facilities, such as parking protected bicycle and buffered bicycle lanes. The project will also include creation of pop up patios that will allow adjacent restaurants and retail businesses to provide expanded dining and retail areas.	\$ 75,000	\$ 75,000	\$ 150,000
8	Hayward	Patrick Avenue Traffic Calming Improvement Project	install three (3) Rectangular Rapid Flashing Beacons (RRFBs), safe-hit delineator posts on both sides of Patrick Avenue for a class IV separated bicycle facility, and green bike lanes. The proposed project is located in a Community of Concern (COC) and Priority Development Area (PDA).	\$ 75,000	\$ 75,922	\$ 150,922
9	Livermore	Downtown Livermore Bicycle Parking Project	Install new bike parking (bike racks and bike lockers) and replacing single post bike rack in Livermore's Downtown Priority Development area. Bike parking will be installed along most blocks of First and Second Streets, portions of Third Street adjacent to Carnegie Park and at the Transit Center. This will increase the available number of available bike parking from 39 to 214 to support bike access in Downtown Livermore businesses and retail shops.	\$ 75,000	\$ 75,000	\$ 150,000
10	Newark	Jarvis Avenue Class II Buffered Bike Lanes	Upgrade existing Class II bike lanes to Class II buffered bike lanes in both directions of Jarvis Avenue between Newark Boulevard and Gateway Boulevard. Safety improvements will also be installed at various transition and conflict zones by incorporating high visibility "green" pavement markings to improve access and safety to businesses and community areas.	\$ 75,000	\$ 75,000	\$ 150,000
11	Oakland	Citywide Bicycle/Pedestrian Rapid Response Enhancements	Enhance existing, temporary safety installations with more durable improvements, including signage, striping, markers and modular curb to build on Oakland's Slow Streets "Essential Places" and "Rapid Response" programs.	\$ 75,000	\$ 75,000	\$ 150,000
12	Pleasanton	Division Street/St. Mary's Street Cycle Track and Buffered Bike Lanes Project	Install a two-way cycle track and buffer bike lanes on Division Street/St. Mary's Street between Hopyard Road and downtown Pleasanton to help mitigate the temporary downtown parking loss, provide direct improvements for those traveling to the downtown from the west, and encourages residents and visitors to come to downtown Pleasanton and support local business.	\$ 62,000	\$ 62,000	\$ 124,000
13	Piedmont	No Application Submitted.	City stated no available near-term improvements.	\$ -	\$ -	\$ -
14	San Leandro	Lewelling Blvd Pedestrian Safety Rapid Flashing Beacons Project	Install Rectangular Rapid Flashing Beacons (RRFBs) at the following three intersections with Lewelling Blvd – Calgary Street, Dewey Street and Andover Street. Improved pedestrian safety at these particular intersections will increase access to nearby businesses.	\$ 75,000	\$ 75,000	\$ 150,000
15	Union City	No Application Submitted.	City stated no available near-term improvements by expenditure deadline.		\$ -	\$ -
Total				\$ 904,000	\$ 904,922	\$ 1,808,922

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# Memorandum

6.14

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• PH: (510) 208-7400

• [www.AlamedaCTC.org](http://www.AlamedaCTC.org)

**DATE:** November 12, 2020

**TO:** Alameda County Transportation Commission

**FROM:** Cathleen Sullivan, Director of Planning  
Chris G. Marks, 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 updates 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.

Since the last update on October 12, 2020, Alameda CTC has not reviewed any environmental documents.

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

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# Memorandum

6.15

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• www.AlamedaCTC.org

**DATE:** November 12, 2020

**TO:** Alameda County Transportation Commission

**FROM:** Carolyn Clevenger, Deputy Executive Director of Planning and Policy  
Maisha Everhart, Director of Government Affairs and Communications

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

## Recommendation

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

## Summary

The November 2020 legislative update provides information on federal and state legislative activities.

## Background

The Commission approved the 2020 Legislative Program in January 2020. 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 adopted legislative platform.

## 2021 Legislative Program

Staff is in the process of developing the draft 2021 legislative program. This includes working with partner agencies to identify synergies across our legislative priorities, and considering strategies coming out of local, county and regional planning activities, such as the 2020 Countywide Transportation Plan the Commission is scheduled to adopt this month. Staff will bring a draft legislative program to the Commission in January.

## **Federal Update**

Additional COVID relief is still under discussion, with the House approving, along party lines, a \$2.2 trillion HEROES 2.0 Act on October 1, 2020; however, there is not sufficient support to advance that legislation in the Senate or with the Administration. Negotiations of a compromise on a COVID relief package between House Speaker Nancy Pelosi and Treasury Secretary Steven Mnuchin were not successful and no COVID relief package was advanced before the election. Staff will continue to monitor potential COVID relief during the lame duck session.

## **PPLC Discussion**

At the November 9<sup>th</sup> Planning, Policy and Legislation Committee, Commissioner Kaplan requested that the Commission advance automated speed enforcement as a priority for the Legislative Program. In January staff will be bringing the full 2021 Legislative Program to the Commission for approval and automated speed enforcement will be included. In the interim, staff will work with our Sacramento lobbyist to track and support efforts to advance automated speed enforcement, as it is one of the strategies included in the 2020 Countywide Transportation Plan that the Commission is scheduled to approve in November.

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

## **Attachment:**

- A. Alameda CTC 2020 Legislative Program



## 2020 Alameda County Transportation Commission Legislative Program

The legislative program herein supports Alameda CTC's transportation vision below adopted for the 2020 Countywide Transportation Plan:

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6.15A

"Alameda County residents, businesses and visitors will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities. Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measurable performance indicators. Our transportation system will be:

- **Accessible, Affordable and Equitable** – Improve and expand connected multimodal choices that are available for people of all abilities, affordable to all income levels and equitable.
- **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."

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none"><li>• Oppose efforts to repeal transportation revenues streams enacted through SB1.</li><li>• Support efforts that protect against transportation funding diversions.</li><li>• Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures.</li><li>• Support the implementation of more stable and equitable long-term funding sources for transportation.</li><li>• Ensure fair share of sales tax allocations from new laws and regulations</li><li>• Seek, acquire, accept and implement grants to advance project and program delivery.</li></ul>
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"><li>• Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations.</li><li>• Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs, including funding to expand the Affordable Student Transit Pass program.</li><li>• Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.</li><li>• Support efforts that streamline financing and delivery of transportation projects and programs.</li><li>• Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.</li><li>• Support statewide principles for federal surface transportation reauthorization and/or infrastructure bills that expand funding and delivery opportunities for Alameda County.</li></ul>
Project Delivery and Operations	Advance innovative project delivery	<ul style="list-style-type: none"><li>• Support environmental streamlining and expedited project delivery, including contracting flexibility and innovative project delivery methods.</li></ul>
	Ensure cost-effective project delivery	<ul style="list-style-type: none"><li>• Support efforts that reduce project and program implementation costs.</li><li>• Support funding and policies to implement transportation projects that create jobs and economic growth, including for apprenticeships and workforce training programs.</li></ul>
	Protect the efficiency of managed lanes	<ul style="list-style-type: none"><li>• Support HOV/managed lane policies that protect toll operators' management of lane operations and performance, toll rate setting and toll revenue reinvestments, deployment of new technologies and improved enforcement.</li><li>• Support high-occupancy vehicle (HOV)/express lane expansion in Alameda County and the Bay Area, and efforts that promote effective and efficient lane implementation and operations.</li><li>• Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.</li></ul>
	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"><li>• Support legislation that increases flexibility and reduces barriers for infrastructure improvements that support the linkage between transportation, housing and jobs.</li></ul>

Issue	Priority	Strategy Concepts
<b>Multimodal Transportation, Land Use and Safety</b>		<ul style="list-style-type: none"> <li>• Support local flexibility and decision-making regarding land-uses for transit oriented development (TOD) and priority development areas (PDAs).</li> <li>• Support funding opportunities for TOD and PDA implementation, including transportation corridor investments that link PDAs.</li> </ul>
	Expand multimodal systems, shared mobility and safety	<ul style="list-style-type: none"> <li>• Support policies that provide increased flexibility for transportation service delivery through programs that address the needs of commuters, youth, seniors, people with disabilities and low-incomes, and do not create unfunded mandates.</li> <li>• Support policies that enable shared mobility innovations while protecting the public interest, including allowing shared and detailed data (such as data from transportation network companies and app based carpooling companies) that could be used for transportation and land use planning and operational purposes.</li> <li>• Support investments in active transportation, including for improved safety and Vision Zero strategies.</li> <li>• Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education; and address parking placard abuse.</li> <li>• Support parity in pre-tax fringe benefits for public transit, carpooling, and vanpooling and other modes with parking.</li> <li>• Support legislation to modernize the Congestion Management Program, supporting the linkage between transportation, housing, and multi-modal performance monitoring.</li> <li>• Support efforts to increase transit priority throughout the transportation system, such as on freeway corridors and bridges serving the county.</li> </ul>
<b>Climate Change and Technology</b>	Support climate change legislation and technologies to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> <li>• Support funding for infrastructure, operations, and programs to relieve congestion, improve air quality, reduce emissions, expand resiliency and support economic development, including transitioning to zero emissions transit fleets and trucks.</li> <li>• Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions.</li> <li>• Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.</li> <li>• Support legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County, including data sharing that will enable long-term planning.</li> <li>• Support the expansion of zero emissions vehicle charging stations.</li> <li>• Support efforts that ensure Alameda County jurisdictions are eligible for state funding related to the definition of disadvantaged communities used in state screening tools.</li> </ul>
<b>Rail Improvements</b>	Expand goods movement and passenger rail funding and policy development	<ul style="list-style-type: none"> <li>• Support a multimodal goods movement system and passenger rail services that enhance the economy, local communities, and the environment.</li> <li>• Support policies that enhance Bay Area goods movement and passenger rail planning, funding, delivery and advocacy.</li> <li>• Support legislation and efforts that improve the efficiency and connectivity of the goods movement system, including passenger rail connectivity.</li> <li>• Ensure that Alameda County goods movement needs and passenger rail needs are included in and prioritized in regional, state and federal goods movement planning and funding processes.</li> <li>• Support rewarding Self-Help Counties that directly fund goods movement and passenger rail infrastructure and programs.</li> <li>• Leverage local funds to the maximum extent possible to implement goods movement and passenger rail investments in Alameda County through grants and partnerships with regional, state and federal agencies.</li> </ul>
<b>Partnerships</b>	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> <li>• Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional and interregional transportation problems and support governmental efficiencies and cost savings.</li> <li>• Partner to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs.</li> </ul>

Issue	Priority	Strategy Concepts
		<ul style="list-style-type: none"><li>• Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.</li></ul>

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# Independent Watchdog Committee Meeting Minutes Monday, July 13, 2020, 5:30 p.m.

7.1

1111 Broadway, Suite 800, Oakland, CA 94607

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• www.AlamedaCTC.org

## 1. Call to Order

Independent Watchdog Committee (IWC) Chair Steve Jones called the meeting to order.

## 2. Roll Call

A roll call was conducted and all members were present with the exception of Curtis Buckley and Oscar Dominguez.

## 3. Public Comment

There were no public comments.

## 4. Presentation and Public Hearing of the Draft IWC Annual Report

### 4.1. Open Public Hearing on the Draft IWC Annual Report

Steve Jones opened the public hearing for review of the *18th Annual Report to the Public*.

### 4.2. Presentation of the Draft IWC Annual Report

Steve Jones presented the draft *IWC 18th Annual Report to the Public* for review.

### 4.3. Public Comment on the Draft IWC Annual Report

There were no public comments.

### 4.4. Close Public Hearing on IWC Annual Report

Steve Jones closed the public hearing.

## 5. Meeting Minutes

### 5.1. Approval of March 9, 2020 IWC Meeting Minutes

*Pat Piras made a motion to approve this item. Steve Jones seconded the motion. The motion passed with the following votes:*

Yes: Brown, Jones, McCalley, Nate, Piras, Rubin, Ryan, Tilchen, Zukas

No: None

Abstain: None

Absent: Buckley, Dominguez

## 6. Election of Officers

### 6.1 Approve the Election of the IWC Chair and Vice Chair for FY2020-21

*Pat Piras made a motion to retain the current officers for the next year. Hale Zukas seconded the nomination. Steve Jones accepted the nomination of Chair and*

*Murphy McCalley accepted the nomination of Vice Chair. The motion passed with the following votes:*

Yes: Brown, Jones, McCalley, Nate, Piras, Rubin, Ryan, Tilchen, Zukas  
No: None  
Abstain: None  
Absent: Buckley, Dominguez

## **7. Direct Local Distribution Program Compliance Summary**

### **7.1 FY 2018-19 Measure B and Measure BB Program Compliance Summary Report**

John Nguyen presented this item to provide the IWC with an update on the Measure B and Measure BB Direct Local Distribution (DLD) Program Compliance for the Fiscal Year 2018-19 (FY18-19) reporting period. He reviewed the compliance requirements, recipients' expenditure, and program performance. Mr. Nguyen stated that 19 of the 20 DLD recipients were in program compliance. The City of Union City remains the only DLD recipient that has not submitted reports to Alameda CTC due a citywide virus hindering Union City's ability to access their required financial reporting data. Union City is currently resolving their data accessibility issues and intends to submit their reports, in the Fall 2020 with their next audit for Fiscal Year 2019-20. Mr. Nguyen stated that as a policy update, the Commission in June approved a one-year extension of the current timely use of funds policy requirements due to the effects of the COVID-19 pandemic. The recommendation also included a modification to the Seniors and People with Disabilities DLD implementation guidelines to allow for the cost eligibility for Meals on Wheel Delivery programs for the FY2020-21 period for transportation purposes.

Pat Piras commented that the IWC observations were not included with the materials reviewed by the Commission at the PPC meeting. Mr. Nguyen stated that going forward, staff will incorporate highlights of the IWC observations on the draft reports.

Pat Piras suggested staff consider showing the equity impacts of the Pavement Condition Index (PCI) over or under 60. She noted that at the Planning, Policy and Legislation Committee meeting, a reference was made regarding PCI shortfalls under the Community-Based Transportation Plans. Mr. Nguyen stated that this is an additional exercise outside the Alameda CTC's program compliance reporting requirements. He noted that there is no specific requirement of the Master Agreements or direction from the Commission to analyze that data on a DLD level. Ms. Piras noted that the metrics and performance measures have changed over time when the Committee observed anomalies and inconsistencies. She noted that the Committee may want to make a recommendation in the future to the Commission.

Pat Piras asked what has happened to the Meals on Wheels program since the pandemic. John Nguyen stated that the Meals on Wheels program's current Implementation Guidelines for the Seniors and People with Disabilities program

limits eligible use of DLD funds for the Meals on Wheels Program to the Cities of Alameda, Emeryville, Fremont, Hayward, and Newark, whose programs were established prior to 2012 with Measure B funds. In June, the Commission approved a recommendation to relieve the eligibility limitation for fiscal Year 2020-21, and allow all DLD recipients the option to use their DLD funds to support Meals on Wheels Program operations which have become a service priority for seniors and people with disabilities within Alameda County during the pandemic.

Murphy McCalley noted that the IWC is in-sync with the report that Mr. Nguyen gave the Commission. Mr. McCalley stated that it is a good idea to incorporate highlights of the IWC observations on the draft reports to the Commission.

*This item is for information only.*

## **8. IWC Annual Report, Publication Methods and Costs, and Press Release**

### **8.1. Approve the IWC Annual Report**

Patricia Reavey noted that several members had comments on this item and she read Hale Zukas comments:

- On the first page in the far-right column Mr. Zukas suggested changing the word “opine” to “scrutinize” to provide a more familiar word for the public to understand. He also suggested moving the sentence to the end of the first paragraph.

Ms. Piras did not agree with Mr. Zukas' suggested change and maintained “opine” is the correct phrasing. Ms. Piras noted the same language has been used by the Committee in the past several years. The Committee agreed to not change the the word from “opine” to “scrutinize.” The Committee agreed to leave the sentence containing the word “opine” on the first page; however, they switched the below sentences as follows:

*“The IWC replaced and assumed responsibility for CWC activities in July 2015. The IWC does not opine on other funds the Alameda CTC manages and/or programs.”*

- Mr. Zukas requested to change the word “closed out” to “completed” on page 2 the second paragraph.
- Mr. Zukas suggested to change the last sentence on page 6 “...and agreed to review geographic equity related to Measure BB program direct local distribution formulas as required by the Expenditure Plan” to the following:  
*“and agreed (as required by the Expenditure Plan) to determine whether or not the Measure BB program direct local distribution formula is geographically equitable.”*

*Pat Piras made a motion to approve the IWC annual report to include the changes as discussed. Murphy McCalley seconded the motion. The motion passed with the following votes:*

Yes: Brown, Jones, McCalley, Nate, Piras, Rubin, Ryan, Tilchen, Zukas  
No: None  
Abstain: None  
Absent: Buckley, Dominguez

## **8.2. Approve the Proposed Publication Costs and Distribution**

Patricia Reavey presented the summary of publication costs for the IWC Annual Report and noted the overall costs were slightly less than the prior year.

Pat Piras commented that the prices for BART should be cheaper than prior years since people are avoiding transit due to the pandemic. She also suggested pursuing outside signage versus inside signage on the buses. Angie Ayers stated that the advertisements on the Tri-Valley buses will be displayed on the buses' exterior, and the advertisements on AC Transit buses will be on the interior. She noted that the publications costs in the packet reflect this. Ms. Ayers noted that she will go back to AC Transit marketing firm for a new quote regarding exterior advertisements. Regarding BART, Ms. Ayers stated that the advertisements will be displayed at the same stations as last year and the cost is similar to the prior year. She stated that she will reach out to BART's marketing firm to ensure the advertisements are placed close to BART's entrances. Ms. Reavey stated that staff will look for additional exterior advertisement placements within the allowable budget.

Tom Rubin stated that the City of Oakland controls the advertisements on bus shelters.

Carl Tilchen made a motion that the Committee should decrease advertisements on BART and use the money for advertisements on the exterior of buses. There was no second to the motion.

Steve Jones stated that the advertisements as listed in the report should remain as is, and Alameda CTC should reach out to AC Transit's marketing firm to place ads on the buses' exterior if possible.

*Pat Piras made a motion to approve this item and recommended staff explore moving the advertisements on the buses' exteriors, and also to explore if BART will lower their prices. Carl Tilchen seconded the motion. The motion passed with the following votes:*

Yes: Brown, Jones, McCalley, Nate, Piras, Rubin, Ryan, Tilchen  
No: None  
Abstain: None  
Absent: Buckley, Dominguez, Zukas

**8.3. Draft IWC Annual Report Press Release Review**

The Committee reviewed the draft IWC Annual Report press release and noted that the press release is modeled after last year's press release. Ms. Reavey stated that there are highlighted items that will be completed prior to releasing the press release.

Pat Piras stated that the press release is missing the finding and observations. She suggested adding a new paragraph between the second and third paragraphs on the press release.

*This item is for information only.*

**9. IWC Calendar/Work Plan**

**9.1 Approve the IWC Calendar/Work Plan for FY2020-21**

Patricia Reavey noted that the IWC Calendar has been updated for the Committee's review.

*Pat Piras made a motion to approve this item. Murphy McCalley seconded the motion. The motion passed with the following votes:*

Yes: Brown, Jones, McCalley, Nate, Piras, Rubin, Ryan, Tilchen, Zukas  
No: None  
Abstain: None  
Absent: Buckley, Dominguez

**10. Independent Auditor Work Plan**

**10.1. Overview of Independent Auditor's Work Plan**

David Alvey with Maze and Associates discussed the audit scope for the upcoming FY2019-20 audit. Mr. Alvey stated that the interim phase of the audit was completed on June 8, 2020 and the final phase is scheduled for the weeks of August 31, 2020 and September 7, 2020. He stated that the draft Comprehensive Annual Financial Report (CAFR) will be presented at the Audit Committee meeting on October 22, 2020, and the Finance and Administration Committee (FAC) and IWC on November 9, 2020, and finally at Alameda CTC Commission meeting on December 3, 2020.

Tom Rubin asked if this item is informational or for approval. Staff confirmed that the item is informational. Mr. Rubin noted that the report is compliant with the requirements and it's adequate for him.

Murphy McCalley asked if there are any new Governmental Accounting Standards Board (GASB) pronouncements the Committee should be aware of. Mr. Alvey stated that with the sheltered-in-place GASB issued GASB statement 95 that pushes all the effective dates back one year. The next major statement will be effective for the fiscal year ended June 30, 2022, GASB 87 related to accounting for leases.

Mr. McCalley asked what is the issue with leases. Mr. Alvey stated that the accounting for leases changed for all to look like like capital leases. Ms. Reavey stated that Alameda CTC has very few leases besides the office space.

*This item is for information only.*

## **11. IWC Member Reports/Issues Identification**

### **11.1 Chair's Report**

Chair Steve Jones stated that he did not have new items to report.

### **11.2 IWC Issues Identification Process and Form**

Patricia Reavey stated that the Issues Identification Process and Form is a standing item on the IWC agenda which keeps members informed of the process required to submit issues/concerns that they want to have come before the Committee.

### **11.3 Issues form received – Long-Range Surface Transportation Planning in Alameda County**

Tom Rubin asked the Committee if they are interested in getting briefed on long-range transportation projects that will come before the Commission and ultimately to the IWC. He noted that if there is any interest, he suggests the Committee utilize the Issues Identification Form.

Murphy McCalley asked who would brief the Committee. Mr. Rubin stated that in some cases it could be Alameda CTC staff or the Project Sponsor staff.

Ms. Reavey asked how the Committee would entice Project Sponsors to give a presentation since Measure B and Measure BB funds are not used in these projects. Mr. Rubin stated that these could be potential projects for Measure B and Measure BB funds in the future.

Pat Piras commented that the IWC does not have purview over long-range projects that are mentioned in Mr. Rubin's Issues Identification Form. Ms. Piras requested this item be dropped from consideration. Mr. Rubin stated that BART is receiving funding from Measure BB, and it is used for a variety of items, which will give the IWC the right to review the funding.

Carl Tilchen commented that it is best to have more information about the future projects. Mr. Tilchen suggested the Project Sponsors provide the IWC with documents to read and the Committee can make an informed decision at that time.

Steve Jones stated that if a member wants information on long-range projects they will need to contact the Project Sponsors on their own. He reiterated that the projects listed in the Issues Identification Form submitted by Mr. Rubin are outside of the IWC purview.

*Pat Piras made a motion that this request is outside of IWC's jurisdiction. Steve Jones seconded the motion. The motion passed with the following votes:*

Yes: Brown, Jones, McCalley, Nate, Piras, Ryan  
No: Rubin, Tilchen, Zukas  
Abstain: None  
Absent: Buckley, Dominguez

#### **11.4 Members Report**

There were no member reports.

### **12 Staff Reports**

#### **12.1 FY2020-21 IWC Budget**

Patricia Reavey reviewed the IWC budget for FY2020-21 with the Committee. She stated that there were no changes from the prior year and there were no issues with staying within the prior year's budget. Operating budgets expire at the end of the fiscal year, and leftover funding does not roll over to the next fiscal year.

*This item is for information only.*

#### **12.2 Staff Response to Request for Information**

Patricia Reavey noted that this item was included to show responses to questions from IWC members following the previous Committee meeting. There were no comments from the Committee at the last IWC meeting.

*This item is for information only.*

#### **12.3 IWC Projects and Programs Watchlist Next Steps**

Patricia Reavey provided an update on the IWC Projects and Programs Watchlist Next Steps. A letter will be prepared on behalf of the Chair and sent to each city and agency sponsor to request a notification to IWC members of all public meetings for Measure B and Measure BB – funded projects and programs. IWC members will receive a notification if they signed up to “watch” the particular project and/or program.

*This item is for information only.*

#### **12.4 IWC Roster**

The Committee roster was provided in the agenda packet for review purposes.

### **13 Adjournment**

The meeting adjourned at 7:30 p.m. The next meeting is scheduled for November 9, 2020 at the Alameda CTC offices.

**Alameda County Transportation Commission**  
**Independent Watchdog Committee**  
**Roster - Fiscal Year 2020-2021**

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires
1	Mr.	Jones, Chair	Steven	Dublin	Alameda County Mayors' Conference, D-1	Dec-12	Jan-19	Jan-21
2	Mr.	McCalley, Vice Chair	Murphy	Castro Valley	Alameda County Supervisor Nate Miley, D-4	Feb-15	Mar-17	Mar-19
3	Mr.	Brown	Keith	Oakland	Alameda Labor Council (AFL-CIO)	Apr-17		N/A
4	Mr.	Buckley	Curtis	Berkeley	Bike East Bay	Oct-16		N/A
5	Mr.	Dominguez	Oscar	Oakland	East Bay Economic Development Alliance	Dec-15		N/A
6	Mr.	Naté	Glenn	Union City	Alameda County Supervisor Richard Valle, D-2	Jan-15	Jan-20	Jan-22
7	Ms.	Piras	Pat	San Lorenzo	Sierra Club	Jan-15		N/A
8	Mr.	Rubin	Thomas	Oakland	Alameda County Taxpayers Association	Jan-19		N/A
9	Ms.	Ryan	Karina	Oakland	League of Women Voters	May-19		N/A
10	Mr.	Tilchen	Carl	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Oct-18		Oct-20
11	Ms.	Waltz	Esther Ann	Livermore	Paratransit Advisory and Planning Committee	Jul-20		N/A
12	Mr.	Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09	Jan-20	Jan-22



# Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• [www.AlamedaCTC.org](http://www.AlamedaCTC.org)

**DATE:** November 12, 2020

**TO:** Alameda County Transportation Commission

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

**SUBJECT:** Approve the Alameda CTC Draft Audited Comprehensive Annual Financial Report for the Year Ended June 30, 2020

## Recommendation

It is recommended that the Commission approve the Alameda CTC Draft Audited Comprehensive Annual Financial Report for the Year Ended June 30, 2020 (Draft Audited CAFR).

## Summary

Pursuant to the Joint Powers Agreement of the Alameda County Transportation Commission, California Public Utilities Code Section 180105, the Joint Powers Agreement of the Alameda County Congestion Management Program and the California Government Code Section 6505, an independent audit was conducted for the fiscal year ended June 30, 2020 by Maze & Associates Accounting Corporation (Maze & Associates). Financial statements are the responsibility of management. The auditor's responsibility is to express an opinion on the financial statements based on their audit. As demonstrated in the Independent Auditor's Report on page one (1) of the Draft Audited CAFR, the Alameda CTC's auditors have reported what is considered to be an unmodified opinion or clean audit.

*"In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, each major fund, and the aggregate remaining fund information of Alameda CTC, as of June 30, 2020, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America."*

The Alameda CTC Audit Committee met with the Partner on the agency's audit from Maze & Associates on October 22, 2020 to discuss required audit communications regarding internal controls, significant audit findings, and other matters and to review the Draft Audited CAFR for the year ended June 30, 2020.

### Financial Highlights:

- The assets and deferred outflows of resources of Alameda CTC exceeded its liabilities and deferred inflows of resources at the end of fiscal year 2019-20 by \$561.7 million (*net position*). Of this amount, \$85.5 million represents unrestricted net position, which may be used to meet ongoing obligations.
- Alameda CTC's total net position increased \$14.1 million or 2.6 percent over the prior fiscal year-end mostly due to a decrease in long-term obligations related to the Measure B 2014 Sales Tax Revenue Bonds which was offset, in part, by an increase in Measure BB Capital Project accrued liabilities.
- As of June 30, 2020, Alameda CTC governmental funds reported combined fund balances of \$578.7 million, a decrease of \$9.3 million compared to June 30, 2019. This decrease is attributed to an increase of expenditures in the Measure BB Capital Projects Fund and the Measure BB Special Revenue Fund as project and program activities ramp up to deliver the many projects and programs promised to the voters in the 2014 Transportation Expenditure Plan (TEP). Of the total combined fund balances, \$83.2 million or 14.4 percent is available for spending at Alameda CTC's discretion (*unassigned fund balance*).
- Total assets and deferred outflows of resources of Alameda CTC decreased by \$4.2 million from \$730.1 million to \$725.9 million as of June 30, 2020 compared to June 30, 2019 mainly related to a decrease in sales tax and other receivables at year-end. Cash and investments comprised 84.9 percent of the total assets and deferred outflows of resources as of June 30, 2020.
- Revenues totaled \$370.3 million for the fiscal year ended June 30, 2020. This was a decrease of \$35.4 million or 8.7 percent from the fiscal year ended June 30, 2019 primarily related to a reduction in sales tax revenue collections which was due to the global pandemic related to the COVID-19 virus and the resulting shelter-in-place order.
- Total liabilities and deferred inflows of resources decreased by \$18.3 million or 10.0 percent going from \$182.5 million as of June 30, 2019 compared to \$164.2 million as of June 30, 2020. This decrease is mostly related to a decrease in long-term obligations as debt service payments were made on the 2014 Sales Tax Revenue Bonds.
- Expenses totaled \$356.3 million for the fiscal year ended June 30, 2020. This was an increase of \$50.1 million or 16.4 percent over the fiscal year ended June 30, 2019. This increase is mostly due to an increase in capital project expenditures in the Measure BB Capital Projects Funds as capital projects are progressing and moving on to more advanced phases of delivery.

### Background

As part of the audit process, Maze & Associates considered Alameda CTC's internal control over financial reporting to determine the audit procedures that are appropriate in order to express their opinions on the financial statements. They have not expressed an opinion on the effectiveness of the Alameda CTC's internal controls; however, Maze & Associates'

Memorandum on Internal Control and Required Communications states, "... we did not identify any deficiencies in internal control that we consider to be a material weaknesses."

In addition, Maze & Associates audited the calculation of the limitations ratios required by the 2000 and 2014 Transportation Expenditure Plans (TEP) which require that the total Measure B and Measure BB salaries and benefits costs for administrative employees not exceed 1.00 percent of sales tax revenues, and expenditures for administration do not exceed 4.5 percent of sales tax revenues for Measure B and 4.0 percent of sales tax revenues for Measure BB. The Measure B and Measure BB ratios for the fiscal year ended June 30, 2020 are 0.63 percent and 0.76 percent, respectively, for salaries and benefits as a percent of sales tax revenues, and 1.61 percent and 1.91 percent, respectively, for total administration costs as a percent of sales tax proceeds which are compliant with the requirements set forth in the TEPs.

Maze & Associates also performed a Single Audit for the fiscal year ended June 30, 2020. Per the *Office of Management and Budget (OMB) Compliance Supplement*, a single audit is required when a grantee spends \$750,000 or more in federal funds in the fiscal year to provide assurance to the federal government as to the management and use of these funds. Alameda CTC's federal expenditures were well over the threshold at \$4.4 million during the fiscal year ended June 30, 2020, therefore, a Single Audit was required. As demonstrated in the Independent Auditor's Report beginning on page 127 of the Draft Audited CAFR, Alameda CTC's auditors have reported the following:

*"In our opinion, Alameda CTC complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major Federal programs for the year ended June 30, 2020."*

The Alameda CTC's Comprehensive Annual Financial Report (CAFR) has been drafted to meet all Government Finance Officers Association (GFOA) requirements for an award for excellence in financial reporting and will be submitted to the GFOA for consideration of this award once the CAFR is approved by the Commission. The Alameda CTC has been awarded the GFOA Certificate of Achievement for Excellence in Financial Reporting for its CAFRs for the past seven (7) years since the agency first produced its financial statements in the form of a CAFR for the fiscal year ended June 30, 2013. A copy of the June 30, 2019 award has been included in the CAFR for the year ended June 30, 2020, as required by the GFOA, on page xv.

Similar to Alameda CTC's previous CAFRs, this CAFR was designed to provide detailed financial information by function so that interested parties can review agency financials as a whole or at a more detailed functional level. For example, for the benefit of the Independent Watchdog Committee whose purview is limited to the 2000 Measure B and 2014 Measure BB programs, these funds have been broken out in separate columns whenever possible in the fund financial statements beginning on page 16 of the Draft Audited CAFR except in the General Fund and the Debt Service Fund. There can only be one General Fund; however Alameda CTC's financial system was designed to distinguish

costs related to the administration of congestion management activities from that of each of the individual sales tax measures. Therefore, a breakout of financial information for the General Fund has been provided as supplemental information beginning on page 66 of the Draft Audited CAFR, and a breakout of financial information for the Nonmajor Governmental Funds, which are generally those funds that contain less than 10 percent of the total governmental funds' assets, liabilities, revenues or expenditures, and includes the Debt Service Fund, which also has been provided as supplemental information beginning on page 68.

In addition, within the Supplemental Information section, a breakout of the 2000 Measure B and the 2014 Measure BB Special Revenue Funds' financial information by sub-fund has been provided beginning on pages 78 and 82, respectively, of the Draft Audited CAFR.

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

**Attachment:**

- A. [Alameda County Transportation Commission Draft Audited Comprehensive Annual Financial report for the Fiscal Year Ended June 30, 2020](#) *(Hyperlinked to website)*



# Memorandum

9.1

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

**DATE:** November 12, 2020

**TO:** Alameda County Transportation Commission

**FROM:** Gary Husingh, Deputy Executive Director of Projects  
Vivek Bhat, Director of Programming and Project Controls

**SUBJECT:** Approve I-880 to Mission Boulevard East-West Connector Project (PN 1177000)  
Commitment of 1986 Measure B Funding (Resolution No. 20-013)

## Recommendation

It is recommended that the Commission approve the following actions solely for the 1986 Measure B Named Capital Project funds:

1. Adopt Resolution No. 20-013 (Attachment A) committing the remaining balance of 1986 Measure B funding for the I-880 to Mission Boulevard East-West Connector Project to the Quarry Lakes Parkway Project sponsored by the City of Union City and acknowledging the commitment fulfills the entire commitment of 1986 Measure B funding from the 1986 Transportation Expenditure Plan to the project;
2. Allocate \$4.2 million of 1986 Measure B funding for the design phases of Segments 1 and 2 of the Quarry Lakes Parkway Project (\$2 million and \$2.2 million, respectively);
3. Allocate \$17.8 million of 1986 Measure B funding for the design phases of Segments 3 and 4 of the Quarry Lakes Parkway Project (\$9.2 million and \$8.6 million, respectively) with the condition that full funding for all phases of the segment will be identified in the funding agreement(s) for the Quarry Lakes Parkway Project before any reimbursements for eligible design phase costs for that segment will be approved; and
4. Authorize the Executive Director, or designee of the Executive Director, to execute a project funding agreement, or agreements, with the City of Union City for the design phases of Segments 1 through 4 of the Quarry Lakes Parkway Project up to the amounts allocated for the design phase for each segment.

## Summary

The East-West Connector (EWC) is the last capital project remaining from the original ten capital projects included the 1986 Measure B Transportation Expenditure Plan (1986 TEP) as amended. The current description for the EWC was adopted in June 2006 with the second amendment to the 1986 TEP. The project scope includes approximately 3.2 miles of an improved east-west local arterial route along a combination of existing roadways

and new alignments through the cities of Fremont and Union City connecting I-880 in Fremont to Route 238 (Mission Boulevard) in Union City.

In March 2018, the Commission approved a request from the City of Union City to transfer project sponsorship of the EWC to the City. The City accepted the role of project sponsor and became the implementing agency. One of the conditions of the transfer was that the City would provide an update to the Commission on the status of the project and the plan for delivering the project.

The required update was presented to the Commission in October 2020 and included the City's vision for an updated project definition and approach for project delivery. The project delivery approach was based on prioritizing the six segments of the updated project referred to as the Quarry Lakes Parkway Project and delivering the top priority segments with the available funding. See Attachment B for a cost breakdown of the segments of the Quarry Lakes Parkway Project and a funding plan for the segments. The available funding includes 1986 Measure B, CMA TIP, and proceeds from the sales of state-owned properties in accordance with the Local Alternative Transportation Improvement Program (LATIP).

The six segments of the Quarry Lakes Parkway Project include four in Union City (Segments 1 through 4), one with portions in Union City and Fremont (Segment 5), and the sixth in Fremont (Segment 6). The City of Union City is the project sponsor for Segments 1 through 5, and Segment 6 has been incorporated into a larger corridor project on Decoto Road being implemented by the City of Fremont.

A significant amount of public input was received from a number of individuals and groups that expressed concerns the City had not satisfied all of the conditions placed on the transfer approved in March 2018, and whether the Quarry Lakes Parkway Project would be a priority for the additional funding required to eliminate the shortfall estimated at more than \$170 million for all six segments. The public input included concerns that project-related technical information has not been sufficiently available for review by interested parties. Attachment C includes letters submitted to the Alameda CTC regarding the Quarry Lakes Parkway Project since the October Commission meeting.

The City of Union City continues to work with the Commission staff, City of Fremont, AC Transit, Union City Transit, BART, Caltrans, SamTrans/Cross Bay Transit, ACE, East Regional Park District, bicycle and pedestrian groups, and other interested parties to respond to the comments and concerns expressed during the project update.

The recommended actions would allow the City of Union City to proceed with delivery of the initial usable segments that can be funded with 1986 Measure B and other funds currently available for the project. The initial usable segments will provide benefits to the Union City BART Station area that are consistent with the intended benefits of the EWC and Quarry Lakes Parkway Project. The recommended actions will allow for the design phases of the initial usable segments to proceed while the City responds to the public comments and concerns about the overall Quarry Lakes Parkway Project, continuing the Commission's condition in March 2018 that Union City work with transit, pedestrian and bicycle groups to

ensure that the design meets the needs of those interests, in terms of connectivity, safety and related concerns

The 1986 Measure B funds will be made available to reimburse eligible costs incurred in accordance with applicable Commission policies through funding agreements which obligate funding by phase. Funds administered by the Commission shall not be obligated for any phase of a segment of the Quarry Lakes Parkway Project that does not have full funding identified for all phases of the segment. The City will be responsible for providing the baseline cost and funding amounts by phase for all six segments to demonstrate which segments are fully funded, and for providing updates to the cost/funding matrix shown in Attachment B as changes become known to the City. Any requests for funding agreements, or amendments to funding agreements shall be accompanied by the most current cost/funding matrix for all six segments. The City has agreed to these conditions and a full funding commitment will be incorporated in the funding agreement(s) for the Quarry Lakes Parkway Project.

## **Background**

The East-West Connector is the last major capital project remaining from the 1986 TEP. The evolution of the EWC project can be traced back to 1958 when Caltrans first identified the need for the Historic Parkway (a route intended to serve as State Route 84 through the area). Right-of-way was acquired and/or zoned for the Historic Parkway during the 1960's and 70's and the approval of the Expenditure Plan in 1986 made funding available to develop the project.

In January 2007, the Alameda County Transportation Authority, ACTA (Alameda CTC's predecessor agency), entered into a Memorandum of Understanding (MOU) with Caltrans, the City of Fremont, and the City of Union City which spelled out the terms of project delivery for the EWC and identified ACTA as the implementing agency for project development. The Alameda CTC retained a consultant team to perform preliminary engineering, environmental studies, and final design services for the EWC project.

The Final Environmental Impact Report (FEIR) for the EWC was approved in accordance with the California Environmental Quality Act (CEQA) in 2009 allowing final design activities to begin. The project design activities were halted in 2011 after the project cost estimate was updated and a significant funding shortfall was identified.

Design efforts resumed in 2015 after the passage of the 2014 Measure BB Transportation Expenditure Plan (2014 MBB TEP) which included several funding opportunities for the project. When the cost estimate was updated again in 2017, the funding shortfall had increased to over \$200 million, and the viability of the project was revisited by Alameda CTC and project stakeholders.

In March 2018, the City requested, and the Commission approved, a transfer of project sponsorship to the City along with a plan to transition the responsibility for delivering the project. The action approved in March 2018 included specific conditions to be satisfied by the City and required for the transfer of project sponsorship. The March 2018 action

also set expectations for the City to complete the final design of the project and develop a project delivery plan to address the funding shortfall.

The Commission's conditions included:

- A cap on the cost for the traffic study, final design and preparation of the PS&E work at \$2.5 million.
- In addition to the final design work and the \$2.5 million funding limit, Union City shall evaluate whether an update, amendment or addendum to the current environmental document is required. This evaluation shall include preparation of an updated traffic study covering at least the area from the Dumbarton Bridge to the Union City BART station, all at a cost to be determined.
- As part of the final design work, Union City shall work with transit, pedestrian and bicycle groups to ensure that the design meets the needs of those interests, in terms of connectivity, safety and related concerns.
- Union City will report back to the Commission upon completion of the design work and preparation of a cost estimate

The City of Union City reported back to the Commission on October 2020. The project delivery approach was based on prioritizing the six segments of the updated project referred to as the Quarry Lakes Parkway Project and delivering the top priority segments with the available funding. The six segments include four in Union City (Segments 1 through 4), one with portions in Union City and Fremont (Segment 5), and the sixth in Fremont (Segment 6). The City of Union City is the project sponsor for Segments 1 through 5, and Segment 6 has been incorporated into a larger corridor project on Decoto Road being implemented by the City of Fremont.

Resolution No. 20-013 confirms that the commitment of the remaining balance of 1986 Measure B funds for the EWC to the Quarry Lakes Parkway Project represents fulfillment of the commitment to the project included in the 1986 TEP as amended. The EWC is the last remaining capital project stemming from the original ten capital projects included in the 1986 TEP.

*Summary of comments and discussion from the November 9, 2020 Programs and Projects Committee (PPC) meeting*

This item was considered and approved at the PPC meeting on November 9, 2020. Twelve comments were submitted during the public comment period at the PPC meeting including two from housing developers with projects in the Union City BART Station Area District that spoke in support of the Quarry Lakes Parkway project. The speakers also included a representative from the Alameda County Fire Department and one from the Union City Police Department which both spoke in favor of the Quarry Lakes Parkway project due mainly to the fact that the project will provide an alternative access to the BART station area that is grade-separated from the two railroad corridors that traverse the station area.

Seven of the eight other speakers, including the BART Director from District 6 (the District that includes the Union City BART station), expressed concerns that the City of Union City had not fully satisfied the conditions set by the Commission in March 2018 for the project to move

forward under sponsorship by Union City. The concerns were mainly associated with the availability of the technical data, e.g. traffic forecasts and design criteria, used as the basis for the design elements of the Quarry Lakes Parkway, and with the coordination by the City of Union City with interested stakeholder groups including bicycle and pedestrian advocates. The remaining speaker of the eight other speakers expressed support for the Quarry Lakes Parkway project.

Most of the comments made at the PPC meeting were continued expressions of concerns from the presentations regarding the Quarry Lakes Parkway at the October PPC and Commission meetings. One member of the public expressed concerns about the soil conditions near the BART station and the potential for contaminants to enter the drinking water aquifer as a result of large-scale earth moving operations where the proposed roadway crosses under the BART and railroad tracks. Some comments suggest that project proponents should consider current project review policies including the Governor's order to reduce greenhouse gases by 40-percent from 1990 levels by 2030, and a recent policy proposal by the Metropolitan Transportation Commission (MTC) to increase telecommuting. An underlying concern is that the Quarry Lakes Parkway will serve as a route for regional traffic through Union City and Fremont in addition to providing multi-modal benefits to circulation within the Union City BART Station Area District. The City of Union City reiterated its commitment to work with interested parties during the design of the Quarry Lakes Parkway project.

Comments were also received from some Commissioners following the public comments at the PPC meeting. Commissioner Haggerty clarified that the MTC telecommuting policy is still being developed and is not ready for use as a project approval criterion. Commissioner Marchand provided some clarifications for a couple of technical concerns expressed during the public comment period about the soils and proximity to the drinking water aquifer managed by the Alameda County Water District (ACWD) and asked whether or not the Commission had received any comments from the ACWD. Executive Director Lengyel responded that the Commission had not received any comments from the ACWD. Commissioner Saltzman asked whether or not the City of Union City had received the written comment letters received by the Commission, including questions about the basis of the design elements of the Quarry Lakes Parkway. The City Manager of Union City confirmed that they had received the letters and were preparing responses. Commissioner Saltzman stated that she would like to see the responses before she can decide about the merits of the Quarry Lakes Parkway and asked if the responses would be provided prior to the Commission meeting on November 19. City Manager Malloy confirmed that the City would be providing the responses in time for the Commission meeting. Commissioner Mei expressed support for the initial usable segments while sharing concerns about interested stakeholder groups receiving responses to their comments about the full Quarry Lakes Parkway project. Commissioner Bauters pointed out that Exhibit 1 to Resolution 20-013 was missing from the agenda packet (noting it will be similar to Attachment 5.2B that was included in the packet) and asked that the exhibit to the resolution be included in the Commission meeting item. The City's response to comments are included as Attachment D.

Staff recommends Commission approval of the actions associated with the initial usable segments of the Quarry Lakes Parkway Project. The recommended actions will allow for the design phases of the initial usable segments to proceed while the City responds to the public comments and concerns about the overall Quarry Lakes Parkway Project, and will require continued coordination with Bicycle-pedestrian, Transit and other stakeholders.

**Fiscal Impact:** The funding recommended is accounted for in the 1986 Measure B Capital Program.

**Attachments:**

- A. Resolution No. 20-013
- B. Quarry Lakes Parkway Segment Breakdown
- C. Letters submitted to the Alameda CTC since October Board Meeting
- D. City of Union City Response to Comments

**RESOLUTION NO. 20-013****Commission Chair**

Mayor Pauline Russo Cutter  
City of San Leandro

**Commission Vice Chair**

Councilmember John Bauters  
City of Emeryville

**AC Transit**

Board Vice President Elsa Ortiz

**Alameda County**

Supervisor Scott Haggerty, District 1  
Supervisor Richard Valle, District 2  
Supervisor Wilma Chan, District 3  
Supervisor Nate Miley, District 4  
Supervisor Keith Carson, District 5

**BART**

Director Rebecca Saltzman

**City of Alameda**

Mayor Marilyn Ezzy Ashcraft

**City of Albany**

Mayor Nick Pilch

**City of Berkeley**

Mayor Jesse Arreguin

**City of Dublin**

Mayor David Haubert

**City of Fremont**

Mayor Lily Mei

**City of Hayward**

Mayor Barbara Halliday

**City of Livermore**

Mayor John Marchand

**City of Newark**

Councilmember Luis Freitas

**City of Oakland**

Councilmember At-Large  
Rebecca Kaplan  
Councilmember Sheng Thao

**City of Piedmont**

Mayor Robert McBain

**City of Pleasanton**

Mayor Jerry Thorne

**City of Union City**

Mayor Carol Dutra-Vernaci

**Executive Director**

Tess Lengyel

**A RESOLUTION OF THE ALAMEDA COUNTY TRANSPORTATION COMMISSION DETERMINING THAT THE COMMITMENT TO THE OPTION 2 EAST-WEST CONNECTOR PROJECT INCLUDED IN THE 1986 MEASURE B EXPENDITURE PLAN AS AMENDED SHALL BE FULFILLED BY FUNDING INITIAL USABLE SEGMENTS OF THE PROJECT THAT CAN BE FUNDED BY THE REMAINING BALANCE OF THE 1986 MEASURE B COMMITMENT AND OTHER AVAILABLE FUNDS**

**WHEREAS**, the 1986 Measure B Expenditure Plan included commitments of sales tax revenues to ten (10) capital projects; and

**WHEREAS**, the 1986 Measure B Expenditure Plan has been amended twice to replace one of the original ten capital projects with usable segments that could be delivered with the available amounts of 1986 Measure B funding; and

**WHEREAS**, only one of the capital projects identified in the 1986 Expenditure Plan as amended, the Option 2 East-West Connector Project in Union City and Fremont, remains to be delivered but cannot be delivered in its entirety with the available funding, which includes the remaining balance of the 1986 Measure B commitment for the project; and

**WHEREAS**, the project sponsor, the City of Union City, has identified six segments of the Option 2 East-West Connector Project that independently provide a portion of the intended benefits of the complete project; and

**WHEREAS**, five (5) of the six (6) project segments are sponsored by the City of Union City and the sixth segment is sponsored by the City of Fremont; and

**WHEREAS**, a funding shortfall of \$172 million remains for the five (5) segments sponsored by the City of Union City; and

**WHEREAS**, the Commission desires to fulfill the remaining commitment of 1986 Expenditure Plan by committing the remaining balance of the 1986 Measure B funding to four (4) of the five (5) segments sponsored by the City of Union City; and

**WHEREAS**, for capital projects included in the 1986 Measure B Expenditure Plan with total available funds less than the amount required to complete the project as described in the Expenditure Plan, a usable initial phase of the project can be identified that provides a portion of the benefits of the project as defined in the Expenditure Plan, can be delivered with available funding, and shall be considered as fulfilling the 1986 Measure B Expenditure Plan commitment.

**NOW THEREFORE, BE IT RESOLVED**, that this Commission does and it hereby finds and determines each of the following:

- (a) The remaining balance of 1986 Measure B funding for the Option 2 East-West Connector Project shall be made available for the initial usable segments described in Exhibit 1, attached hereto and incorporated herein;
- (b) 1986 Measure B funding for any phase of the initial usable segments described in Exhibit 1 shall only be available to reimburse eligible costs incurred by the project sponsor in accordance with Alameda CTC policies regarding eligible costs, and only after funding commitments for all phases of the segments are included in the project funding agreement(s) with Alameda CTC;
- (c) The 1986 Measure B funding shall be encumbered in a funding agreement, or agreements, between Alameda CTC and project sponsor with amounts encumbered for each phase of each segment covered by the funding agreement;
- (d) The 1986 Measure B funding may be shifted between the four initial usable Union City sponsored segments, or phases of the four initial usable segments, based on a written request submitted to Alameda CTC for review and approved by Alameda CTC staff prior to any costs being incurred that are intended to be funded by the shifted 1986 Measure B funding; and
- (e) The commitment of the remaining 1986 Measure B funding shown in Exhibit 1 shall represent the final commitment of 1986 Measure B funding to the ten capital projects included in the 1986 Expenditure Plan as amended.

**ADOPTED** November 19, 2020, by the Commission of the Alameda County Transportation Commission by the following vote, to wit:

AYES:            NOES:            ABSTAIN:       ABSENT:

SIGNED:

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Pauline Cutter, Chairperson

ATTEST:

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Vanessa Lee, Clerk of the Commission

APPROVED AS TO FORM:

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General Counsel of the Alameda  
County Transportation Commission

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## Resolution 20-013 Exhibit 1

	\$ x Million				
	Total Segment Cost	1986 Measure B	CMA TIP	LATIP (Estimate)	Shortfall
<b>Segments Sponsored by Union City <sup>(1)</sup></b>					
Segment 1: QLP from Mission to 7th Street	16.7	16.7			-
Segment 2: QLP from Alavarado-Niles to Quarry Lakes Drive	20.3	20.3			-
Segment 3: QLP from 7th Street to 11th Street	91.6	19.9 <sup>(3)</sup>	14.3	16.4 <sup>(6)</sup>	41.0
Segment 4: QLP from 11th Street to Alavarado-Niles	79.6	8.6 <sup>(3)</sup>			71.0
<b>Sub-Total Union City Initial Useable Segments 1 through 4 <sup>(1)</sup></b>	<b>208.2</b>	<b>65.5</b>	<b>14.3</b>	<b>16.4</b>	<b>112.0</b>
Segment 5: QLP from Quarry Lakes Drive to Paseo Padre	60.0				60.0
<b>Sub-Total Union City Sponsored Segments 1 through 5</b>	<b>268.2</b>	<b>65.5</b>	<b>14.3</b>	<b>16.4</b>	<b>172.0</b>
<b>Initial Useable Segment Sponsored by Fremont <sup>(2)</sup></b>					
Segment 6: Decoto Road from Paseo Padre to I-880	20.0	3.5 <sup>(4)</sup>		16.4 <sup>(6)</sup>	0.1
<b>Sub-Total Fremont Sponsored Segment</b>	<b>20.0</b>	<b>3.5</b>	<b>-</b>	<b>16.4</b>	<b>0.1</b>
<b>Total All Segments</b>	<b>288.2</b>	<b>69.0</b>	<b>14.3</b>	<b>32.8 <sup>(5)</sup></b>	<b>172.1</b>
<b>Notes</b> (1) Segments 1 through 4 in Union City are considered initial usable segments which provide independent benefits. (2) Segment 6 in Fremont is an initial useable segment on Decoto Road and has been incorporated into a larger corridor project along Decoto Road. (3) Availability of funds allocated for the design phase of Segment 3 or 4 is contingent on full funding being identified for all phases of the segment. (4) The \$3.5 million of 1986 Measure B funds for Segment 6 was allocated for the design phase of the Decoto Road improvements. (5) The LATIP amounts shown are based on estimated proceeds expected from the sale of state-owned properties in the corridor. (6) The LATIP funds are split 50-50 between Union City and Fremont. (7) Segment and phase cost information provided by the City of Union City					

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**East West Connector - Quarry Lakes Parkway Cost / Funding Matrix**

	\$ x Million								
	Final PS&E	R/W & Mitigation	CON	CON (Support)	Total Segment Cost	1986 Measure B	CMA TIP	LATIP (Estimate)	Shortfall
<b>Segments Sponsored by Union City <sup>(1)</sup></b>									
Segment 1: QLP from Mission to 7th Street	2.0	3.0	10.2	1.5	16.7	16.7			-
Segment 2: QLP from Alavarado-Niles to Quarry Lakes Drive	2.2	1.2	14.7	2.2	20.3	20.3			-
Segment 3: QLP from 7th Street to 11th Street	9.2	12.1	61.1	9.2	91.6	19.9 <sup>(3)</sup>	14.3	16.4 <sup>(6)</sup>	41.0
Segment 4: QLP from 11th Street to Alavarado-Niles	8.6	2.4	59.7	8.9	79.6	8.6 <sup>(3)</sup>			71.0
<b>Sub-Total Initial Useable Union City Segments 1 through 4 <sup>(1)</sup></b>	<b>22.0</b>	<b>18.7</b>	<b>145.7</b>	<b>21.8</b>	<b>208.2</b>	<b>65.5</b>	<b>14.3</b>	<b>16.4</b>	<b>112.0</b>
Segment 5: QLP from Quarry Lakes Drive to Paseo Padre	5.9	3.2	45.0	5.9	60.0				60.0
<b>Sub-Total Union City Sponsored Segments 1 through 5</b>	<b>27.9</b>	<b>21.9</b>	<b>190.7</b>	<b>27.7</b>	<b>268.2</b>	<b>65.5</b>	<b>14.3</b>	<b>16.4</b>	<b>172.0</b>
<b>Initial Useable Segment Sponsored by Fremont <sup>(2)</sup></b>									
Segment 6: Decoto Road from Paseo Padre to I-880	2.2	1.2	14.5	2.1	20.0	3.5 <sup>(4)</sup>		16.4 <sup>(6)</sup>	0.1
<b>Sub-Total Fremont Sponsored Segment</b>	<b>2.2</b>	<b>1.2</b>	<b>14.5</b>	<b>2.1</b>	<b>20.0</b>	<b>3.5</b>	<b>-</b>	<b>16.4</b>	<b>0.1</b>
<b>Total All Segments <sup>(7)</sup></b>	<b>30.1</b>	<b>23.1</b>	<b>205.2</b>	<b>29.8</b>	<b>288.2</b>	<b>69.0</b>	<b>14.3</b>	<b>32.8 <sup>(5)</sup></b>	<b>172.1</b>
<b>Notes</b> (1) Segments 1 through 4 in Union City are considered initial usable segments which provide independent benefits. (2) Segment 6 in Fremont is an initial useable segment on Decoto Road and has been incorporated into a larger corridor project along Decoto Road. (3) Availability of funds allocated for the design phase of Segment 3 or 4 is contingent on full funding being identified for all phases of the segment. (4) The \$3.5 million of 1986 Measure B funds for Segment 6 was allocated for the design phase of the Decoto Road improvements. (5) The LATIP amounts shown are based on estimated proceeds expected from the sale of state-owned properties in the corridor. (6) The LATIP funds are split 50-50 between Union City and Fremont. (7) Segment and phase cost information provided by the City of Union City									

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October 30, 2020

Alameda County Transportation Commission  
Attn: Chair Pauline Cutter  
1111 Broadway, Suite 800  
Oakland, CA 94607

Via email: [pcutter@sanleandro.org](mailto:pcutter@sanleandro.org)

**RE: Quarry Lakes Parkway - Support Letter**

Dear Chair Cutter,


Thank you for the opportunity for the public to provide comments on the proposed Quarry Lakes Parkway improvements. MidPen Housing is one of the nation's leading non-profit developers, owners, and managers of high-quality affordable housing and onsite resident services. Since MidPen was founded in 1970, we have developed over 100 communities and 8,000 homes for low-income families, seniors and those with supportive housing needs throughout Northern California.

Built in 2012, Station Center is a 157-unit affordable housing development located within Union City's Station District and provides low-income individuals and families with a place that they can call home. The City's Station District envisioned a revitalized, mixed-use, mixed-income community on what was a former Pacific States Steel Corporation plate site. We are proud that the affordable housing we provide at Station Center helped contribute to the City's vision and transformed this underused industrial and commercial facility to create an activated transit-oriented center. As the developer, owner, and manager of the first housing development in the Station District, we are eager to see the remaining elements of the Station District completed. These include a second point of access for emergency vehicles and a grade separated alternative than the existing congested Decoto Road, which shuts down when the railroad crossing arms malfunction.

Furthermore, the Class I bicycle and pedestrian path proposed as a part of the Quarry Lakes Parkway improvements will provide safer, shorter, and quicker access to Quarry Lakes Regional Park and the Alameda Creek Trail than what is currently available. This addition will benefit MidPen's residents living at Station Center in addition to the broader community.

Thank you for your consideration.

Sincerely,

DocuSigned by:  
  
347EADD892374C7...  
Abby Potluri

Director of Housing Development

cc:

Matthew O. Franklin, President/CEO  
Tess Lengyel, Alameda County Transportation Commission Executive Director



30520 Hoylake Street  
Hayward CA 94544-7314

October 30, 2020

Pauline Cutter  
Commission Chair  
Alameda County Transportation Commission

**Sent via E-mail:** [pcutter@sanleandro.org](mailto:pcutter@sanleandro.org)  
**Copy:** Tess Lengyel – [tlengyel@alamedaactc.org](mailto:tlengyel@alamedaactc.org)

**Re: Letter in Support of Quarry Lakes Parkway Project**

Ms Cutter:

I live in Hayward between the South Hayward and the Union City BART Stations. I use both stations frequently. I have to say that, while being a long-time Hayward resident, I am far more impressed with the plan Union City has developed for its PDA; the Station District surrounding their station compared to the South Hayward Plan. Union City is demonstrating to all of the cities within Plan Bay Area how transit-oriented development can be done.

The remaining transportation element for this plan is construction of Quarry Lakes Parkway completing the local circulation system serving the district. This roadway has been a part of the Station District plan for more than 20 years and has always been envisioned as necessary to serve all modes of transportation within and through the development and connecting to BART. I understand from a recent presentation by the City that funding remains from the original 1986 Measure B Program and once this project is funded it will finally close the book on the original measure. Also, I understand that Union City is working with Caltrans to develop the remaining parcels originally reserved for Route 84 that will help fund the project. As is often the case for projects of this scope, it has taken decades for the current plan to reach your commission. During that time, it has been downgraded from a state highway to a regional connector to the current proposal as a landscaped 4-lane local street with bikeways for both recreational bike riders and experienced riders.

The proposed plan, while modified and enhanced, appears to meet the current and expected demand for all modes. I am an active bicyclist and look forward to the exceptional facilities for cyclists, with on-road buffered lanes and a separated trail. I will also appreciate the connections for transit this parkway provides through a grade-separated roadway and the transit priority re-design of Decoto Road for its entire length in both Union City and Fremont.

Now that the city has an agreement with Caltrans for the ROW, I strongly encourage the commission to support this long-anticipated local project.

Cordially

Glenn Kirby

## ***James C. Ghielmetti***

October 23, 2020

Ms. Pauline Cutter  
Chair  
Alameda County Transportation Commission  
1111 Broadway, Suite 800  
Oakland, CA 94607

*Re: Quarry Lakes Parkway – Letter of Support*

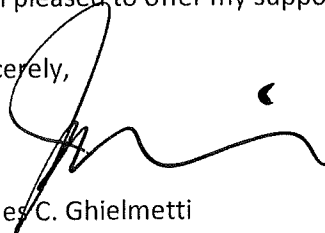
Dear Chair Cutter:

While serving on the California Transportation Commission, I participated in several meetings with Union City Mayor Carol Dutra-Vernaci and Deputy City Manager Mark Evanoff. The purpose of these meetings was to provide my input on the ability of Union City to purchase the excess right-of-way on what was to be State Route 84.

My recommendation now, as a private citizen, would be for the Alameda County Transportation Commission to release funding to complete the design and secure regulatory permits. The proceeds from this sale would allow funds for transportation projects in South Alameda County that have been identified in the LATIP Plan that was approved by the California Transportation Commission.

I am pleased to offer my support for the Quarry Lakes Parkway.

Sincerely,



James C. Ghielmetti

cc: Tess Lengyel



October 29, 2020

Ms. Pauline Cutter, Chairperson  
Alameda County Transportation Commission  
1111 Broadway, Suite 800  
Oakland, CA 94607

*Re: Quarry Lakes Parkway*

Dear Chair Cutter:

I am writing to support Union City's plan for the Quarry Lakes Parkway. The Quarry Lakes Parkway is an essential connection to improve bicycle, pedestrian and vehicle access to and from the Station District. This section of Union City was formerly a blighted industrial area with few connections to the rest of the City. As the Station District becomes a vibrant new neighborhood, next to BART, it deserves better access for bicyclists, pedestrians and vehicles to and from the surrounding community.

Windflower Properties is the residential developer for almost six acres of land in the Station District. Our completed first phase, the Union Flats, has won recognition for its design, density, sustainability and innovation. Our second phase is scheduled to begin construction by the end of 2021. In total, Windflower Properties will add almost 750 units of housing to the Station District. At completion, the Station District will be a mixed-use neighborhood of approximately 1,500 homes and 3,000 residents.

The Quarry Lakes Parkway will provide better circulation and a second point of access for the Station District. The Class 1 bicycle and pedestrian path will provide much safer, shorter access to Quarry Lakes Regional Park and the Alameda Creek Trail. Moreover, it will provide an alternate route for emergency vehicles than the congested Decoto Road, which now is the only major road to the Station District, and which is shut down when there is a railroad crossing arms malfunction.

We have been working for many years with Union City to improve the circulation plan and transit service so that the Station District can truly thrive as a mixed-use, transit-oriented neighborhood. By improving the connections to and from the rest of Union City and neighboring Fremont, the Quarry Lakes Parkway gives more options and access for commuters, residents and visitors. We hope you will support this necessary and worthy project.

Sincerely,

V. Fei Tsen  
President



October 26, 2020

Pauline Cutter  
Chair, Alameda County Transportation Commission  
[pcutter@sanleandro.org](mailto:pcutter@sanleandro.org)  
1111 Broadway, Suite 800  
Oakland, CA 94607

Re: Support Quarry Lakes Parkway

Dear Chair Cutter:

The San Joaquin Regional Rail Commission (SJRRRC) is pleased to support the Quarry Lakes Parkway Project in the cities of Union City and Fremont. SJRRRC is the owner/operator of the Altamont Corridor Express (ACE) passenger rail service which has served the Tri-City area (Fremont Centerville Station) for over 20-years. SJRRRC supports releasing funds to enable Union City and Fremont to complete the design and secure the regulatory permits to construct the project.

SJRRRC has been a partner with the City of Union City planning the Station District from the beginning of the planning process in 2020. It is our understanding that the Quarry Lakes Parkway has always been a part of the planning process.

SJRRRC has been working with the City of Union City, Fremont, and Newark to investigate the potential for having some future additional ACE service terminate in the Tri-City area. A potential ACE station at Union City would provide a direct connection between ACE and Union City BART and has been strongly supported by the City of Union City, and has also received support from the City of Fremont. Quarry Lakes Parkway will provide bicyclists and pedestrians a safer alternative for access to the proposed rail platform that could be used by ACE adjacent to Union City BART, than the existing overly congested Decoto Road.

Quarry Lakes Parkway will provide a reliver to Decoto Road. Fremont will be taking the lead on the design and construction of the Decoto Multimodal Corridor which would provide transit priority for the buses that could service ACE and BART passengers.

Thank you for your support of Quarry Lakes Parkway,

Sincerely,

Stacy Mortensen  
Executive Director

Cc: Tess Lengyel [tlengyel@alamedactc.org](mailto:tlengyel@alamedactc.org)  
Mayor Carol Dutra Vernaci [carold@unioncity.org](mailto:carold@unioncity.org)  
Mark Evanoff [MarkE@unioncity.org](mailto:MarkE@unioncity.org)



October 30, 2020

Pauline Cutter  
Commission Chair  
Alameda County Transportation Commission

**Sent via E-Mail:** [pcutter@sanleandro.org](mailto:pcutter@sanleandro.org)  
**Copy** to Tess Lengyel: [tlengyel@alamedaactc.org](mailto:tlengyel@alamedaactc.org)

**RE: Letter of Support for Quarry Lakes Parkway Project** (previously the I-880 to Mission Boulevard East-West Connector Project)

Dear Ms. Cutter:

The East Bay Regional Park District (Park District) appreciates Union City's willingness to coordinate work on the Quarry Lakes Parkway Project (project). The proposed project is located adjacent to the entrance of the Park District's Quarry Lakes Regional Recreation Area. In the Park District's 2013 Master Plan, a Class I regional trail connection is identified from Ardenwood to Quarry Lakes. The Park District owns and manages over 125,000 acres of open space, more than 1,300 miles of trails and nearly 150 miles of active transportation Regional Trails in both Alameda and Contra Costa counties. Additionally, the Park District supports local and regional planning efforts including the development of active transportation facilities which connect transit to regional parks and trails. Trails often provide safer, shorter and more direct bicycle and pedestrian access for users. Accordingly, the Park District supports the proposed project.

The Park District is interested in expanding trail access and protection of natural resources in this area – including from Quarry Lakes to Ardenwood, Garin, and Coyote Hills Regional Parks, and the Alameda Creek Regional Trail. We look forward to working together to accomplish these mutual goals. We appreciate the City's consideration of avoiding or minimizing potential impacts to park visitors, park entrances, and biological resources in the project's planning, design and construction phases.

The Park District appreciates the City's ongoing coordination with community stakeholders. The coordination on this project will improve access to Quarry Lakes Regional Park, surrounding regional parks, and connections to the Alameda Creek Regional Trail. We also look forward to continued review and participation throughout the public process.

If you have any questions or comments, please contact Chief of Planning/GIS & Trails at (510) 544-2623, or by e-mail at [bholt@ebparks.org](mailto:bholt@ebparks.org).

Sincerely,

*Kristina Kelchner*

Kristina Kelchner  
Assistant General Manager  
Acquisition | Stewardship | Development Division

Board of Directors



## Alameda County Fire Department

6363 Clark Avenue · Dublin, CA 94568

Tel (925) 833-3473 · (510) 632-3473 · Fax (925) 875-9387

[www.acgov.org/fire](http://www.acgov.org/fire)

WILLIAM L. McDONALD  
Fire Chief

October 29, 2020

### SERVING:

City of Dublin

City of Emeryville

City of Newark

City of San Leandro

City of Union City

Lawrence Berkeley  
National Laboratory

Lawrence Livermore  
National Laboratory

Unincorporated Areas  
of Alameda County

Alameda County  
Regional Emergency  
Communications Center  
"Accredited Center  
of Excellence"

Pauline Cutter

Chair, Alameda County Transportation Commission

[pcutter@sanleandro.org](mailto:pcutter@sanleandro.org)

1111 Broadway, Suite 800

Oakland, CA 94607

Re: Public Safety, Quarry Lakes Parkway

Dear Chair Cutter:

As the Fire Chief of the Alameda County Fire Department, I respectfully request that the Alameda CTC support the construction of the Quarry Lakes Parkway project. Quarry Lakes Parkway is a long-planned four-lane corridor that will provide a crucial second point of access to the new high-density housing built and proposed for the area to the Union City BART Station and station district.

The existing Decoto Road creates a major obstacle for emergency service vehicles traveling between the east and west sides of town when the crossing arms on the two railroad tracks malfunction, blocking all vehicle access on Decoto Road thereby diverting emergency vehicles onto residential streets in the Decoto neighborhood that could have a negative impact on fire department response times.

It should be noted that the Quarry lakes Parkway project is also part of the required California Fire Code access roads system for projects in the area. The road is necessary to meet the requirements set forth in Section 503 of the 2019 CFC and Appendix D as adopted by the City of Union City.

Union City lies in an area that is vulnerable to significant earthquakes along the nearby Hayward Fault, heavy freight rail crossing through the Station District, and potential for wildland fires and infrastructure failures (gas and water pipelines) that are becoming more and more prevalent in the Bay Area. Quarry Lakes Parkway will provide a safer evacuation route for Union City in the event there is a need to evacuate portions of Union City. Please review additional initiatives below that positively support the advancing progress regarding the Quarry Lakes Parkway Project:

Pauline Cutter  
October 29, 2020  
Page Two

- Protected bike lanes increase safety for pedestrians, increase business for local shops, and have the potential to reduce traffic
- Reduce roadway traffic; each bike on the road is one less car on the road
- Reduce wear and tear on roadways
- Decrease pollution carbon emissions
- Create a healthier community environment

I respectfully urge you to support the Quarry Lakes Parkway project. This project is necessary to comply with the fire code and is critical for public safety access to station district in Union City and supports established evacuation routes.

Sincerely,

A handwritten signature in dark ink, appearing to read "William L. McDonald", written in a cursive style.

William L. McDonald  
Fire Chief

cc: Mark Evanoff, Union City Deputy City Manager  
Derrick Thomas, ACFD Division Chief



We are Fremont, Union City and Newark residents passionate about improving bikeways in our area so that people will choose to bicycle to work, schools, and shopping.

Nov 6, 2020

To: ACTC Programs and Projects Committee (PPC)

Dear ACTC Commissioners

Below comments are with regards to agenda item 5.2 for the PPC meeting on November 9, 2020, "Approve Allocation for the Plans Specifications and Estimate Phase of East West Connector Project." (Note: We will use the updated term of Quarry Lakes Parkway, QLP, to refer to the project, rather than East West Connector to be consistent with the most recent project plans.)

Bike Fremont is a grass-roots organization dedicated to improving access to bicycling for transportation in the Fremont/Union City/Newark area. Part of our mission is evaluate the impact of significant public infrastructure projects such as the QLP on accessibility and safety for bicyclists.

We have concerns with the proposal to proceed to the next phase, based on insufficient completion of the current phase. The ACTC transfer agreement<sup>1</sup> funding the current phase for \$2.5 million in its March 2018 meeting, stipulated the following objectives:

- 1. Union City will complete the design packages (Segments A-D) to 95% complete.***
- 2. Union City will take over as lead agency for the CEQA document.*
- 3. Union City will prepare an updated traffic study covering at least the area from the Dumbarton Bridge to the Union City BART station.***
- 4. Union City shall determine whether an update, amendment or addendum to the current environmental document is required. Union City shall return to update the Commission on the environmental assessment.*
- 5. As part of the final design work, Union City shall work with transit, pedestrian and bicycle groups to ensure that the design meets the needs of those interests, in terms of connectivity, safety and related concerns.***
- 6. Union City will report to the Commission upon completion of the design work and preparation of a final cost estimate.*

With regards to item 1., there have been several presentations of the plans, most recently at the Union City BPAC meeting on October 20. None of them show a final design of the intersections along the QLP. The October 20<sup>th</sup> meeting was the first one to show at least concepts of what those intersections are meant to look like, based on designs from several other cities. No detail was provided as to how these designs will be adapted to local conditions. For instance, the 3-way intersection concepts shown will need additional provisions for some left turn movements. Intersections are the most safety critical part of any roadway project, as this is where most conflicts occur. Without further design details, we cannot properly do our part for item 5 and

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<sup>1</sup> Transfer agreement: <https://unioncity.novusagenda.com/agendapublic/AttachmentViewer.ashx?AttachmentID=3449&ItemID=1839>

ensure that the design meets the needs of the local cycling community. It is our assessment that the current design packages have not achieved 95% completion.

This ties into another concern we have raised previously. In our view, the design of the QLP as a 4-lane arterial with a 45 mph speed limit does not make for a good multimodal design. Our preferred alternative is a 2-lane local road with a maximum speed limit of 35 mph (designed with lane widths such that this speed is achieved in real-life). Having fewer lanes vastly simplifies the task of designing intersections that are safe for all road users.

The same concerns have been raised previously by several commissioners, and the traffic study in item 3 was supposed to clarify whether it is truly necessary to have a 4-lane road. However, the study materials submitted to date (Kittelsohn memo<sup>2</sup>) omits this analysis.

Another point the study was meant to address is the regional impact on the transportation system, especially induced demand in the surrounding regional network. For this reason, the study area was extended to include the area west of I-880 up to the Dumbarton Bridge. However, the Kittelson memo merely re-analyses the original study area east of I-880 using an updated version of the Countywide Transportation model. This clearly does not fulfill the requirements of the 2018 transfer agreement.

Besides the failure to meet the goals of the transfer agreement, we also find the study generally deficient. Unlike the original 2008 study referenced in the FEIR, the Kittelson memo provides no raw data (by intersection and road segment) whatsoever, so it is impossible to verify whether the conclusions of the memo are in fact supported by the model. This is particularly confounding for the VMT analysis, which shows no change with the project, despite increased intersection volumes. Kittelson claims that reduced trip distances make up for the increased vehicle volumes, but doesn't actually show how that calculation is performed. And the result likely is very dependent on the assumptions feeding into the calculation. These assumptions currently are not clearly stated. Most importantly, the model needs to be evaluated for a range of assumptions, such that the results can be presented with error margins. In the absence of such error analysis, conclusions can be highly misleading and are prone to bias.

The Countywide Transportation model in fact does error analysis as part of its validation process for the model itself<sup>3</sup>. The acceptance threshold for validation is 20% in most cases. This is just about the same as the error in the predictions of the 2008 traffic study for the 2019 intersection volumes shown in the Kittelson memo. What this means is that if one wants to be certain that VMT's do not increase, the model actually needs to show a 20% reduction. Otherwise the conclusion of "no VMT increase" falls outside the confidence limits of the model.

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2 Kittelson memo: [https://www.unioncity.org/DocumentCenter/View/4496/23493\\_QLP-Transportation-Memo\\_10-22-2020](https://www.unioncity.org/DocumentCenter/View/4496/23493_QLP-Transportation-Memo_10-22-2020)

3 Countywide Transportation model, 2019 version: [https://www.alamedactc.org/wp-content/uploads/2019/02/Rpt\\_Alameda\\_Countywide\\_Model\\_Draft\\_20190110.pdf](https://www.alamedactc.org/wp-content/uploads/2019/02/Rpt_Alameda_Countywide_Model_Draft_20190110.pdf), validation is shown in section 6



*We are Fremont, Union City and Newark residents passionate about improving bikeways in our area so that people will choose to bicycle to work, schools, and shopping.*

Given that the QLP design has not achieved the required 95% completion level and that the current traffic study does not meet the stipulations of the 2018 transfer agreement, we respectfully request that ACTC do not proceed with the proposed next phases until these targets have been met.

We also request that the traffic study publish sufficient details and analysis as described above, such that it can be meaningfully analyzed by stakeholders. As explained above, this is actually a prerequisite to finishing the design, since the 4-lane arrangement may not be appropriate to the area.

We are deeply worried that there is a rush to proceed to the next phase without due diligence. We are already seeing signs that this rush is affecting the ability of the public to participate in the process. For instance the October 20 Union City BPAC meeting was called on short notice (outside the regular meeting cycle) following the October 12 PPC meeting and not properly noticed on the city's website. (As of this writing, it is still not listed on the city's calendar<sup>4</sup>). Rather than accelerate this trends, please take this moment to reiterate the importance of following normal processes and ensure that all agencies fulfill their stated commitments.

Sincerely yours,

Andreas V. Kadavanich  
Bike Fremont

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4 <https://www.unioncity.org/calendar.aspx?view=list&year=2020&month=10&day=20>

November 3, 2020

Pauline Cutter  
Commission Chair  
Alameda County Transportation Commission

Sent via email: [pcutter@sanleandro.org](mailto:pcutter@sanleandro.org)  
Copy: Tess Lengyel – [tlengyel@alamedaactc.org](mailto:tlengyel@alamedaactc.org)  
Copy: Marilou Ayupan - [mariloua@unioncity.org](mailto:mariloua@unioncity.org)

RE: Letter of Support for Quarry Lakes Parkway Project (previously the I-880 to Mission Blvd East-West Connector Project)

Dear Ms. Cutter,

I have been a resident of Union City for almost 11 years, and I came across the subject project recently with great enthusiasm. I live in the Foothill Glen neighborhood and have been seeking a trail and roadway that lead to Quarry Lakes without going down the very busy Mission Blvd or Decoto Road. These roadways are not conducive to novice bicyclists or pedestrians given the high speeds of vehicular traffic. Safety is a major issue down these roadways.

My husband, children and I constantly take leisurely walks through our neighborhood and would appreciate a route that easily goes to Quarry Lakes. There is also a great need for a complete streets project connecting my neighborhood to Quarry Lakes and am in full support of the Quarry Lakes Parkway Project. I appreciate the planning and engineering work that has been done to date, and I strongly encourage the commission to support this local project. I look forward to the completion and use of Quarry Lakes Parkway.

Sincerely,



Charmaine Zamora  
34240 Aspen Loop  
Union City, CA 94587  
[charmaine.zamora@sbcglobal.net](mailto:charmaine.zamora@sbcglobal.net)

## ACTC PPC Meeting – November 9, 2020

### Comments on Agenda Item 5.2

Dear Commissioners and Staff of the Alameda County Transportation Commission,

We ask that you deny Union City's request for additional funding for the East West Connector and do so until Union City satisfies their responsibilities as smart transportation planners and public stewards of public funding.

In March 2018, the Alameda County Transportation Commission established several necessary conditions for the transfer of the East West Connector project to Union City. Three of these conditions included

1. *"Union City shall evaluate whether an update, amendment or addendum to the current environmental document is required."*
2. *"This evaluation shall include preparation of an updated traffic study covering at least the area from the Dumbarton Bridge to the Union City BART station."*
3. *"As part of the final design work, Union City shall work with transit, pedestrian and bicycle groups to ensure that the design meets the needs of those interests, in terms of connectivity, safety and related concerns."*

Contrary to what City staff claims, ***the above conditions have not been met:***

Instead of an informative and thorough traffic study with documentation, the new Transportation Memorandum provided little hard data, no details on model inputs, and mostly only listed hypothetical benefits that were not supported with data. More specifically:

1. Unlike the original traffic study from 2008, the Transportation Memorandum does not show a breakdown of traffic by street or intersection. It does not even show the expected traffic for the Quarry Lakes Parkway itself. How can the need for the parkway, its size or required mitigations be assessed without knowing traffic volumes on the new parkway?
2. Similarly, the memorandum predicts 18% more peak-hour traffic with the project than without it, but it provides no information where that new traffic will be.
3. This new memorandum does not cover the area to the Dumbarton Bridge, as was specifically required in the transfer agreement with Alameda CTC.
4. The Transportation Memorandum provides little information on model inputs and assumptions. This is important, especially because the original study from 2008 failed to properly predict 2019 traffic counts. It predicted a 19% increase for the no-project scenario, but the 2019 traffic counts show that combined peak hour traffic had actually gone down by 2.5%, partly due to the BART extension to Warm Springs and the

emergence of employer shuttles. Most curiously, the Transportation Memorandum then concludes that the non-increase in predicted traffic is a justification of the project--that makes no sense!

5. It is not clear how the design choices and stated benefits are related to the little data that is actually shown in the Kittelson memo. For example, Paseo Padre Parkway is one of the few roads for which traffic data is shown, but the numbers shown do not support the proposed widening to 6 lanes. Similarly, the Union City portion of Decoto Rd is one of the few sections for which traffic data is provided, but the celebrated congestion relief is only 5.8% for the morning peak hours and an even smaller 3.2% for the evening peak hours. These numbers are smaller than the 8 to 12% validation errors for the Union City-Fremont screenline in the 2019 Countywide Transportation model.
6. The memorandum falsely claims that other transit and active transportation projects in the area are “predicated” on the Quarry Lakes Parkway. All the referenced projects can proceed independently, as are transit improvements on Decoto Road. In fact, transit improvements on Decoto Road are moving forward independently of this project.
7. Transit got a scant ½ page of analysis in the Transportation Memorandum, limited to questionable transit benefits of the project, but omitting how more robust transit improvements could affect the travel demand modeling. This is a main concern of ours. It is our understanding that this project does not help transit and it is our understanding that Decoto Road in Union City is not planned for bus only lanes. Thus, planned transit improvements on Decoto Road in Union City, and the travel forecast of the model, both do NOT necessitate this project.
8. Former Governor Jerry Brown in 2017 signed a law requiring California to reduce its greenhouse gas emissions 40% below 1990 levels by 2030. This is a new environmental condition since the 2009 EIR and it has to be analyzed with alternatives considered. ***It is a legal requirement.*** We are asking for a major transit analysis of how funded transit improvements for the Dumbarton Corridor can reduce driving in the corridor in a way that helps California meet its 2030 clean air target. There is over \$200 million for this.

Rather than an arms-length transportation analysis that could inform the most rational, cost effective and environmentally sensible way to proceed, the Kittelson memorandum appears written to justify a predetermined end-point. The Memorandum appears misleadingly selective in what information it chooses to show or withhold. Despite all this, the little data shown poorly supports the stated conclusions.

The perfunctory nature of the Transportation Memorandum is also problematic because the assessment on the validity of the old EIR was exclusively based on the Transportation Memorandum. But how can new impacts, such as increased traffic in front of the new BART pedestrian entrance, be evaluated without a breakdown of traffic volumes by road? Furthermore, no attempt was made to look for new conditions beyond the traffic study. For example, the construction impact on BART was listed as significant and unavoidable in the old EIR. But now that BART has been extended into Berryessa, significant and unavoidable impacts are less acceptable. These examples illustrate that insufficient effort was put into the EIR review.

The conditions set forth at the March 2018 ACTC meeting were clear and it is important for future credibility that conditions mean something. What has been shared by Union City is far from sufficient. Before any other steps are considered, the first next step should be to demand that a properly documented traffic study, covering the area to the Dumbarton Bridge, is made publicly available, followed by a proper process to evaluate the validity of the 11 year old EIR.

As for the final requirement listed above, Union City has talked with transit, walking and bicycling representatives, but does not have any agreement from us or AC Transit as far as we know, and it is because this project does not *“meet the needs of people walking, bicycling and taking transit.”*

This letter is jointly signed by

Dave Campbell  
Advocacy Director  
Bike East Bay

Mandeep Gill  
Member of the Union City Bicycle Pedestrian Advisory Commission (BPAC)

Sarabjit Kaur Cheema  
Trustee New Haven Unified School District &  
Former Transportation Engineer for California Department of Transportation

Elizabeth Ames  
BART Director - District 6

Flavio Poehlmann  
Pedestrian Safety Representative on the Fremont Mobility Commission

Eva Kamakea  
Union City Resident

November 6, 2020

Pauline Cutter  
Commission Chair  
Alameda County Transportation Commission

**Sent via E-mail:** [pcutter@sanleandro.org](mailto:pcutter@sanleandro.org)

**Copy to Tess Lengyel:** [tlengyel@alamedactc.org](mailto:tlengyel@alamedactc.org)

**RE: Letter of Support for Quarry Lakes Parkway Project**

Dear Ms Cutter:

I grew up in the Mission Lakes neighborhood adjacent to the proposed Quarry Lakes Parkway (QLP) Project with memories of biking along the Alameda Creek Trail either to Coyote Hills or Niles. My siblings and I even used to ride along the paved trail adjacent to Old Alameda Creek. I still reside in the City of Fremont, travel locally within the Tri-City area, and have commuted to local Bay Area cities such as Oakland, Pleasanton, and San Jose.

The residents of Fremont that travel between Fremont, Union City, and Hayward know that there are limited options to cross UPRR railroad tracks and the Alameda County Flood Control. Mission Lakes residents must leave their homes early during commute hours just to cross the Isherwood Bridge in a timely manner. Decoto Road has narrow bikes lanes, large corner radii, and many curb cuts that present dangerous conflict points between vehicles, bikes, and pedestrians.

I have heard the complaints of Mission Lakes residents that the State Route 84 re-alignment and the addition of the Quarry Lakes Regional Recreation Area (QLRRA) would cause traffic, noise, and parking issues for the residents. However, QLRRA has presented no neighborhood parking issues and the residents of Mission Lakes are one of the biggest users of this park.

I believe the residents of Mission Lakes will greatly appreciate a soundwall to mitigate the sights and sounds of the new QLP roadway and will enjoy less traffic on Isherwood Way since the project will help alleviate vehicular ingress/egress from the neighborhood. It provides the area with a fresh start to incorporate complete streets, which creates better safety and mobility for bikes and pedestrians.

Some of the safety features include less conflict points than Decoto Road, small corner radii, good sight distances, and bike lanes for both commuter cyclists and recreational cyclists. Multi-modal access between Paseo Padre, Station District, and Mission Blvd will also be increased. Finally, the grade separation from BART, UPRR, and Green Street will provide better safety for all users as well as faster response times for emergency vehicles.

I strongly encourage the commission to support this much needed complete streets project.

Sincerely,



Mark Saturnio



california

## POLICE DEPARTMENT

October 27, 2020

Pauline Cutter  
Chair, Alameda County Transportation Commission  
[pcutter@sanleandro.org](mailto:pcutter@sanleandro.org)  
1111 Broadway, Suite 800  
Oakland, CA 94607

Re: Public Safety, Quarry Lakes Parkway

Dear Chair Cutter:

As the Chief of Police in Union City, I respectfully request that the Alameda CTC support the construction of the Quarry Lakes Parkway. Quarry Lakes Parkway is a long-planned four-lane corridor that will provide a crucial second point of access to the new high-density housing built next to the Union City BART Station.

The existing Decoto Road creates a major obstacle for emergency service vehicles travelling between the east and west sides of town when the crossing arms on the two railroad tracks malfunction blocking all vehicle access on Decoto Road; thereby, diverting emergency vehicles and extending response times.

Union City lies in an area that is vulnerable to significant earthquakes along the nearby Hayward Fault; heavy freight rail crossing through the Station District; and potential for wildland fires and infrastructure failures (gas and water pipelines) that are becoming more and more prevalent in the Bay Area. Quarry Lakes Parkway will provide a safer evacuation route for Union City in the event there is a need to evacuate portions of Union City.

I urge you to support the Quarry Lakes Parkway. This project is critical for public safety access in Union City and as an evacuation route.

Sincerely,

Jared Rinetti  
Chief of Police

CITY OF UNION CITY

34009 Alvarado-Niles Rd • Union City • CA • 94587  
[unioncity.org](http://unioncity.org)

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November 12, 2020

Mayor Pauline Cutter  
Commission Chair  
Alameda County Transportation Commission

Sent via Email: [pcutter@sanleandro.org](mailto:pcutter@sanleandro.org)  
Copy: Tess Lengyel [tlengyel@alamedactc.org](mailto:tlengyel@alamedactc.org)

Project: **I-880 to Mission Boulevard East West Connector Project  
(Quarry Lakes Parkway/Decoto Road Multimodal Project)**

Dear Chair Cutter:

Union City and our project partners appreciate the Commission's consideration of the East West Connector Project, which is also known as Quarry Lakes Parkway/Decoto Road Multimodal Project (Project).

For over 20 years the City has been working on the design and construction of a transit-centered district. We have reinvested millions of dollars into the Station District to rebuild the BART station; build backbone infrastructure; improve pedestrian and bicycle access to link neighborhoods to transit; and accommodate all levels of bus services, including AC Transit, Union City Transit, Dumbarton Express and employer shuttles. We have even planned for passenger rail connections.

To implement this last transportation infrastructure to support the Station District, surrounding infill development, and a priority transit corridor on Decoto Road, we are now seeking ACTC's support to proceed with the Project. In March 2018, the Commission stipulated certain conditions for the Project to move forward. To assist the Commission in their deliberation, I would like to review those conditions and their current status:

- 1) **The Commission placed a cap on the cost for the traffic study, final design and preparation of the PS&E work at \$2.5 million.**

***Response:** The City focused on the traffic study, review of the East West Connector 2011 engineering plans, and meeting with project partners and interested parties. A list of transit and transportation agencies and bicycling committees that the City has engaged is attached to this letter as Attachment 1. Staff have not embarked on the PS&E because it was clear upon review and evaluation of the 2011 drawings that the drawings did not meet current standards for Complete Streets or meet updated seismic design standards for the underpasses and bridges. Staff felt it was important to address the policy questions being considered by the Commission prior to embarking on a substantial redesign. Staff did not believe it was wise to begin a redesign effort without a clear path forward from ACTC to implement the project.*

- 2) **In addition to the final design work and the \$2.5 million funding limit, Union City shall evaluate whether an update, amendment or addendum to the current environmental document is required. This evaluation shall include preparation of an updated traffic study covering at least the area from the Dumbarton Bridge to the Union City BART station, all at a cost to be determined.**

***Response:** The City engaged Kittelson & Associates, Inc. to prepare a traffic analysis that is summarized in a Transportation Memorandum and posted on the Quarry Lakes Parkway website. Additionally, the City engaged ICF, the author of the certified 2009 East West Connector EIR, to evaluate if the EIR still supported the Quarry Lakes Parkway Project based upon Kittelson's Transportation Memo. Lastly, the City engaged Meyers Nave to provide a legal opinion on whether further environmental review is required for the Project under CEQA.*

*Per ACTC's request, Kittelson's analysis assessed and documented land use and transportation related to the proposed Quarry Lakes Parkway Project in comparison to the East West Connector Project of 2009. The analysis included potential regional impacts of the Quarry Lakes Parkway Project on the transportation system with a regional analysis of transportation metrics using the ACTC Countywide*

*Transportation model. The analysis area, which did extend to the Dumbarton Bridge, includes Union City, Newark, and portions of Hayward and Fremont bounded by Industrial Parkway to the north and Interstate 680 to the south (see Figure 1 below). The metrics computed for this area are extracted from model outputs and include:*

- *Local/regional traffic split*
- *Vehicle miles traveled (VMT)*
- *Travel time analysis*
- *Vehicle hours traveled (VHT)*
- *Vehicle hours of delay (VHD).*

**Figure 1**

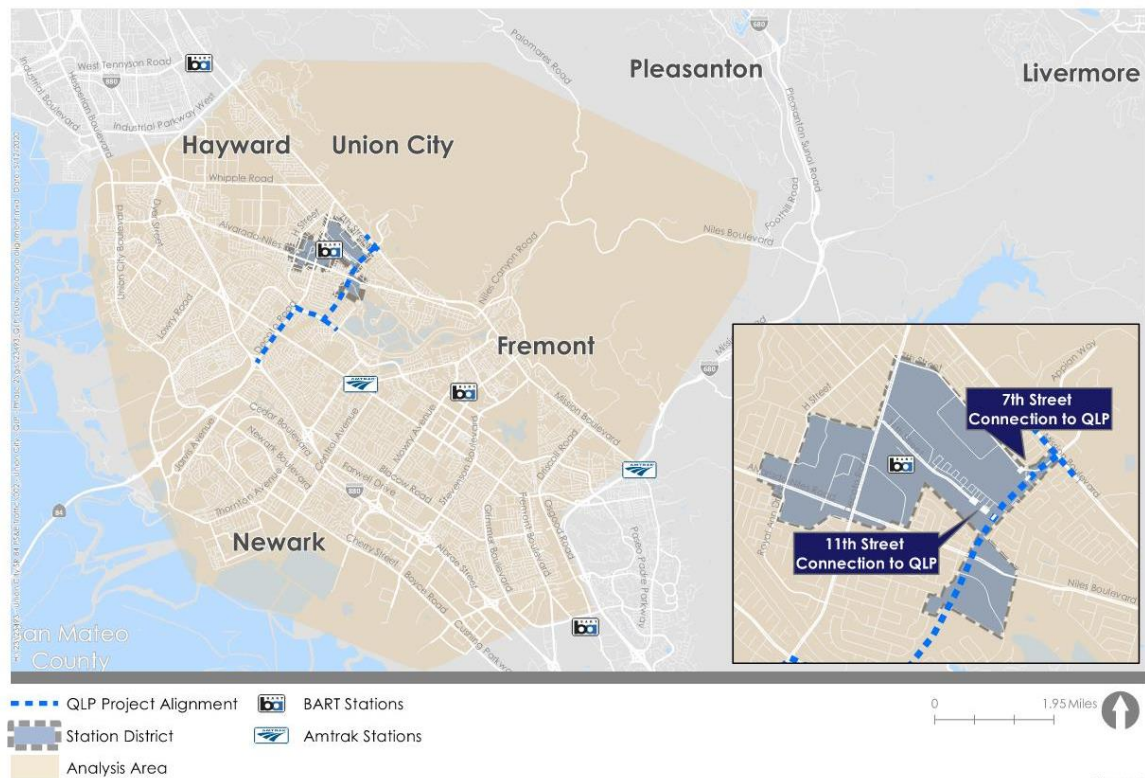


Figure 1

*Per the ACTC Commission direction, Kittelson assessed and document land use and transportation trends related to the proposed Quarry Lakes Parkway Project in comparison to the former East West Connector Project. Based upon the analysis that is documented in the Transportation Memo, ICF concluded that supplemental environmental review under CEQA for the East West Connector EIR is not required. Further, Meyers Nave concurred that no further review under CEQA was needed. The East West Connector Project, now called Quarry Lakes Parkway/Decoto Road Multimodal Project, is compliant with CEQA. This EIR has been adopted by Union City, Fremont and Alameda County Transportation Authority (ACTA), and certified by the state.*

- 3) As part of the final design work, Union City shall work with transit, pedestrian and bicycle groups to ensure that the design meets the needs of those interests, in terms of connectivity, safety and related concerns.**

***Response:** Union City is committed to working with the bicycle and pedestrian advisory committees to design Quarry Lakes Parkway using current NACTO practices for bicycle and pedestrian facilities and access. This includes a Class 1 separated facility for bicycle and pedestrians, buffered bike lanes and protected intersections throughout the project. In addition, Union City is committed to working with transit partners to design a project that supports the highest quality transit service for the Union City Station District to truly support the full vision of our transit oriented development and support the housing and jobs planned within the District area. We look forward to engagement with the community members and transit partners to ensure that we have a project that meets all transportation needs.*

*Quarry Lakes Parkway is the remaining backbone infrastructure that is necessary for success of the Station District Priority Development Area and infill projects throughout the area. Union City does not have the redundant and parallel circulation system like older communities. The rail lines and BART line create significant barriers to east/west circulation and limit access in and around the BART station. Now, with the high-density infill around BART, Quarry Lakes Parkway can be designed to accommodate all modes of transportation and provide a critical second point of*

*access for public safety and evacuation. Quarry Lakes Parkway is considered to support the transportation needs for this entire station area.*

**4) Union City will report back to the Commission upon completion of the design work and preparation of a cost estimate.**

***Response:** Union City is working on defining a full funding plan. Elements of the funding plan include 1986 Measure B monies, CMA TIP, and LATIP. At this time, the City is seeking the Commission's support of staff's recommendation to allocate 1986 Measure B monies that were identified for this Project corridor. With a Project funding agreement, Union City will proceed with the redesign to comply with Complete Streets standards, NACTO practices, multimodal policies to promote pedestrian and bicycle use and safety, and high-quality transit access to the intermodal station.*

To facilitate the process, the City's project team has completed written responses to public comments that were received at the Alameda CTC meetings in October and early November by the Programs and Projects Committee (PPC) Members, Commissioners and the general public. Enclosed are the written responses to those comments:

- October 12, 2020 PPC Meeting
- October 22, 2020 Commission Meeting
- November 9, 2020 PPC Meeting
- Bike Fremont Letter, received November 10, 2020

Several of the public comments that were submitted are related to the Transportation Memo and have been addressed in the written responses. To allow the interested parties to follow up on the written responses, Union City and the project team will hold a virtual meeting on **Tuesday, November 17, 2020 at 5:00 PM.** Details regarding the meeting platform will be forthcoming.



If you have any follow up questions, don't hesitate to email at [JoanM@unioncity.org](mailto:JoanM@unioncity.org) Thank you again for this opportunity.

Sincerely,

A handwritten signature in black ink that reads 'Joan Malloy'.

Joan Malloy  
City Manager

cc: Mayor Carol Dutra-Vernaci  
Tess Lengyel, Executive Director  
Gary Huisingh, Deputy Executive Director of Projects  
Mark Evanoff, Deputy City Manager  
Carmela Campbell, Economic and Community Development  
Marilou Ayupan, Public Works

## Attachment 1

### Meetings with Agencies and Bicycling Committees

- **MTC:** Therese McMillan, Alix Bockelman, SamTrans/Caltrain – Carter Mao, April Chan
- **AC Transit:** Jim Cunradi, John Uργο, and Robert del Rosario
- **BART:** Charlie Ream
- **Cross Bay Transit:** Winsome Bowen and Kristi Loui (Facebook)
- **ACE:** Dan Leavitt
- **East Bay Regional Park District:** Brian Holt and Sean Dougan
- **ACTC:** Planning and Projects Departments
- **Bike East Bay:** Dave Campbell and Susie Hufstader
- **Alameda CTC BPAC:** Matt Turner, Kristi Marleau, Feliz Hill, Jeremy Johansen, Liz Brisson, David Fishbaugh, and Ben Schweng
- **Union City BPAC:** Jo Ann Lew, Marty Ankenbauer, Steve Nichols, Mandeep Gill, Tim Swenson, Glenn Kirby, and Andreas Kadavanich



**Re: Response to Alameda County Transportation Commission and Public Comments made at the Programs and Projects Committee (PPC) on Item 5.3, I-880 to Mission Boulevard East-West Connector Project Update on October 12, 2020.**

**PPC Committee Member Comments:**

- 1) Several Committee members commented that they believe the details of the Quarry Lakes Parkway (former East West Connector) should be made available for review by interested parties and project stakeholders. It was noted by the City of Union City that the traffic study was currently in draft form and being coordinated with a study in Fremont for the Decoto Road multimodal improvements.

***Union City Response:*** *Union City posted the Transportation Memo on the Quarry Lakes Parkway project website October 22, 2020 and notified the interested parties that it was available.*

- 2) Several Committee members stated they share the concerns expressed by the members of the public.

***Union City Response:*** *Comment noted. Union City will respond to all comments.*

- 3) A question was raised about whether the conclusions summarized in the Transportation Memorandum, prepared on behalf of the City of Union City, were based on current evaluation criteria. It was noted that LOS is an outdated criterion.

***Union City Response:*** *Yes, the Transportation Memo is based on current traffic evaluation criteria under CEQA and the Alameda CTC Countywide Traffic Model. Level of Service (LOS) is no longer considered an environmental impact under CEQA, so it was not analyzed. The Transportation Memo, which includes the Decoto Multimodal Corridor and Paseo Padre Parkway improvements in Fremont and Quarry Lakes Parkway in Union City, was evaluated based on current traffic analysis conditions and relevant criteria. The Memo evaluates Vehicle Miles Traveled (VMT) and identifies a slight reduction in future year VMT with the Project implemented. This analysis was useful for evaluating the Decoto Multimodal Corridor and Quarry Lakes Parkway projects in Plan Bay Area 2050 (PBA 50). Both projects are included in the List of Constrained Projects in PBA 50, allowing the opportunity to seek future regional and state funds.*

- 4) A question was raised about whether a bicycle/pedestrian-only facility has been considered instead of the Quarry Lakes Parkway, including a bicycle only element on Phase 5.

**Union City Response:** *A bicycle-only facility was not considered because it was not part of the scope of the East West Connector project nor identified as an alternative in the 2009 East West Connector EIR. Quarry Lakes Parkway will include both a Class I Multi-purpose path and Class IV buffered bike lanes. There is an existing trail system within the Phase 5 project area, but it does not appear to be widely used, possibly because it is isolated and the lack of access across Old Alameda Creek.*

- 5) A question was raised about whether induced demand was considered in the analysis to determine the benefits of Quarry Lakes Parkway and any potential offset of the Transit Oriented Development (TOD) benefits by the effects of induced demand.

**Union City Response:** *Because of the existing nearby regional bottlenecks, including SR-84 at Niles Canyon, induced travel demand is unlikely without capacity increases on the regional routes. Quarry Lakes Parkway, Decoto Road, and Paseo Padre Parkway improvements will provide additional options to relieve congestion from local circulation as well as enhance multimodal connections to transit that support TOD growth around the BART Station. Quarry Lakes Parkway accommodates expected growth and improves existing trip travel times but does not affect adjacent network saturation (i.e., regional traffic bottlenecks). Hence, it is unlikely for Quarry Lakes Parkway to generate induced demand related to regional travel. In addition, the Project will provide connectivity, access, and multimodal options to support the local population, households, new neighborhoods, and job growth.*

- 6) The Committee members generally supported the segments of the project that support circulation within the BART Station area and housing and commercial development but have questions and concerns about the segments that support pass-through traffic.

**Union City Response:** *The Project generally supports local traffic, not regional pass through traffic. The Transportation Memo identifies traffic will be 80% local traffic (serving Fremont, Hayward, Newark or Union City) and 20% regional traffic during peak periods. At all other times, Quarry Lake Parkway is mostly used by local residents and businesses traveling to and from BART, jobs, schools, parks, shopping, dining, doctor visits, family gatherings and*

*recreational activities. Union City is bounded by Hayward to the north and Fremont to the south. The Union City BART Station is also frequently used by Fremont and Newark residents.*

- 7) Comments were made that more communication is needed with project stakeholders and that there was a desire to see more detailed traffic analysis before the item comes back to the Commission.

***Union City Response:*** *Comment noted. To improve communication, the Quarry Lakes Project website was recently launched to provide project information including the Transportation Memorandum and other related project information.*

<https://www.unioncity.org/499/Quarry-Lakes-Parkway-Project>

**Public Comments:**

- 8) The Committee was reminded that the East West Connector Mitigation Monitoring Committee was formed to review mitigation measures included in the East West Connector project and the group asked to be kept informed.

***Union City Response:*** *Comment noted.*

- 9) Concerns were expressed about Segments 4 and 5, and the need for a new four-lane roadway versus two-lanes. It was noted that the traffic study should support the proposed number of lanes.

***Union City Response:*** *As was required by Alameda County Transportation Commission, the Transportation Memo evaluated the traffic analysis in the approved EIR and confirmed that the conditions that led to the Project definition are still relevant. The focus of the analysis was on the approved Project. The two-lane option was not part of the scope of the approved 2009 East West Connector EIR. Refer to Appendix A, Table 1 which provides traffic volumes on Quarry lakes Parkway predicted by the model and compares these for the 2009 EWC EIR and the Transportation Memorandum. The volume comparison verifies the 4-lane capacity is still necessary to serve the 2040 demand.*

- 10) It was noted that the bicycle and pedestrian elements in the proposed Quarry Lakes Parkway project were not identified as priorities in the Union City bicycle master plan, and any discretionary bicycle and pedestrian funding should be used for projects identified as priorities. Union City staff clarified that the current bicycle and pedestrian master plan was prepared when the East West Connector was sponsored by Alameda CTC and not a City-sponsored project.

**Union City Response:** *Union City is currently working on the 2020/2021 Bicycle and Pedestrian Master Plan Update. All the bicycle and pedestrian elements within the Quarry Lakes Parkway will be identified as priority improvements, including the Class I multi-purpose trail system, the buffered bike lanes and all the project's protected intersections. Also, the Quarry Lakes Parkway's Class I multi-purpose trail is identified as Union City's East Bay Greenway option connecting directly to Fremont's proposed East Bay Greenway alignment within Quarry Lakes Regional Park.*

- 11) It was suggested that the reduction in Vehicle Miles Travelled (VMT) attributed to the Quarry Lakes Parkway are, in large part, due to the combination of Quarry Lakes Parkway and the separated project along Decoto Road for analysis purposes. It was not clear how the Quarry Lakes Parkway differs from the East West Connector at the level of detail that the benefits analysis is conducted.

**Union City Response:** *The former East West Connector was the combination of the Decoto Road Multimodal Corridor and Paseo Padre Parkway improvements in Fremont, and Quarry Lakes Parkway, which is a parallel corridor to Decoto Road in Union City. The Union City project presentation identified that these two projects are still the East West Connector. Union City renamed the new multimodal corridor between Paseo Padre Parkway and Mission Boulevard to Quarry Lakes Parkway to identify a new gateway to Quarry Lakes Regional Park, with the support of the East Bay Regional Parks District. VMT and Vehicle Hours Travelled reduction are attributed to shorter trip lengths, better access to the Station District, and congestion relief with the introduction of Quarry Lakes Parkway.*

- 12) Marketing material of the Quarry Lakes Parkway was described as misleading.

**Union City Response:** *Comment noted. The Quarry Lakes Parkway website was established to share information with the public Quarry Lakes Parkway and how it supports infill*

*development in the Station District, supports regional transportation priorities, and links parks and open space with a pedestrian and bicycle networks. The website also includes the following documents: Transportation Trends Memorandum, CEQA Summary, CEQA Legal Opinion, and Alameda CTC Concurrence Letter.*

<https://www.unioncity.org/499/Quarry-Lakes-Parkway-Project>

- 13) It was noted that there are three schools in the area of the surrounding project, and that safety of students traveling to and from school should be considered in the analysis.

**Union City Response:** *Fremont and Union City are aware of the schools within the project limits and the need for safety design improvements along Decoto Road, Paseo Padre Parkway, and Quarry Lakes Parkway. These safety improvements will be addressed as part of the final design phase and will include wider sidewalks/walkways, Class I, Class IV, or buffered bike lanes, and protected intersections for students, pedestrians, and bicyclists.*

- 14) There was an opinion that the level of air quality benefits attributable to the Quarry Lakes Parkway are overstated.

**Union City Response:** *Opinion noted. In the East West Connector approved 2009 EIR, Section 3.2 addresses the air quality improvement with the Project. The Transportation Memorandum notes that the project will reduce VMT, as well as Vehicle Hours Travelled and Vehicle Hours of Delay. A project that reduces miles travelled as well as travel time and delay time will increase vehicle efficiency. Stop and go traffic or congested traffic is very fuel inefficient; providing an increase in efficiency (for example on Decoto Road) without increasing overall miles travelled mean that the project should reduce GHG and other vehicle pollutant emissions as well as VMT.*

- 15) It was noted that the existing traffic at the intersection of Paseo Padre Parkway and Isherwood Way is a problem and the impact of the Quarry Lakes Parkway on the neighborhood traffic and safety along Paseo Padre should be included in the analysis.

**Union City Response:** *The Paseo Padre Parkway/Isherwood Way intersection was addressed in Section, 3.12, Transportation and Traffic in the 2009 EWC EIR. Similar to the East West Connector, the proposed Quarry Lakes Parkway would provide an alternative parallel route to Isherwood Way and would alleviate and reduce congestion and cut-through traffic along this two-lane residential street, improving operations and safety at the intersection.*

- 16) The details of the traffic analysis performed to support the conclusions about the number of lanes necessary to the benefits of the project have not been made available to interested parties and shareholders groups.

**Union City Response:** *The Transportation Memo analyzed the approved Project from the 2009 East West Connector EIR. Evaluating different number lanes was not a part of the scope of the Transportation Memo. See Response 9 above and refer to Appendix A for more traffic information.*

- 17) The impacts on the intersections along Quarry Lakes Parkway and in the areas impacted by the Quarry Lakes Parkway should be addressed in the traffic study.

**Union City Response:** *The impacts on the intersections along Quarry Lakes Parkway were addressed in the Traffic Analysis Operations Report in the 2009 East West Connector EIR. Impacts and appropriate mitigations for the intersections along Decoto Road and Paseo Padre Parkway were also included in the EIR. Due to changes in CEQA per SB 743, traffic delay (as measured by level of service) is no longer a CEQA impact.*

- 18) It was suggested that the traffic analysis and the environmental document approved in 2009 are outdated and should be revisited in light of the changes to the project and intended project benefits.

**Union City Response:** *There is no shelf life for a CEQA document. CEQA documents do not "expire." The age of an approved EIR does not, by itself, warrant a need for new environmental process. As explained in the CEQA memo, the project is already approved by ACTC, Union City, and Fremont; there is no further discretionary approvals and CEQA is only triggered by discretionary approvals. Even if there were discretionary approvals, CEQA has specific narrow triggers for subsequent review once an EIR is certified for a project. The Transportation Memorandum does not indicate any CEQA triggers are met. The project has*

*not changed in any substantial ways that involve new impacts relative to the 2009 EIR. No other triggers for subsequent review have been met.*

- 19) It was suggested that the housing and job projections for the Union City BART Station Area development are out of balance.

**Union City Response:** *Comment noted.*

- 20) It was suggested that the lack of access to the Quarry Lakes Parkway directly from the properties adjacent to the Quarry Lakes Parkway is an indication that the Quarry Lakes Parkway is intended to serve pass-through traffic rather than neighborhood traffic.

**Union City Response:** *A portion of Quarry Lakes Parkway is depressed to be fully grade separated to travel under the railroad and BART tracks. In these areas, the roadway is at a different elevation than the adjacent neighborhoods. Union City will be refining and modernizing the 2011 EWC Plans including coordinating with all adjacent developers to provide access along Quarry Lakes Parkway for the new planned mix-used housing developments and neighborhoods. See Response 6 above.*

- 21) It was noted that the cross-bay transit advocates are studying a light rail system to connect to the Union City BART Station area.

**Union City Response:** *Cross Bay Transit Partners (CBTP), in partnership with San Mateo County Transit District (District) are exploring new, environmentally appropriate alternatives for high-quality, high-capacity public transit system. The objective of the proposed project is to enhance regional mobility, increase connectivity between modes of travel and transit closer to key origins and destinations on the Peninsula and East Bay, connecting at Union City BART Station. CBTP Project Team has had several project meetings in 2019-2020 with local cities, transit and transportation agencies and plan to present to the Commission in 2021.*

<https://crossbaytransit.com/>

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## Appendix A – Traffic Data

Table 1: Traffic Volume Comparison

Study			2009 EWC EIR - 2035				Transportation Memo - 2040				Compare (2035-2040)			
Time Period	Segment	4-lane Capacity per direction	AM		PM		AM		PM		AM		PM	
Segment/ Direction			WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
Quarry Lakes Parkway														
Mission to 7th	1	1,800	1,811	1,878	1,788	1,998	1,954	611	1,089	1,984	143	(1,267)	(699)	(14)
11th	3	1,800	1,649	1,709	1,749	1,909	1,937	911	1,405	1,959	288	(798)	(344)	50
Alvarado-Niles	4	1,800	2,289	1,913	2,161	2,169	2,198	1,109	1,829	2,107	(91)	(804)	(332)	(62)
Isherwood	2	1,800	2,734	1,993	2,515	2,160	2,582	1,206	2,388	2,331	(152)	(787)	(127)	171
Paseo Padre	5	1,800	2,662	1,822	2,366	2,175	2,830	1,338	2,835	2,569	168	(484)	469	394
Paseo Padre Parkway														
Decoto	5	1,800	2,221	2,022	1,605	1,838	1,778	1,340	1,930	1,848	(443)	(682)	325	10

Kittelson & Associates, Inc., 2020

Exceeds 4-lane capacity



**Re: Response to Public Written Comments Submitted into the Record at the Alameda County Transportation Commission Meeting; Item 6.9, I-880 to Mission Boulevard East-West Connector Project Update on October 22, 2020.**

**Public Written Comments submitted to Commissioners:**

Comments submitted by Fremont & Union City residents, Bike East Bay and Bike Fremont.

- 1) After the PPC meeting, Union City called a meeting with its Bicycle and Pedestrian Advisory Committee on short notice to discuss the Quarry Lakes Parkway. The meeting occurred yesterday (Oct. 20<sup>th</sup>). Despite the highly controversial nature of this project, the meeting was not publicly noticed (see Exhibit A). This violated the Brown Act. In addition, the link to the meeting was changed at the beginning of the meeting from Microsoft Teams to Zoom, further impeding public participation.

***Union City Response:** Unfortunately, the short notice and the required shift in meeting platforms due to technical difficulties resulted in some members of the public not being able to participate in the Special Union City BPAC meeting on October 20, 2020. The City has successfully held dozens of meetings using technological platforms since the COVID-19 pandemic. This particular situation was an anomaly. The purpose of the meeting was to share information with the Union City BPAC that had or would be provided to Bike East Bay, the ACTC Programs and Projects Committee, the ACTC, and City Council. No new information about the project was presented at the BPAC meeting, and no decisions or recommendations were sought.*

*The meeting platform was changed from Microsoft Teams to Zoom because members of the Union City BPAC had technical difficulties accessing Microsoft Teams. Community members and Union City BPAC members were notified, including members of Bike East Bay. Attendees included a Bike East Bay member and interested residents.*

*On October 22, 2020 Union City staff emailed the Quarry Lakes Parkway project website link to the Union City and Fremont BPAC members, Bike East Bay, and interested Fremont residents. The website included the Transportation Memorandum and other related*

*documents. The email also notified interested parties of the upcoming October 27, 2020 City Council Meeting to learn more about the QLP Project.*

- 2) In its Oct. 12<sup>th</sup> PPC presentation, Union City cited a memo by ICF Consultants that states the 2009 EIR does need to be updated. We requested a soft copy of said ICF memo and our request was forwarded by the county to Union City on Oct. 14<sup>th</sup>. The City was reminded again on Oct. 16<sup>th</sup>. As of today, (Oct. 21<sup>st</sup>) all requests have been ignored by the City.

***Union City Response:*** *Comment noted. Response to the request was addressed the next day on October 22, 2020.*

Comments submitted by Fremont resident.

- 3) Quarry Lakes already has a defined entrance, called Quarry Lakes Drive. It is a 2-lane road. The point was made that Quarry Lakes does not need to a 4-lane artery as a “new defined entrance”.

***Union City Response:*** *Quarry Lakes Parkway project will relocate the existing Quarry Lakes Drive closer to Old Alameda Creek. Union City will be working with our project partner, East Bay Regional Park District, in defining this new gateway to the park. In addition, East Bay Regional Park District is supportive of the project and the new Class I multi-purpose trail system along Quarry Lakes Parkway and shares the vision of this new trail system connecting to Garin-Dry Creek Regional Park to the east and Coyote Hills Regional Park to the west.*

- 4) No new details about the road design had been shared with the bicycle community since last year and the proposed intersections presented last year are very large, 100 feet wide in some places, and problematic for pedestrians and bicyclists.

***Union City Response:*** *Agreed. The roadway design presented about a year ago is still the 2011 East West Connector’s intersection design layouts. The design of the intersections needs to be updated to meet Complete Streets standards, NACTO practices, and multimodal policies. The proposed Class I multi-purpose trail, the buffered bikes lanes, and the protected*

*intersections along Quarry Lakes Parkway will be designed to meet most current standards. Fremont is currently working on the intersection geometric designs along Decoto Road. Union City has not yet redesigned the roadway or new intersections for Quarry Lakes Parkway. With a funding plan, Union City will proceed with the redesign which will comply with the referenced standards and policies, including those to promote pedestrian and bicycle use and safety.*

- 5) Within the last few years, several fatalities, have occurred on Paseo Padre Parkway on the stretch with the new Quarry Lakes Parkway. The fatalities, some of which have been hit and runs included a bicyclist in the bike lane as well as pedestrian in the crosswalk.

***Union City Response:*** *Fremont is aware of Paseo Padre Parkway's accident history along this roadway segment and will address safety improvements as part of this Project or a separate project. The proposed Paseo Padre Parkway/Quarry Lakes Parkway intersection will be designed and constructed with protected intersections to provide safe crossing for pedestrians and bicyclists, similar to the recently constructed Paseo Padre Parkway/Walnut Avenue intersection.*

- 6) Several commenters explicitly asked that the project not proceed.

***Union City Response:*** *Comment noted.*

- 7) Public comment expressed doubt that the impacts on air quality and traffic were presently accurately.

***Union City Response:*** *The approved 2009 Environmental Impact Report (EIR) for the East West Connector), Section 3.2, addresses air quality and Section 3.12, addresses the traffic operations improvements with the Project (versus "No Project"). Impacts to air quality were found to be Less than Significant with Mitigation or Less than Significant, except for temporary impacts during construction.*

- 8) Public comment expressed concern about ground water pollution caused by the proximity to grade separations to ground water.

***Union City Response:*** *Union City is fully aware of the aquifer located in the proximity of the proposed grade separation structures.*

*Over 20 years ago when Union City was cleaning up the hazardous materials on the former Pacific State Steel Corporation (PSSC) site, the City incorporated the long-planned transportation corridor and the underpasses into the Station District's build-out plans. During the early design phases, Union City worked with the Department of Toxic Substance Control (DTSC), Regional Water Quality Control Board (RWQCB), Alameda County Water District (ACWD), and Department of Transportation, Caltrans. This work included cleanup and site preparation by excavating about 30 feet below grade for the future depressed Route 84, which became East West Connector. Clean up also included installation of additional monitoring wells for routine checkup on the aquifer's water quality. The project will construct a concrete "protection" cap over the aquifer. Construction activities will comply to the required protocols for protecting the aquifer at all times and work will be inspected by ACWD.*

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**Re: Response to Alameda County Transportation Commission and Public Comments made at the Programs and Projects Committee (PPC) on Item 5.2, Approve Allocation for PS&E for I-880 to Mission Boulevard East-West Connector Project on November 9, 2020.**

**Written Public Comments:**

- 1) Unlike the original traffic study from 2008, the Transportation Memorandum does not show a breakdown of traffic by street or intersection. It does not even show the expected traffic for Quarry Lakes Parkway itself. How can the need for the parkway, its size or required mitigations be assessed without knowing traffic volumes on the new parkway?

***Union City Response:*** *The assessment documented in the memorandum was in response to the Alameda County Transportation Commission's request to provide an updated traffic study to confirm the need for the Project approved in the 2009 EIR. The comparative results documented in the memorandum demonstrated the Quarry Lakes Parkway serves future growth and travel demand and provides benefits for local circulation, multimodal access to and around the Station District. Quarry Lakes Parkway diverts traffic from Decoto Road, which is an important transit route in the near- and long-term.*

*The 2009 East West Connector EIR showed the need for a 4-lane Quarry Lakes Parkway, and the peak hour volumes for the updated 2040 analysis also demonstrated that the project is still a 4-lane Quarry Lakes Parkway. Refer to Appendix A, Table 1 which provides a traffic volume comparison on Quarry lakes Parkway predicted by the model for the 2009 EWC EIR and the Transportation Memorandum. The volume comparison verifies the 4-lane capacity is still necessary to serve the 2040 demand.*

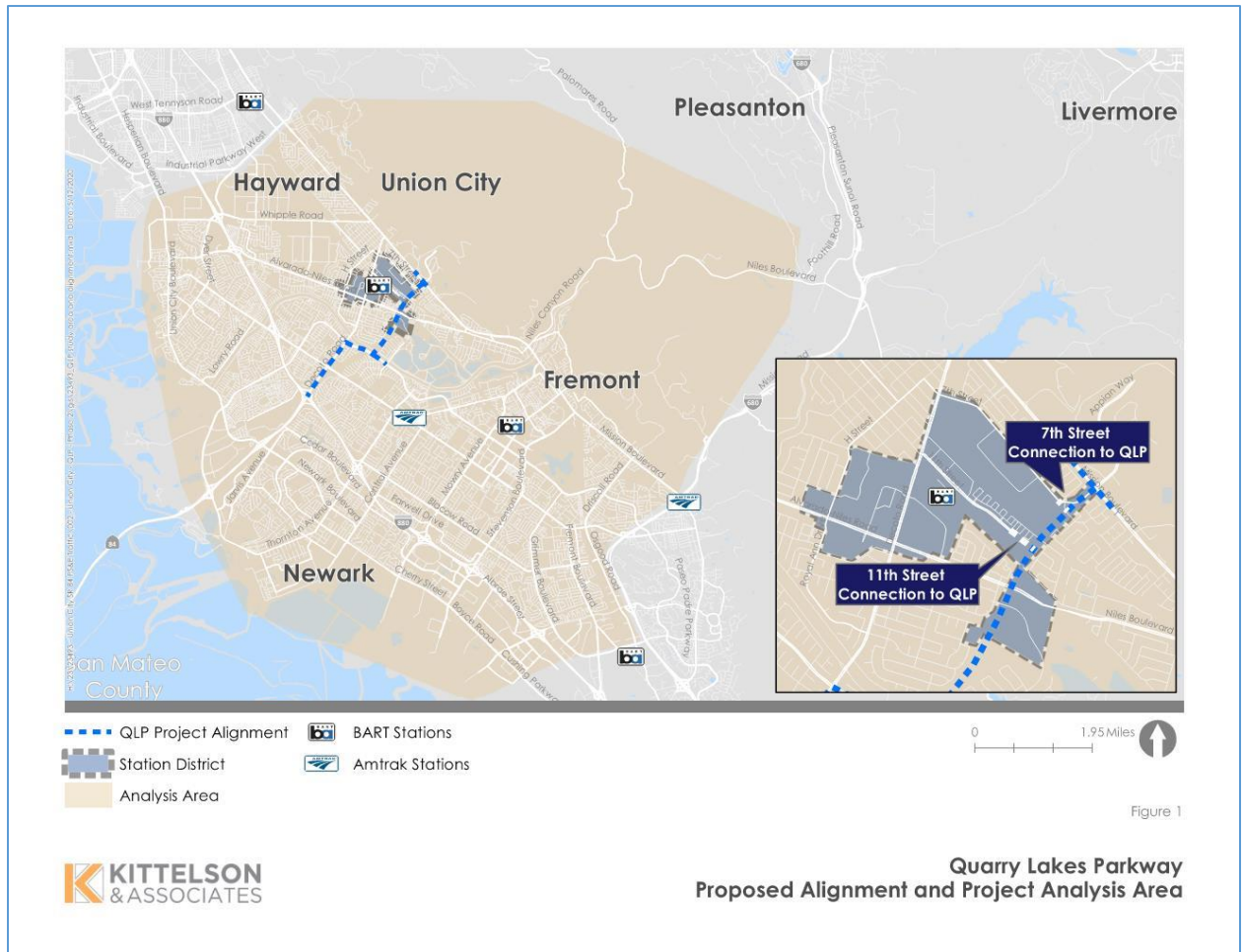
*SB 743 eliminated traffic delay (LOS) as a potential environmental impact requiring analysis under CEQA. As such, an analysis of traffic impacts by street and intersection and consideration of potential mitigation based on unacceptable delay is no longer required under CEQA.*

- 2) Similarly, the memorandum predicts 18% more peak-hour traffic with the project than without it, but it provides no information where the new traffic will be.

**Union City Response:** *The commenter has misinterpreted the data in Figures 3 and 4. The increase peak hour traffic referenced was calculated at the study intersections with and without the Project. Five new additional intersections along Quarry Lakes Parkway are included in the analysis. Because those are new intersections under the with-Project condition, they experience traffic in peak hour relative to the without Project condition. However, when the total net change in traffic volume for the peak period is calculated over the greater study area (rather than at select point locations), it shows little or no change in traffic volumes. This indicates that with the Project, traffic redistributes from existing routes to use the Quarry Lakes Parkway. This is consistent with the findings from the areawide VMT discussed below. Therefore, the Project does not result in an 18% increase in peak hour traffic volumes from projections without the Project.*

- 3) The new Transportation Memorandum does not cover the area to the Dumbarton Bridge, as was specifically required in the transfer agreement with Alameda CTC.

**Union City Response:** *As shown in the figure below, the area wide analysis using the ACTC Countywide Model did include the Dumbarton Bridge. As described in page 18 of the memo, the analysis area included Union City, Newark, and portions of Hayward and Fremont bounded by Industrial Parkway to the north and Interstate 680 to the south.*



- 4) The Transportation Memorandum provides little information on the model inputs and the assumptions. This is important, especially because the original study from 2008 failed to properly predict the 2019 traffic counts. It predicted a 19% increase for the no-project scenario, but the 2019 traffic counts show the combined peak hour traffic had actually gone down by 2.5%, partly due to BART extension to Warm Springs and the emergence of employee shuttles. Most curiously, the Transportation Memorandum then concludes that the non-increase in predicted traffic is a justification of the project—that makes no sense.

**Union City Response:** *The methodology used in the Transportation Memo was the same as for the 2009 EWC EIR, except that a more current ACTC model with a 2040 horizon year was used for forecasting travel demand. Travel models capture the demand for travel and not what can be served on a roadway network. If the network is saturated or congested, actual traffic volumes during a peak period will not match the estimated demand. This happens frequently in the Bay Area, and as a result travelers experience longer peak congestion periods, choose to travel at different times of the day, or choose to travel by different modes.*

*The continued forecasted demand for travel justifies the Quarry Lakes Parkway Project because it is helping to meet the local demand. Quarry Lakes Parkway would serve as an alternative link supporting multimodal, local circulation to and around the Station District. Furthermore, the Quarry Lakes Parkway does so while reducing vehicle hours of delay and vehicle hours traveled. This means the Quarry Lakes Parkway is helping to reduce the potential for congestion spreading to longer periods of the day. Finally, Quarry Lakes Parkway slightly reduces vehicle miles traveled.*

*The traffic study to support the 2009 East West Connector EIR did not make 2019 estimates. It made estimates for 2015 and 2035. Traffic volumes estimated for the EIR were based on the ACTC model at the time and represented the best estimates available. No long-term traffic forecast is accurate to a specific year, but represents the general tendency of traffic volumes over time. While the Transportation Memorandum did indicate volumes will rise at a slower rate than predicted in the 2009 East West Connector EIR, traffic volumes are still expected to rise over time, and the project is still expected to provide transportation benefits accordingly.*

- 5) It is not clear how the design choices and the stated benefits are related to the little data that is actually shown in the Kittelson memo. For example, Paseo Padre Parkway is one of the few roads for which traffic data is shown, but the numbers shown do not support the proposed widening to 6 lanes. Similarly, the Union City portion of Decoto Road is one of the few sections for which traffic data is provided, but the celebrated congestion relief is only 5.8% for the morning peak hours and even smaller than 3.2 % for the evening peak hours. These numbers are smaller than the 8% to 12% validation errors for the Union City-Fremont screenline in the 2019 Countywide Transportation Model.

**Union City Response:** *The memorandum evaluates the Project in the approved 2009 East West Connector EIR and whether or not the Project remains needed and the findings from*

*the approved 2009 East West Connector EIR remain accurate. The memorandum concluded the Project is needed and the findings from the 2009 East West Connector EIR remain accurate.*

*The Transportation Memorandum is consistent with the ACTC model data and has indicated the traffic volumes projected for Quarry Lakes Parkway and Paseo Padre Parkway trend very similar to the 2009 EIR, therefore the Project needs and benefits are consistent with the 2009 East West Connector EIR and do support the 4-lane Quarry Lakes Parkway project. Refer to the volume summary provided under Comment 1.*

- 6) The Memorandum falsely claims that other transit and active projects in the area are “predicated” on the Quarry Lakes Parkway. All the reference projects can proceed independently, as are transit improvements on Decoto Road. In fact, transit projects improvements on Decoto Road are moving forward independently of this project.

**Union City Response:** *When the East West Connector EIR was certified by Alameda County Transportation Improvement Authority (ACTIA) and Project Approval & Environmental Documentation (PA&ED) Phase was completed in 2009, the Project became “approved” and included in the Alameda Countywide Traffic Model. The approved East West Connector project has not changed. Since 2009, all general plans, land-use plans, development plans, and transportation projects use the latest traffic model (that includes East West Connector project) in planning and design of their projects. All traffic studies for transit, rail and other multimodal projects prepared by MTC, AC Transit and Alameda CTC use the latest traffic model (that includes the East West Connector project). These transportation/transit projects include MTC/AC Transit’s Dumbarton Forward Project and SamTrans/Cross Bay Transit Dumbarton Rail Project. The SamTrans/Cross Bay Transit Dumbarton Rail Project proposes transit improvements across the Dumbarton Bridge Corridor between San Mateo County and the East Bay, connecting at Union City BART along Decoto Road; and Alameda CTC’s 14<sup>th</sup> Street/Mission Boulevard-Fremont Street Multimodal Corridor relies on Decoto Road in Fremont and Union City.*

- 7) Transit got a scant ½ page of the analysis in the Transportation Memorandum, limited to questionable transit benefits of the project, but omitting how more robust transit improvements could affect the travel demand modeling. This is the main concern of ours. It is our understanding that this project does not help transit and it is our understanding that

Decoto Road in Union City is not planned for bus-only lanes. Thus, the planned transit improvements in Decoto Road in Union City, the travel forecast model, both do NOT necessitate this project.

**Union City Response:** See response above and refer to the volume summary provided under Comment 1. Union City and UC Transit are key project partners with AC Transit, Alameda CTC, BART and SamTrans/Cross Bay Transit in the above-mentioned projects and we are committed to a transit priority corridor along Decoto Road.

- 8) Former Governor Jerry Brown in 2017 signed a law requiring California to reduce its greenhouse gas emissions by 40% below 1990 levels by 2030. This is a new environmental condition since 2009 EIR and it has to be analyzed with the alternatives considered. **It is a legal requirement.** We are asking for a major transit analysis of how funded transit improvements for the Dumbarton Corridor can reduce driving in the corridor in the way that helps California meet its 2030 clean air target. There is over \$200 million for this.

**Union City Response:** The comment refers to SB 32, which requires the state, as a whole, to reach GHG emission levels of 40% below 1990 levels by 2030. The comment is incorrect that the passage of new environmental laws is a de facto trigger requiring subsequent CEQA review.

CEQA case law is clear that the enactment of new environmental regulations or laws is not a trigger for requiring supplemental environmental review. (*Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal. App. 4th 1301; *Citizens for Responsible Equitable Environmental Development v. City of San Diego* (2011) 196 Cal.App.4th 515; *Fort Mojave Indian Tribe v. California Department of Health Services* (1995) 38 Cal.App.4th 1574,). Two of these cases specifically addressed new GHG regulations and ruled they were not a trigger for CEQA supplemental review. This is because once an EIR is certified, further environmental review is prohibited unless certain narrow standards are met. Therefore, the passage of SB 32 does not trigger the need for subsequent CEQA review for this project. In addition, the 2009 EIR estimated the GHG emissions from the Project construction, showed they were minimal and included a mitigation measure to reduce those impacts. Also, CEQA is only triggered when there is a discretionary approval by a local or state agency for a project. Union City has previously approved the project and is using the previously certified EIR and thus there is no new discretionary approval triggering CEQA at this time.

*Lastly, every four years MTC updates the regional transportation plan (RTP) to address the GHG reduction targets set by CARB under AB 734 . All cities, transit, transportation agencies and DOTs (Caltrans) are required to provide project updates as part of the RTP. Union City and Fremont have been coordinating directly with Alameda CTC/MTC to provide Quarry Lakes Parkway and Decoto Multimodal Corridor project information for the latest RTP update, Plan Bay Area 2050. Both projects made the “List of Constrained” Projects in the PBA 50 because of the reduction of VMT and because the project supports the planned and future regional transportation projects and multimodal (walk, bike and transit) options and connections along the project.*

9) Comment on Page 2, last paragraph:

The perfunctory nature of the Transportation Memorandum is also problematic because the assessment on the validity of the old EIR was exclusively based on the Transportation Memorandum. But how can new impacts, such as increased traffic in front of the new BART pedestrian entrance, be evaluated without a breakdown of traffic volumes by road? Furthermore, no attempt was made to look for new conditions beyond the traffic study. For example, the construction impact on BART was listed as significant and unavoidable in the old EIR. But now that BART has been extended into Berryessa, significant and unavoidable impacts are less acceptable. These examples illustrate that insufficient effort was put into the EIR review.

**Union City Response:** *The comment asserts that there might be increased traffic due to the project (compared to the 2009 EIR). SB 743 required changes in CEQA, which were codified in the updated CEQA guidelines in late 2018 that eliminated traffic delay or congestion as a CEQA impact. Increased traffic is not considered an impact under CEQA today.*

*The comment also asserts that construction impacts on BART will be greater than before because BART has been extended to Berryessa. The 2009 EIR disclosed that there would be a significant and unavoidable impact relative to a short-term BART shut down during construction. The 2009 EIR disclosed that the impact would occur when connecting temporary tie-ins to the temporary shooflies which would require one to two days of 24-hour construction for each set of tracks. The 2009 EIR requires implementation of three different mitigation measures (TRA-2 temporary bus service; TRA-3 construction on the weekend; and TRA-4 rider awareness). Although it is possible that with the Berryessa extension there may be more weekend riders on the affected line, the residual impact to BART riders should be*

*similar to that disclosed in the 2009 EIR (adequate buses can be provided to accommodate any increase in the number of riders during the 1-2 day shut downs). Under CEQA there is no “higher” impact level than a “significant and unavoidable” impact. This not a “new” significant impact and the character and duration of this significant impact (after application of mitigation) has not changed substantially relative to the 2009 EIR and thus subsequent CEQA review is not required in this regard.*

- 10) Comment on Page 3, first paragraph, last sentence states that there should be “a proper process to evaluate the validity of the 11-year-old EIR”.

**Union City Response:** *There is no mandated shelf life to an EIR. They do not expire. There is no CEQA requirement to reassess the validity of an EIR after EIR certification and project approval unless there is a new discretionary approval and one of the very narrow standards for supplemental review under CEQA regulations is triggered. See response to Comment No. 8 above. None of the standards for supplemental review are triggered and there is no discretionary action by the City needed for the project which would trigger CEQA requirements.*

3627398.1



## Appendix A – Traffic Data

Table 1: Traffic Volume Comparison

Study			2009 EWC EIR - 2035				Transportation Memo - 2040				Compare (2035-2040)			
Time Period	Segment	4-lane Capacity per direction	AM		PM		AM		PM		AM		PM	
Segment/ Direction			WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
Quarry Lakes Parkway														
Mission to 7th	1	1,800	1,811	1,878	1,788	1,998	1,954	611	1,089	1,984	143	(1,267)	(699)	(14)
11th	3	1,800	1,649	1,709	1,749	1,909	1,937	911	1,405	1,959	288	(798)	(344)	50
Alvarado-Niles	4	1,800	2,289	1,913	2,161	2,169	2,198	1,109	1,829	2,107	(91)	(804)	(332)	(62)
New Union City Street (Realigned Quarry Lakes Drive-Isherwood)	2	1,800	2,734	1,993	2,515	2,160	2,582	1,206	2,388	2,331	(152)	(787)	(127)	171
Paseo Padre	5	1,800	2,662	1,822	2,366	2,175	2,830	1,338	2,835	2,569	168	(484)	469	394
Paseo Padre Parkway														
Decoto	5	1,800	2,221	2,022	1,605	1,838	1,778	1,340	1,930	1,848	(443)	(682)	325	10

Kittelson & Associates, Inc., 2020

Exceeds 4-lane capacity

**Re: Response to Alameda County Transportation Commissioners and Public Comments made at the Programs and Projects Committee (PPC) on Item 5.2, Approve Allocation for PS&E for I-880 to Mission Boulevard East-West Connector Project on November 9, 2020.**

**Written Public Comments from Bike Fremont (received November 10, 2020):**

- 1) With regards to item 1, Complete Design Packages (Segments A-D) in Fremont and Union City in the EWC March 2018 meeting, several presentations of the plans and most recently at the Union City BPAC meeting on October 20. None of them show a final design of the intersections along QLP. The October 20<sup>th</sup> meeting was the first to show at least concepts of those intersections.....Without further design details, we cannot properly do our part for item 5 and ensure that the design meets the needs of the local cycling community. It is our assessment that the current design have not achieved 95% completion.

***Union City Response:*** Yes, as noted on Slide 16 in the East West Connector/Quarry Lakes Parkway Project Update PowerPoint, presented at the November 9, 2020 PPC meeting, Union City has not completed the East West Connector 95% PS&E. The 2011 Plans did not meet current Complete Streets design and multimodal policies and it was apparent that to update the plans would take more resources than the funds allocated in 2018 by the Commission. To bring the corridor up to current standards will require a comprehensive engineering re-evaluation and update. Without support from the Commission for this critical backbone infrastructure for the Station District TOD (which includes the Decoto Road Multimodal Project), Union City felt it was fiscally unwise to move forward with updating the 2011 plans.

*Union City did present concepts to the PPC and Commission for protected intersections, Class I multi-purpose trail, buffered bike lanes and walkways that would be incorporated into the updated design. Union City is requesting the allocation for funding the Final PS&E for Phases 1-4 only in order to update and redesign the intersections and other roadway elements.*

- 2) In our view, the design of the QLP as a 4-lane arterial with 45mph speed limit does not meet good multimodal design. Our preferred alternative is a 2-lane local road with maximum speed limit of 35 mph (designed with lane widths such that this speed is achieved in real-life). Having fewer vastly simplifies the task of designing intersections that are safe for all road users.

**Union City Response:** *As part of Final PS&E for Phases 1-4, Union City will design Quarry Lakes Parkway by implementing Complete Streets designs including evaluating traffic calming measures. Union City agrees that a 45mph corridor on Quarry Lakes Parkway is inappropriate and that a maximum speed of 35mph is desired. As noted above, Union City agrees that the Project needs to be redesigned as a local, multimodal roadway. The commenter's preferred alternative is noted; however, the 2009 East West Connector Approved EIR project includes roadway widening improvements along Decoto Road and Paseo Padre Parkway in Fremont and a new 4-lane corridor re-named Quarry Lakes Parkway, a parallel circulation route to Decoto Road between Paseo Padre Parkway and Mission Boulevard. This would allow Decoto Road to become a successful transit priority corridor between Union City BART Station to the Dumbarton Bridge.*

*The Transportation Memo reviewed land use and traffic trends and determined the project needs identified in the 2009 EIR are still pertinent. The 4-lane local collector is appropriate to support the infill development of jobs and housing around the Union City BART station, similar to the recently constructed 4-lane 11<sup>th</sup> Street in the Station District. As noted in the presentation to the Commission, approximately 1,500 residential units have been built and there are an additional 2,000 units that are planned in the next several years. The Station District also accommodates five to eight million square feet of office/R&D. Quarry Lakes Parkway is needed to relieve Decoto Road so that it may become a transit priority corridor and support the significant infill in the Station District and other infill development in the area.*

*Refer to Appendix A, Table 1 which provides a traffic volume comparison on Quarry lakes Parkway predicted by the model for the 2009 EWC EIR and the Transportation Memorandum. The volume comparison verifies the 4-lane capacity is still necessary to serve the 2040 demand.*

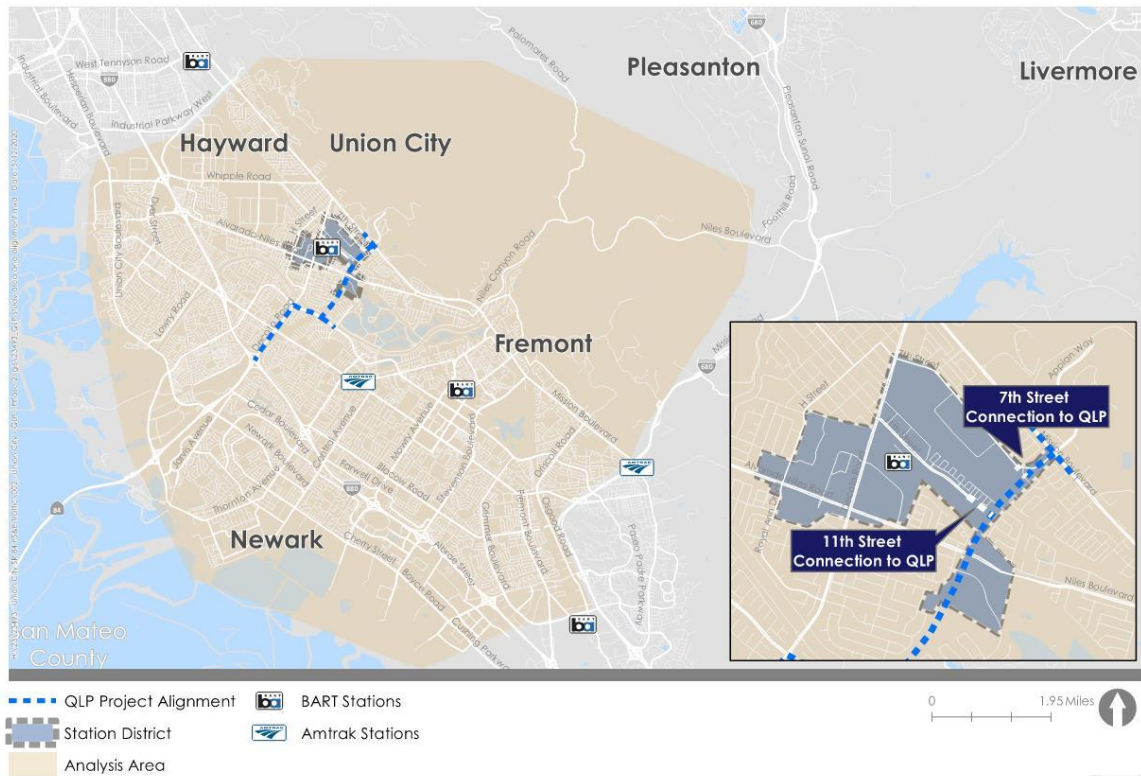
*Union City does not have the redundant and parallel circulation system like older communities. The rail lines and BART line also create significant barriers to east/west circulation and limit access in and around the BART station. Now, with the high-density infill around BART, Quarry Lakes Parkway can be designed to accommodate all modes of transportation and provide a critical second point of access for public safety and evacuation. While a 2-lane roadway may be*

*appropriate for a residential, neighborhood street; however, Quarry Lakes Parkway is considered to support the transportation needs for this entire area of Union City and Fremont.*

- 3) Another point the study was meant to address is regional impact on the transportation system, especially induced demand in the surrounding regional network. However, the Kittelson memo re-analyses the original study area east of I-880 using an updated version of the Countywide Transportation model.

***Union City Response:*** *The Transportation Memo assessed and documented land use and transportation related to the proposed Quarry Lakes Parkway project (QLP Project) in comparison to the East West Connector project. The summary addressed potential regional impacts of the QLP Project on the transportation system with a regional analysis of transportation metrics using the ACTC Countywide Transportation model. The analysis area, which did extend to the Dumbarton Bridge, includes Union City, Newark, and portions of Hayward and Fremont bounded by Industrial Parkway to the north and Interstate 680 to the south (see Figure 1 below). The metrics computed for this area are extracted from model outputs and include:*

- *Local/regional traffic split*
- *Vehicle miles traveled (VMT)*
- *Travel time analysis*
- *Vehicle hours traveled (VHT)*
- *Vehicle hours of delay (VHD).*



The best measure of induced demand is VMT computed over the regional study area. VMT is a measure of all trips on all roads in the greater study area that accounts for trip lengths associated with trip diversions from/to the new roadway, while intersection volumes which measure traffic at a single point are not good indicators of induced demand. The VMT analysis presented in the Transportation Memo (revised October 22) shows no increase in relative areawide VMT with the QLP project compared to the no project scenario.

- 4) The VMT analysis..... shows no change with the project, despite increased intersection volumes. Kittelson claims that reduced trip distances make up for the increased vehicle volumes, but doesn't actually show how that calculation is performed. And the result likely is

very dependent on the assumptions feeding into the calculation. These assumptions currently are not clearly stated. Kittelson claims that reduced trip distances make up for the increased vehicle volumes, but doesn't actually show how that calculation is performed. And the result likely is very dependent on the assumptions feeding into the calculation. These assumptions currently are not clearly stated.

**Union City Response:** The regional study area results analyze all vehicle volumes on all trips within the regional analysis area previously described under Item 3 and shown in Figure 1. The analysis results show a slight decrease with the QLP in relative VMT, VHT, and VHD compared to the no project scenario. The areawide metrics correspond with an 80%/20% local versus regional split presented in the Transportation Memo (revised October 22): The QLP Project serves local trips that would otherwise take different routes. The commenter refers to increased intersection volumes. On an areawide basis using the ACTC model, the Transportation Memo (revised October 22) does not claim an increase in volume associated with the QLP Project. The QLP Project provides a more direct route for some users who would otherwise travel along other routes.

The Transportation Memo did also present a separate localized analysis of traffic volumes at 31 existing intersections and 5 new Quarry Lakes Parkway project intersections. These represent the study area of the 2009 EIR and provide an assessment of localized traffic distribution in the 2040 study year, both with and without the QLP project. This analysis compares projected peak hour traffic volumes at local intersections but does not revisit LOS or other measures of congestion.

Thus, the "with project" scenarios show an increase in these intersection volumes because of the addition of trips at five new intersections associated with the QLP Project. This analysis is not intended to summarize an areawide change in traffic volumes but to assess trip distribution in the vicinity of the QLP Project. Figure 5 in the Transportation Memorandum (revised October 22) shows that although some intersection volumes along local corridors increase, others decrease—consistent with the Quarry Lakes Parkway providing a more direct route to road users.

- 5) The Countywide Transportation model in fact does error analysis as part of its validation process for the model itself. The acceptance threshold for validation is 20% in most cases. This is just about the same as the error in the predictions of the 2008 traffic study for the 2019 intersection volumes shown in the Kittelson memo. What this means is that if one wants to be certain that VMT's do not increase, the model actually needs to show a 20% reduction. Otherwise the conclusion of "no VMT increase" falls outside the confidence limits of the model.

**Union City Response:** The commenter mentions the Countywide Model's validation error thresholds but incorrectly applies it in the context of this analysis. The validation error pertains to calibrating volume estimates at individual locations to count data, not to areawide summary metrics like relative VMT. The model is more accurate overall than the 20 percent threshold (e.g.: total screenline validation is within 3% of the counts in the AM peak and within 0% in the PM peak hour).

The Transportation Memo (revised October 22) analysis presents relative VMT based on a comparison between two forecast scenarios rather than a comparison to observed counts. Since the VMT comparison is a relative metric, any model error would exist in both the "no project" and the "with project" scenarios and in the same direction but would not compound between scenarios.

- 6) Traffic Study in Item 3 was supposed to clarify whether it is truly necessary to have a 4-lane road.

**Union City Response:** Pages 7 through 10 of the Transportation Memo (revised October 22) included the Project Description for Decoto Road, Paseo Padre Parkway and Quarry Lakes Parkway. Quarry Lakes Parkway is described as a 4-lane roadway and is displayed in the Roadway Cross Sections. All the QLP Project benefits and metrics are based on this Project Description.

For additional details see Appendix A, Table 1. It contains a comparison of volumes on QLP between the 2009 EWC EIR and the volumes from the Transportation Memo. The volumes



indicate that the 4-lane QLP is still necessary to deliver the project needs. (This table is similar to the table described in the November 9 ACTC response letter.)

7) Kittelson memo provides no raw data whatsoever.

**Union City Response:** Comment noted. Kittelson relied upon the adopted 2009 EIR, and the countywide models that are used by ACTC. Refer to response in Item 6.



## Appendix A – Traffic Data

Table 1: Traffic Volume Comparison

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Exceeds 4-lane capacity

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# Memorandum

10.1

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• [www.AlamedaCTC.org](http://www.AlamedaCTC.org)

**DATE:** November 12, 2020

**TO:** Alameda County Transportation Commission

**FROM:** Carolyn Clevenger, Deputy Executive Director of Planning and Policy  
Cathleen Sullivan, Director of Planning  
Kristen Villanueva, Senior Transportation Planner

**SUBJECT:** Adoption of 2020 Countywide Transportation Plan and companion documents, Community-Based Transportation Plan and New Mobility Roadmap

## Recommendation

It is recommended that the Commission adopt the 2020 Countywide Transportation Plan (CTP) and its companion documents, the Community-Based Transportation Plan and the New Mobility Roadmap.

## Summary

The 2020 CTP is the culmination of nearly two years of technical analysis, engagement with partner agencies, members of the public, and Commissioners to articulate a vision and goals for the county's transportation system that supports vibrant and livable communities. The 2020 CTP establishes near-term priorities and guides the long-term vision and decision-making of the Alameda County Transportation Commission (Alameda CTC). The Commission has provided regular input to guide the development of the CTP and the content of the final document largely reflects materials previously presented to Commissioners. Since the last presentation in July, the final round of public engagement was completed (summarized below) and staff fully integrated the recommendations of the Community-Based Transportation Plan and the New Mobility Roadmap into the 2020 CTP, which were shared with the Commission over the course of several recent Committee and Commission meetings.

The Draft Final 2020 CTP and companion documents – the Community-Based Transportation Plan and the New Mobility Roadmap – are posted here:

[www.alamedactc.org/countywidetransportationplan](http://www.alamedactc.org/countywidetransportationplan)

This memo provides a summary of the contents of the 2020 CTP and a detailed summary of findings from engagement efforts conducted over the last three months (August-October). Outreach findings largely re-affirm core recommendations of the 2020 CTP as previously

presented and will be used by staff to inform which strategies are prioritized for early implementation. Formal comment letters, survey results, and a summary of emails and open-ended survey comments are included in Attachment A.

There are a few revisions to the CTP project lists that were presented to the Commission in July that are recommended based on recent engagement and comments received. These include:

- Howard Terminal Gondola project:
  - Remove Gondola Phase 1 Washington Street (\$350M)
  - Remove Gondola Phase 2 Alameda Connection Segment (\$569M)
- Bundled grade separation projects into a new programmatic category for Railroad Grade Separations across the County (includes submissions for Gilman Street in Berkeley, Oakland waterfront, and San Leandro and could include other grade separations projects)
- Move Dumbarton Rail/Group Rapid Transit (\$3.25B) from the 10-year list to the 30-year list
- Move Bayside TOD PDA Transit Station and Pedestrian Overcrossing (\$12M) to Decoto Road Complete Streets Corridor project bundle and rename this bundle: Decoto Road Complete Streets/Dumbarton Corridor project bundle
- Move segment 5 of the Quarry Lakes Parkway project from the 10-year list into the 30-year list; project name in 10-year list is now Quarry Lakes Parkway (Segments 1-4) with cost of \$208M; project name in 30-year list is now Quarry Lakes Parkway (Segment 5) with cost of \$60M
- Project list clean-up: Minor cost clean-up based on updated information from project sponsors and updating programmatic categories.

### ***PPLC Action***

At the November 9<sup>th</sup> meeting of the Planning, Policy and Legislation Committee (PPLC), Committee members moved adoption of the CTP along with several changes to the project list and one addition to the strategies. These changes include:

- Moving three projects from the 30-year to the 10-year list:
  - West End Bike/Ped Crossing (City of Alameda)
  - Clement Avenue and Tilden Way Complete Streets Project (City of Alameda)
  - Phase 1 of the Foothill Blvd Corridor Improvements Project (AC Transit)
- Add reference to hydrogen fuel cell technology as well as electrification to CTP emissions-reduction strategies

Finally, the Commission requested that additional discussions take place with the Commission regarding Capitol Corridor Joint Powers Authority's South Bay Connect project before any programming actions are taken.

The revised Draft Final CTP Project List (Attachment B) reflects the PPLC action. In addition, following PPLC, City of Alameda staff requested a project cost increase for the West-End Bike/Ped Crossing, from \$150 million to \$200 million. Final Commission-adopted changes to the CTP will be incorporated into the Final 2020 CTP, which will be uploaded to the agency website in December.

It is recommended that the Commission approve the 2020 CTP, as well as the Final Community-Based Transportation Plan and the New Mobility Roadmap.

## **Background**

Every four years, Alameda CTC prepares and updates the CTP, which is a 30-year, long-range planning and policy document that guides future transportation decisions for all modes and users in Alameda County. Development on the 2020 CTP has been underway since the beginning of 2019; CTP items have been brought to Alameda County Technical Advisory Committee, the Bicycle and Pedestrian Advisory Committee, PPLC, and the Commission regularly throughout the development of the plan. In addition, public engagement was conducted throughout the development of the plan, including surveys, pop-up events, focus groups, and virtual engagement.

Staff presented the contents of the Draft CTP to the Commission in July. The core recommendations of the CTP remain largely unchanged. The 2020 CTP contains:

- **Core Recommendations.** The core recommendations of the 2020 CTP will guide Alameda CTC decision-making and help achieve the ambitious transportation Vision and Goals adopted by the Commission:
  - **10-Year Priority Projects and Programs.** These projects and programs will be prioritized for support from Alameda CTC in the form of funding, advocacy, and partnership over the next 10 years to help address identified needs and work towards the Vision and Goals.
  - **Strategies and Near-Term Actions.** A set of strategies complement the priority projects and programs. The strategies were drawn from applying industry best practices to Alameda County and identifying efforts beyond building infrastructure and delivering transportation services that are needed to fully achieve the transportation Vision and Goals and address the identified needs. These include policies, legislative advocacy efforts, technical assistance, funding, and project implementation guidance. A set of initial near-term actions have been identified to advance the strategies. This list will continue to evolve in coming years as opportunities arise.
- **Long-Term Projects and Programmatic Investments.** The full range of projects and programs submitted to the 2020 CTP with a 30-year time horizon.
- **Needs Assessment.** An assessment of existing transportation needs in the county, based on previous countywide modal plans, countywide evaluations such as for Safe Routes to School, the biennial traffic level of service monitoring, and annual performance data, as well as discussions with local stakeholders.

- **Community-Based Transportation Plan.** An assessment of transportation needs in the county's low-income communities and communities of color with a focus on community input collected via public engagement activities.
- **New Mobility Roadmap.** Document that provides a foundation for agency policy, advocacy, and funding decisions as Alameda CTC and partner agencies, as well as the private sector, advance new mobility technologies and services. The outcome of the New Mobility Roadmap is a set of seven initiatives, each of which has a comprehensive list of potential actions that could be taken to address and implement new mobility technologies and services in Alameda County. They are a resource as agencies seek to identify actions to support new technologies. The highest priority near-term actions have been incorporated into the CTP near-term actions list.

### **Draft Final Countywide Transportation Plan**

The 2020 CTP sets a long-range vision and establishes near-term priorities for transportation in Alameda County. The Draft Final Plan consists of six chapters:

#### **1. Chapter 1 – 2020 and Beyond**

A comprehensive vision for the future of transportation in Alameda County and goals reflecting core values to help guide the achievement of that vision as well as an overview of core recommendations in the 2020 CTP.

#### **2. Chapter 2 – Partnering with Communities**

An overview of engagement activities and findings informing the development of the plan, including focused engagement and analysis in low-income communities and communities of color, as captured in a companion Community-Based Transportation Plan.

#### **3. Chapter 3 – Mobility and Access Needs**

A description of existing transportation needs at a countywide and local level and a look at trends that will influence planning in Alameda County for years to come.

#### **4. Chapter 4 – Priority Projects and Programs**

Identification of projects to be prioritized over the next 10 years, priority programs representing long-standing agency commitments, and long-term projects and programmatic investments.

#### **5. Chapter 5 – Strategies and Near-Term Actions**

A set of strategies to be undertaken by Alameda CTC that complements the 10-year priority projects and programs, as well as near-term actions to implement the strategies over the next four years. Strategies responding to effects of the COVID-19 pandemic are also included.

#### **6. Chapter 6 – Performance and Implementation**

An assessment of how the core recommendations advance the goals of the 2020 CTP and regional targets, as well as a description of funding and implementation.

The Draft Final 2020 CTP and companion documents – the Community-Based Transportation Plan and the New Mobility Roadmap – are posted here:

[www.alamedactc.org/countywidetransportationplan](http://www.alamedactc.org/countywidetransportationplan)

After Commission adoption, all final materials related to the 2020 CTP, including the Final project lists, Community-Based Transportation Plan, New Mobility Roadmap, Needs Assessment, and Outreach Summary Report will be posted to the CTP webpage by December.

### **Final Outreach for the 2020 CTP**

Significant outreach has been conducted throughout development of the CTP including: a countywide poll in 2019, survey and community group discussions and pop-up events for the Community-Based Transportation Plan, and significant agency coordination. Since August 2020, staff has undertaken one final round of outreach and engagement for the 2020 CTP, modified to be virtual due to the COVID-19 pandemic. Several engagement channels were used:

- A short survey to solicit input on the draft final core recommendations distributed through Alameda CTC and partner agencies via social media, email, and e-newsletter channels.
- Focus group discussions (virtual).
- A “virtual open house” on the Alameda CTC website where all materials developed for the 2020 CTP were made available online and general comment was solicited on these materials.

This section provides a summary of findings, how they relate to the core CTP recommendations, and recommended changes to the project list that was presented to the Commission in July. A full Outreach Summary Report is currently under development and will be posted on the CTP website by December. Formal organizational comment letters, survey results, and a summary of comments received during the final outreach period are included as Attachment A.

Across the survey and focus groups, staff heard a re-affirmation of the CTP priorities related to system safety, higher-quality multimodal facilities, access to more travel options, better transit service, improved pavement condition, and improvements to air quality and safety within low-income communities and communities of color. This is consistent with previous input received for the CTP, since the first poll and discussion at the Commission retreat in May 2019, and shaped the approach to the CTP development throughout.

### **Survey**

A short survey was developed to solicit feedback on priorities related to core recommendations in the draft 2020 CTP and two open-ended comments for general transportation ideas and impacts related to COVID-19. Over a period of 6 weeks, approximately 1,600 people opened the survey and over 1,300 people provided complete responses. The survey generated approximately 600 open-ended comments on general transportation suggestions and nearly 500 open-ended comments related to COVID-19. Full

survey results and a summary of these open-ended responses are summarized later in this memo and in Attachment A.

Overall, the survey responses revealed support for multimodal strategies and an emphasis on equity. When asked to rank different categories of investment, the survey respondents provided the following priority order:

1. Walking and biking access and safety
2. Public transit connections and quality
3. Stronger consideration of the environmental impacts of our transportation system
4. Better driving conditions
5. New mobility services and more use of technology in cities

### ***Survey responses related to strategies***

The survey responses provide an opportunity to understand what are the highest priority CTP strategies for residents and people who work and travel in Alameda County. Respondents were asked to choose up to three of their highest priority strategies within six categories. The highest priority choices provided by survey respondents are shown in Table 1 with notes on which strategies and programs they relate to in the 2020 CTP. These findings, as well as the detail provided in discussions during focus groups (described below), will be used to inform which strategies are prioritized for early implementation.

**Table 1**      **High Priority Survey Results and Relevant CTP Strategies**

Topic Area	Highest Priority Strategies (one of top 3 choices for more than 50% of responses)	CTP strategies to Implement these priorities (equity strategies indicated with **)
<b>Walking and Biking</b>	<ul style="list-style-type: none"> <li>• Better walking routes along streets with high-quality features (61%)</li> <li>• More trails or greenways for walking and biking (59%)</li> <li>• More separation/protection for bicyclists on roadways (58%)</li> </ul>	<ul style="list-style-type: none"> <li>• ** Improve Safety on the High-Injury Network, with an eye towards community disparities.</li> <li>• ** Build the Low-Stress Walking and Biking Network, including low-stress facilities on arterials and/or alternative routes.</li> <li>• ** Plan and Deliver Urban Greenways and Trails.</li> </ul>
<b>Public Transportation</b>	<ul style="list-style-type: none"> <li>• More convenient connections between different transit services (80%)</li> <li>• Priority for buses on major arterials to enhance bus frequency and reliability (54%)</li> <li>• Cheaper fares or free transit options for low-income residents (51%)</li> </ul>	<ul style="list-style-type: none"> <li>• ** Provide Seamless Transit Connections.</li> <li>• ** Improve Bus Service Frequency, Reliability, Quality and Travel Time.</li> <li>• ** Improve Fare Integration and Explore Affordable Fare Options.</li> </ul>
<b>Roads and Freeways</b>	<ul style="list-style-type: none"> <li>• Better pavement with fewer potholes (79%)</li> <li>• Prioritizing bicyclists and buses in roadway improvements to better serve public transit and support more walking and bicycling (62%)</li> <li>• More coordinated traffic signals (58%)</li> </ul>	<ul style="list-style-type: none"> <li>• Local Streets and Roads Program (part of priority projects and programs).</li> <li>• ** Improve Bus Service Frequency, Reliability, Quality and Travel Time.</li> <li>• ** Build the Low-Stress Walking and Biking Network, including low-stress facilities on arterials and/or alternative routes.</li> <li>• Support Modern Traffic Signals that Operate Seamlessly Across Jurisdictions and Deliver Robust Transit Signal Priority.</li> </ul>
<b>New Mobility and Technology Improvements</b>	<ul style="list-style-type: none"> <li>• A universal app or card to pay for transportation, including all mobility options such as public transit, rideshare, bikeshare, paratransit, and others (69%)</li> <li>• Equitable and affordable access to new mobility services and technologies, especially in historically underserved communities (59%)</li> </ul>	<ul style="list-style-type: none"> <li>• ** Improve Fare Integration and Explore Affordable Fare Options.</li> <li>• New Mobility Roadmap: ** Equity and Accessibility Initiative and Transportation Demand Management Initiative.</li> </ul>

Topic Area	Highest Priority Strategies (one of top 3 choices for more than 50% of responses)	CTP strategies to Implement these priorities (equity strategies indicated with **)
<b>Environmental Considerations</b>	<ul style="list-style-type: none"> <li>• More low- or zero-emission vehicles for shipping and goods movement (66%)</li> <li>• Improved air quality in disadvantaged and low-income communities through infrastructure and policy changes (65%)</li> <li>• Shifting more freight and goods movement to rail to reduce the number of trucks on freeways and local roads (56%)</li> </ul>	<ul style="list-style-type: none"> <li>• New Mobility Roadmap: Electric Mobility Initiative.</li> <li>• **Advance zero- and near-zero emissions goods movement initiatives, with a focus on impacted communities.</li> <li>• Incentivize Non-Single Occupant Vehicle Use and efforts to reduce vehicle miles traveled.</li> <li>• ** Improve Priority Freight Routes and Shift More Freight to Rail.</li> </ul>
<b>Equitable Transportation</b>	<ul style="list-style-type: none"> <li>• Safer streets for walking and bicycling in low-income communities (60%)</li> <li>• Better access to public transportation in low-income communities (58%)</li> </ul>	<ul style="list-style-type: none"> <li>• ** Improve Safety on the High-Injury Network, with an eye towards community disparities.</li> <li>• ** Support Context-Appropriate Speed Limit Setting and Automated Speed Enforcement Policies.</li> <li>• ** Improve Bus Service Frequency, Reliability, Quality and Travel Time.</li> <li>• ** Expand First/Last-Mile Options and Improve Access to Major Transit Hubs.</li> <li>• Explore Innovative, Agile Solutions to Supplement Transit, e.g. in low density settings or to serve older adults; consider potential impacts of innovative strategies.</li> </ul>

Notes: 1) Numbers here reflect all responses received, which includes mostly Alameda County residents and some out-of-county residents (mostly from San Francisco and Contra Costa Counties). 2) Percentage values (%) denote the share of respondents for which this strategy was a high priority out of 5-6 options. For example, 61% of respondents chose "Better walking routes along streets with high-quality features" when asked "What are your top three priorities for walking and biking safety"

## ***Focus Groups***

To dive deeper into the draft recommendations, the CTP team conducted virtual focus groups across the county and one follow up call with community members. Despite limitations of COVID-19, staff was able to set up four focus groups, consisting of discussions with: a group of seniors and staff from the Senior Support Program of the Tri-Valley, a group of residents from East Oakland, a group of residents from Southern Alameda County (Fremont, Newark, and Union City), and the Alameda CTC BPAC. The East Oakland focus group was conducted in partnership with OakDOT and its East Oakland Mobility Action Plan.

Across the focus groups, discussion centered on particular transportation needs in each area as well as discussion on highest priority strategies. Key themes include:

- **Safety:** Need for safer pedestrian crossings particularly along high-volume/high-speed roadways that access transit stops and at medical clinics (especially for more vulnerable groups like older adults and people with disabilities). Support for higher level protection for walking and biking facilities at interchanges. Need to address multimodal safety needs in high traffic/demand areas.
- **Designing multimodal roadways:** Need to re-design major roadways in industrial areas for safer access by a range of modes as they become more mixed-use. Need for improved connectivity of sidewalks, bicycle routes, and transit/shuttles, as well as balancing multimodal safety with high-traffic areas.
- **Services for seniors and people with disabilities:** Need for a range of transportation services for seniors beyond just ADA Paratransit, such as for trips to medical appointments and volunteer driver programs that offer much-needed human connection.
- **Trail access:** Need to access the waterfront and Bay Trail.
- **Affordable transit fares:** Need for affordable fares, especially for adults on fixed income who are neither students nor senior age.
- **Transit coverage:** Need for better transit coverage in more suburban areas of the county, and for transit service to be faster and more coordinated. Desire for shuttle services to connect major activity centers to community amenities and transit.
- **BPAC feedback:** Strong support for automated speed enforcement, safety on the High-Injury Network, advancing multimodal corridors with design standards, coordinating with Caltrans to expedite multimodal projects, and advancing greenways and trails. Opposition to roadway widening projects and express lanes achieved through adding freeway capacity; instead they should be achieved through lane conversion.

## ***Letters, Emails, and Open-Ended Survey Comments***

Over the course of this outreach period, people submitted comments via email, a form on the CTP webpage, the open-ended questions in the survey, and formal comment letters. Formal comment letters, as well as a summary of comments are included in Attachment A.

The two letters are from the East Oakland Stadium Alliance and the Pacific Merchant Shipping Association (PMSA). These provided support for goods movement strategies in the CTP and recommendations to remove projects related to Howard Terminal/A's Ballpark.

Themes that are prominent in the comments include: need for safer facilities and higher quality infrastructure for walking and biking; need for improving public transit connections, more affordable fares and concerns around the lack of competitive transit options making driving more attractive; concerns around air quality, especially in disadvantaged communities; desire for reducing single-occupant vehicle trips and their related impacts; desire for more use of electric vehicles; concerns around potholes on roads and freeways and need for better pavement condition; and need for better planning for aging adults and people with disabilities.

### ***Comments on Projects***

While the vast majority of the comments and feedback received on the Draft 2020 CTP were on overarching needs and priorities, a handful of comments were submitted on specific projects. Based on initial analysis, out of around 600 comments on general transportation priorities, fourteen comments were submitted regarding concern with spending public funds on projects that support a ballpark at Howard Terminal (twelve open-ended comments via survey and website and 2 letters). A few other projects were mentioned in comments such as concern for specific highway projects, changes to Capitol Corridor service, and tolls/express lanes. Comments in support of projects included support for construction of the East Bay Greenway and Valley Link. Staff will finalize analysis of the comments and document the full summary in the Outreach Summary Report.

### **Changes to Draft Final 2020 CTP**

As described, the outreach largely reaffirmed the core recommendations of the CTP as presented to the Commission in draft form in July and provided detail that staff will use in prioritizing implementation of the projects, programs, strategies, and actions in the CTP.

Based on feedback received during public outreach and from the Commission, discussions with partner agencies and updated project information, staff is recommending the following revisions to the project list:

1. Howard Terminal Gondola project:
  - a. Remove Gondola Phase 1 Washington Street (\$350M) – due to uncertainty around project and comments received.
  - b. Remove Gondola Phase 2 Alameda Connection Segment (\$569M) – due to uncertainty around project and comments received.
2. Bundle grade separation projects into a new programmatic category for Railroad Grade Separations across the County (includes submissions for Gilman Street in Berkeley, Oakland waterfront, and San Leandro and could include other grade separations projects) – to reflect strategy of bundling similar projects that was applied in other parts of project list and uncertainty around these high-cost and challenging projects.

3. Move Dumbarton Rail/Group Rapid Transit (\$3.25B) from the 10-year list to the 30-year list – due to uncertainty around project scope, schedule and funding plan, and desire to align with the region's Plan Bay Area 2050, which currently shows the project in the 2035-2050 timeframe.
4. Move Bayside TOD PDA Transit Station and Pedestrian Overcrossing (\$12M) to Decoto Road Complete Streets Corridor project bundle and rename this bundle: Decoto Road Complete Streets/Dumbarton Corridor project bundle – better reflects intent of Decoto Corridor projects and TOD projects in area, and highlights the importance of the Dumbarton Corridor.
5. Move segment 5 of the Quarry Lakes Parkway project from the 10-year list into the 30-year list; project name in 10-year list is now Quarry Lakes Parkway (Segments 1-4) with cost of \$208M; project name in 30-year list is now Quarry Lakes Parkway (Segment 5) with cost of \$60M – updated to reflect timing of project delivery.
6. Project list clean-up: Minor cost clean-up based on updated information from project sponsors and updating programmatic categories.

### ***PPLC Changes***

At the November 9th meeting of the Planning, Policy and Legislation Committee (PPLC), committee members moved adoption of the CTP along with several changes to the project list. These include moving the West End Bike/Ped Crossing, Clement Avenue and Tilden Way Complete Streets, and Phase 1 of the Foothill Blvd Corridor Improvements projects from the 30-year to the 10-year list. Following PPLC, City of Alameda staff requested a project cost increase for the West-End Bike/Ped Crossing, from \$150 million to \$200 million. Committee members also requested that reference to hydrogen fuel cell technology be included, as well as electrification, within the CTP strategies and that additional discussions are had with the Commission regarding Capitol Corridor Joint Powers Authority's South Bay Connect project before any programming actions are taken.

The revised Draft Final CTP Project List (Attachment B) reflects the PPLC action. Final Commission-adopted changes to the CTP will be incorporated into the Final 2020 CTP, which will be uploaded to the agency website in December.<sup>1</sup>

### **COVID-19**

There was an open-ended comment in the survey related to impacts from COVID-19. Out of nearly 500 responses, approximately 200 people provided comments related to concerns around the safety of travel and disease transmission, in particular related to using public transit. Respondents also noted adjusting commute hours based on availability of transit service and using transit less in order to reserve space for essential workers. Other survey respondents noted safety concerns while engaging in physical activity in their neighborhoods

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<sup>1</sup> A revised Draft Final version of the 2020 CTP was uploaded on November 12th that replaced placeholder text from outreach and made minor fixes.

and cities due to a surge in vehicle speeds and reckless driving observed during the pandemic.

Pandemic impacts have highlighted the importance of a resilient transportation system that meets the needs of all residents and workers, especially the most vulnerable, the importance of safe streets, and supporting our transit system in weathering and emerging from the current crisis.

Alameda CTC has a key strategic role to play in the very near-term, particularly in terms of supporting jurisdictions and transit agencies in weathering the immediate crisis and contributing to economic stabilization and recovery. Beyond this CTP, Alameda CTC will continue to listen to the needs of local agencies and the public, evaluate the changing landscape for delivering projects and programs, and stay flexible and nimble to respond as conditions necessitate.

### **Next Steps**

The projects, programs, strategies and actions of the core recommendations represent an ambitious undertaking for Alameda County over the next 10 years. Implementation of these core recommendations are critical to achieving the plan vision and goals, and charting the path forward for Alameda County's transportation system out to 2050. Implementation efforts will require substantial funding, technical and policy analysis, and collaboration and engagement with the public and local and regional partners. After plan adoption, staff will begin work on implementation of the high priority strategies and continue support for the priority projects and programs. The CTP is generally updated every four years, between now and then staff will provide updates to the Commission on implementation of the 2020 CTP, particularly focused on the core recommendations.

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

### **Attachments:**

- A. 2020 CTP Fall Outreach Survey and Comments Summary (August-October 2020)
- B. Revised Draft Final 2020 Countywide Transportation Plan Project Lists

## 2020 CTP

### Fall 2020 Outreach Survey and Comments Summary

August – October 2020

#### Introduction

In August 2020, a short online survey was distributed and promoted across the county for feedback on priorities and a chance to provide input on the Draft 2020 Countywide Transportation Plan (CTP). The survey started with a question on respondent's zip code then included six questions that asked respondents to prioritize among 5-6 strategy ideas within six key issue areas: Walking and Bicycling, Public Transportation, Roads and Freeway, Mobility and Technology, Environmental Considerations, and Equitable Transportation System. Respondents were then asked to rank among the key issue areas (Question 8). The final two questions (Questions 9 and 10) provided the opportunity to submit general comments on transportation in Alameda County and mobility-related impacts of COVID-19.

Across a roughly six-week period, 1,645 people opened the survey, 1,487 people engaged with the survey (meaning they partially answered the survey), and 1,322 people completed the survey. These values include one person who requested a paper copy and submitted a written version of the survey by mail. The large majority of responses are from Alameda County residents; roughly 10 percent of respondents had zip codes outside of Alameda County. Over 1,000 open-ended comments were submitted: 594 comments were left in response to Question 9, and 491 responses were left in response to Question 10.

This document includes a full accounting of survey results that are summarized in the body of the memo, as well as an initial assessment of the over 1,000 comments received through engagement activities in fall 2020. As described previously, most of these comments were submitted in response to the two open-ended questions at the end of the survey. Comments were also submitted via several emails, two letters, and five comments submitted on a form on the CTP webpage. A copy of the survey and the two letters are included at the end of this document. Staff will continue to evaluate these comments and provide a more detailed accounting in the full Outreach Summary Report of the 2020 CTP which will be posted by December 2020.

#### Survey Results Questions 2-8

Overall, the survey responses revealed support for multimodal strategies and an emphasis on equity. When asked to rank different categories of investment (Question 8), the survey respondents provided the following ranking:

1. Walking and biking access and safety
2. Public transit connections and quality

3. Stronger consideration of the environmental impacts of our transportation system
4. Better driving conditions
5. New mobility services and more use of technology in cities

The following table provides survey results in order of priority for Questions 2-7. The number/percent of responses reflect the number/share of people for which a particular strategy was selected as one of their top three priorities. Note that responses of those who partially completed the survey are included in results up until the point that they closed the survey and that respondents did not have to select three, they could select 1, 2, or 3.

2. What are your top three priorities for walking and bicycling improvements in Alameda County?	Percent	Number of Responses
Better walking routes along streets with high-quality features (e.g., street lighting, benches, street trees, etc.)	61%	867
More trails or greenways for walking and bicycling	59%	826
More separation/protection for bicyclists on roadways	58%	814
Safer routes to schools to provide more opportunities for parents and students to walk or bicycle to school	36%	513
Reduced driving speeds in neighborhoods to make it safer to walk or bicycle	35%	490
Increased safety at freeway ramps for people walking and bicycling	32%	451
3. What are your top three priorities for public transportation improvements in Alameda County?	Percent	Number of Responses
More convenient connections between different transit services (e.g., AC Transit to BART)	80%	1108
Priority for buses on major arterial streets to enhance bus frequency and reliability	54%	743
Cheaper fares or free transit options for low-income residents	51%	703
More express bus services for commuters	43%	589
Better transportation options for seniors and people with mobility issues	43%	598
4. What are your top three priorities for road and freeway improvements in Alameda County?	Percent	Number of Responses
Better pavement with fewer potholes	79%	1077
Prioritizing bicyclists and buses in roadway improvements to better serve public transit and to support more walking and bicycling	62%	846
More coordinated traffic signals	58%	791
Building express lanes and high occupancy lanes paired with express buses to move people and goods more efficiently on freeways	39%	534
More automated speed limit enforcement	27%	367

5. What are your top three priorities for new mobility and technology improvements in Alameda County?	Percent	Number of Responses
A universal app or card to pay for transportation, including all mobility options such as public transit, rideshare, bikeshare, paratransit, and others	69%	934
Equitable and affordable access to new mobility services and technologies, especially in historically underserved communities	59%	797
Technology that prioritizes public transit vehicles at traffic signals	49%	665
More shared-mobility services such as rideshare, bike/scooter share to get around town	33%	445
More electric charging stations for privately owned electric vehicles	32%	428
Infrastructure to accommodate self-driving vehicles alongside traditional vehicles	16%	221
6. What are your top three priorities for environmental considerations in Alameda County?	Percent	Number of Responses
More low- or zero-emission vehicles for shipping and goods movement	66%	882
Improved air quality in disadvantaged and low-income communities through infrastructure and policy changes	65%	865
Shifting more freight and goods movement to rail to reduce the number of trucks on freeways and local roads	56%	744
More investments to protect the region's coastal areas and infrastructure from rising sea levels	49%	656
Stronger measures to reduce the use of single-occupancy vehicles, including pricing or other charges	35%	464
7. What are your top three priorities for creating a more equitable transportation system in Alameda County?	Percent	Number of Responses
Safer streets for walking and bicycling in low-income communities	60%	795
Better access to public transportation in low-income communities	58%	768
Better pavement with fewer potholes in low-income communities	45%	597
Improved air quality in disadvantaged and low-income communities through infrastructure and policy changes	43%	569
Cheaper fares or free transit options for low-income residents	43%	571
Better transportation options for seniors and people with mobility issues	33%	432

### Initial Analysis of Open-Ended Comments

The final two questions (Questions 9 and 10) provided the opportunity to make general comments on transportation in Alameda County and mobility-related impacts of COVID-19:

- **Question 9.** Do you have any comments or suggestions about transportation in Alameda County?
- **Question 10.** Do you have any comments on how the COVID-19 pandemic has impacted your travel options or mobility needs that you would like to share with us?

In total, the survey generated 594 comments in response to Question 9 and 491 comments in response to Question 10. This section presents an initial qualitative assessment of these open-ended comments and incorporates comments staff received via email and through a form on the CTP webpage during the outreach period. This is an initial assessment of the key themes of the comments; a more detailed evaluation of comments will be included in the full Outreach Summary Report that will be finalized by December. Comments have been included mostly verbatim with minor corrections for clarity.

This section contains the following:

- 1) Key themes for general transportation comments (Question 9)
- 2) Summary of comments that specifically mention a project or set of projects in the Draft 2020 CTP project list
- 3) Key themes from COVID-19 mobility impacts (Question 10)

### General Transportation Key Themes (Question 9)

Question 9 received approximately 590 open-ended responses. Key themes are presented in this section along with representative comments for illustration. An accounting of comments related to each theme is provided for a sense of scale between themes, but given the nature of these comments, there is some overlap between themes.

#### Safety and Active Transportation

Over 100 responses related to issues of safety and better walking and biking facilities. Commenters noted concerns around high vehicle speed, which impacts safety while walking and biking, and the lack of high-quality active transportation infrastructure to support safe biking, walking and accessing transit.

Similar to the theme of safety, survey respondents noted a desire for comprehensive active transportation infrastructure so people of all abilities can walk and bike safely. Respondents also noted the importance of having well-connected active transportation infrastructure between jurisdictions and to transit stops and stations.

*“Our town needs to be more walkable. We have very narrow old sidewalks, bushes on major streets that prevent easily walking on sidewalks with a stroller, lots of cracks in the sidewalks, big intersections that are scary to cross with kids. I would love to walk more but it needs to be improved in West Dublin.” – Dublin*

*"There are some really great bike lanes that have been put in over the last few years, and I would love to see more of those, especially near BART stations and express bus areas. Additionally, I appreciate that there are increased methods to get around Alameda County in sustainable ways that are not BART, and would appreciate even more connectivity of bike lanes, buses, etc." – Emeryville*

*"Implement design standards for active transportation facilities that separate, elevate and protect active transportation users. We need grade separation between motor vehicles and active transportation users." – Hayward*

*"Stop planning and start building the EAST BAY GREENWAY." – Oakland*

### **Better Connections for Public Transportation and Affordable Public Transportation**

Approximately 73 responses dealt with better public transit connections and cheaper fares. Survey respondents noted a desire for better public transit options, including better coordination between transit operators, higher frequency transit and more bus shelters around transit stations. Some respondents noted the challenges older adults face around accessing public transportation options.

Affordable public transportation options also emerged as a key theme in the comments. Several respondents noted a desire for more affordable fares and policies to make public transportation more affordable and convenient than driving.

*"I'd like to see better coordination among all regional transit agencies, such that a passenger only has to wait ~10 minutes when connecting between different lines." – Oakland*

*"Better syncing of BART and AC Transit connections and increased service would be great. Reduce AC transit fare." – Berkeley*

*"We need seamless transit connections and fare collections across agencies, including neighboring and regional agencies. You should be able to pay one fare at the beginning of your trip and easily get anywhere in the Bay Area." – Fremont*

*"Tempo is a great start - now, bring more BRT routes and high-frequency local bus service to Alameda County to get people out of their cars! AC Transit bus service should also be better integrated with the BART schedule to provide easier transfers." – San Francisco*

*"Cheaper fares will bring more attention to take public transportation. I am currently saving \$100 a month by driving into work." – San Pablo*

### **Air Quality, Climate Change and Reducing Driving**

Upwards of 60 people commented on their concerns around air quality and climate change, noting transportation as way to reduce impacts, as well as concerns related to the impacts of single-occupant vehicles and the desire for better transportation options to reduce environmental impacts. Encouraging the use of electric vehicles was also mentioned.

*"I believe that dense-coverage, highly flexible, low-emissions public transportation must be the top priority - for commuters, for low-income folks, for anyone going to work or to run errands, for kids wanting to get around without needing to be driven, for communities near major arteries that struggle with air and noise pollution. Access to such a system will make the whole region more livable for everyone. Furthermore, although the governor's new zero-emissions vehicle commitment is amazing, it will only deepen the divide between the wealthy and regular people who don't have the money for a new car - public transportation is the only real way to address climate change." – Oakland*

*"We must take action to address climate change, and it must be proportionate to the magnitude of the crisis. And we need to be sure not to make disadvantaged communities bear the brunt of it." – Emeryville*

*"We can reduce traffic and the impact of cars on our air by making it difficult and expensive for people to use their cars. Please invest in making it more appealing for people to bike, walk, and use public transit." – Alameda*

### **Fixing Potholes**

Approximately 45 responses were on the state of pavement. Comments focused on a desire to repave the roads and highlighted too many potholes on freeways and on local streets.

*"I think there are a lot of good public transit options. I wish the streets had fewer potholes, were cleaner and had more safety measures for pedestrians" – Emeryville*

*"Fix all potholes & bumpy roads. Hwy 680 North & South from Dublin Blvd to Contra Costa County Line is very bumpy. Please fix." – Dublin*

*"Ensure our safety by immediately fixing the potholes, improving lighting, improving sidewalks and bike lanes, improving safety at bus and bart stops" – Oakland*

*"Fix potholes, install sidewalks where there are none before doing anything else" – Castro Valley*

### **Traffic, Congestion and Driving**

Around 30 people commented on concerns regarding driving in Alameda County. Some respondents noted that driving is more convenient compared to other transportation modes and that there should be more affordable parking. While other respondents noted lack of existing public transportation options make driving more desirable.

*"You need to consider that not everyone can take public transportation to work. That driving is more easily accessible to them, especially in the event of a family emergency, child care, etc. AFFORDABLE and ACCESSIBLE parking should also be considered priority when discussing transportation." – San Leandro*

*"If public transportation was improved, it would reduce the need for driving." – Oakland*

*"Please do NOT consider penalizing single occupancy vehicles. Many people, including the economically disadvantaged, and people with certain conditions have no other option. This would be a well intentioned move environmentally but a discriminatory move nonetheless." – Fremont*

*"The new traffic lights along International that control the rapid transit lanes have been very difficult for the past couple of weeks since BRT started. We waited 5+ minutes at an intersection (near 57th Avenue) for a left turn signal, with a line of cars; it never went green and no buses passed the intersection during that time. Same thing coming home." – Oakland*

*"Analyze bottlenecks during rush hour to identify areas to target efforts to improve traffic flow. Reducing driveways and intersections along major routes to allow higher speed limits, coordinated traffic lights. Expand lanes where possible." – Fremont*

### **Transportation Needs of Seniors and People with Disabilities**

Eighteen people provided comments related to better planning for aging adults and people with disabilities. A few comments are included:

*"Since I am 87 yrs. old, I would appreciate easier, closer access to public transportation, and more benches for seniors who are waiting. Closer connection between BART and AC Buses would be helpful." – Oakland*

*"There is no transportation available to me in Livermore, a senior and a widow, whose vision is failing. I have Kaiser medical insurance from the LLNL retirement and now have to drive to many different cities for specialized care. At 86 I do not have any choices. I have signed up for transportation offered from Sr. Support in Pleasanton but it is very limited to time and days. I have yet to use it but my driving days are quickly coming to an end and I am worried about getting around." – Livermore*

*"Seniors and people with mobility issues need a transportation system that is reliable and meets a variety of needs from shopping to medical appointments to visiting with friends" – Livermore*

### **Equitable Transportation**

Across all themes, responses included mention of prioritization for low-income and disadvantaged communities.

*"Need to prioritize investments in low income communities" – Oakland*

*"Please invest in low-income neighborhoods first." – Berkeley*

*"We need more investment in low income BIPOC [Black, Indigenous, People of Color] communities that doesn't result in gentrification displacement while also*

*ensuring they are the primary beneficiaries as leaders, partners, jobs, workers, contracts, etc. We also need to meet people's transportation needs where they live, particularly for disabled people, seniors, and students, not the opposite". – San Leandro*

*"Have more trail connections through low income communities as an option for bicycling and walking." – San Leandro*

*"Please prioritize underserved and low-income communities for bus service, especially direct connections to BART, Hospitals, and other high use destinations." – Berkeley*

*"I strongly urge you to see age/disability/income/equity considerations fully integrated into EV and mobility options/new tech; EG free or super low-cost charging for wheelchairs and tiny EV cars, and last mile Very low-cost options For 3 wheel scooters with A small rack for walkers with self-driving return to station or On street Parking for gig cars. Ideally we'd use Quieter EV buses and all buses would be congenial for wheelchair users, folks with shopping carts and strollers easy use for EV bikes; that all Bart stations and bus stops near Community health centers and adult schools would have fully safe ADA drop off and pickup Platforms on the same block. Please design your stations and bus stops as community amenities in themselves connecting us to other basic community services. Thank you." – Berkeley*

*"Prioritize infrastructure for zero-emission vehicles, equitable access to all mobility and technology options, and improved transit/ access" – San Leandro*

*"Due to COVID-19 pandemic, seasonal fires, the pollution levels and climate change, there is a need to rethink the bike lanes and walkability. This survey as written is contributing to the health impacts to overall communities which many have disparities in health. ACTC planners, engineers and other such staff should be in the mindset thinking how to develop public health for planning purposes for bike lanes and walkability." – Oakland*

## **Survey Design**

Approximately 25 people commented on the survey design, noting that they would not have chosen any of the priority ideas provided, that the survey was missing transportation solutions that they expected, or that this survey doesn't represent their values. Within first few days, the survey was adjusted to address some complaints about the forced choice of three to all of for a choice of up to three.

*"In places in this survey I had to choose 3 options when the third wasn't my priority. I think that will yield skewed results." – Berkeley*

*"Survey should include "none of the above". It is a little presumptuous of you to think the few solutions I have to choose from is what I would like done." – Castro Valley*

*"Nowhere was the question asked about personal safety on public transportation. I think that should be a priority choice in this survey." – Alameda*

*"Survey seems to be geared to bikes, pedestrians and transit. Completely one sided. You won't learn much from this, just the answers you want to hear." – Pleasanton*

### Comments on Projects (Question 9)

While the vast majority of the comments and feedback received on the Draft 2020 CTP were on overarching needs and priorities, a handful of comments were submitted on specific projects. Out of around 600 general comments on transportation priorities, 14 comments were received that expressed concern with spending public dollars on a ballpark at Howard Terminal (twelve comments through the survey and form on the website, and two letters included at the end of this attachment). The other projects listed here were mentioned in 2-4 comments.

Concerns raised about the following projects or project themes (preliminary list):

- Howard Terminal investments
- Including specific highway projects in CTP list
- Capitol Corridor service changes
- Tolls/express lanes

Support raised for projects or project themes mentioned (preliminary list):

- East Bay Greenway
- Valley Link
- Safe Routes to School
- I-580/680 Interchange

Staff will continue to review comments specifically for mention of projects and project ideas and will document in more detail in the Outreach Summary Report.

### COVID-19 and Mobility Impacts Key Themes (Question 10)

Survey Question 10 asked respondents how the COVID-19 pandemic has impacted their travel options or mobility needs. Initial analysis of responses revealed almost 200 comments out of a total of 491 related to the pandemic's impact on their use of public transportation including concerns about potential for disease transmission in transit vehicles. Relatedly, comments noted adjusting commute hours based on availability of transit service and using transit less in order to reserve space for essential workers. Other survey respondents noted safety concerns while engaging in physical activity in their neighborhoods and cities due to a surge in vehicle speeds and reckless driving observed during the pandemic.

These key themes are elaborated below.

### **Public Transportation Impacts due to COVID-19**

Almost two hundred (192) respondents provided comments on the impact of COVID-19 on their mobility related to public transportation. Several survey respondents noted that they have stopped using public transportation due to COVID-19 or have adjusted their schedules. Some survey respondents noted the passenger limits that have been implemented by transit agencies as part of their comprehensive safety measures for both buses and train cars. Some of these respondents noted that their mobility has been impacted due to the reduced public transit services, while other respondents noted they are not using public transit so essential workers can use public transit.

*"I don't really ride transit any more, but I'll be back, and I hope we can keep our transit systems operating through this crisis so they'll be there for all of us when it's over." – Emeryville*

*"I have reduced my transit use to reserve the service for essential workers. But I still want frequent and fast transit service in Alameda County and the Bay Area to be available when it's safe for me to ride again! Please work to maintain the level of transit service in Alameda County in the face of falling fare revenue and declining tax funding. We need to dedicate road space to buses so they're not stuck behind cars. We also need to make it safer to bike and walk by dedicating more road space to pedestrians and bicyclists". – Emeryville*

*"Due to COVID-19 I have to adjust my commute hours based on the availability of BART. Longer wait times on the platforms, less trains, leaving earlier to catch a specific train, leaving later so not to wait too long, avoiding peak commute times, etc." – San Leandro*

### **Safety Concerns due to COVID-19**

Over 120 comments noted some type of concerns related to traveling safely due to COVID-19 (these comments have some overlap with those in the previous section). Comments ranged from concerns around riding public transit due to fears of potential transmission of COVID-19 to the increase of vehicular speeds observed during shelter-in place. Comments that speak to safety are noted below.

*"I'm nervous to take any public transit during COVID19. I haven't taken anything, but would hope there are strict guidelines for safety protocols and deep cleaning." – Berkeley*

*"I was too scared to bike to work through north and downtown Oakland in the past, as there's a lack of bike lanes, and often bike lanes cross major streets with no stop lights. When my office reopens I'd rather bike than use BART, but my traffic safety concerns remain." – Berkeley*

### **Work from Home/Remote Work**

The advent of COVID-19 has significantly shifted the work environment for some people. A total of 66 of respondents noted/volunteered information that they are now either

partially or full time working remotely. Comments that speak to the shift in transportation needs due to remote work are noted below.

*"I am blessed to be able to work remote so personally I use public transit less (but originally a week-long bus commuter) so the need is less crucial, but as a per diem essential worker when I am called in, the bus service is key." – Oakland*

*"I'm home now, for work and family, so no longer driving as much, but walking more. Would like to see the promotion of social distancing on our sidewalks, at bus stops, bus signage, etc." – Albany*

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# Transportation Priorities Survey

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1. The CTP is a planning effort for all of Alameda County, and it is important that we receive input from all communities. To help us understand transportation needs and priorities in your community, please enter your zip code below: \*

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## Walking and Bicycling

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2. What are your top three priorities for **walking and bicycling** improvements in Alameda County?

**CHOOSE UP TO THREE: \***

- ☐ **Increased safety at freeway ramps** for people walking and bicycling
- ☐ **More separation/protection for bicyclists** on roadways
- ☐ **Safer routes to schools** to provide more opportunities for parents and students to walk or bicycle to school
- ☐ **Better walking routes along streets** with high-quality features (e.g., street lighting, benches, street trees, etc.)
- ☐ **More trails or greenways** for walking and bicycling
- ☐ **Reduced driving speeds** in neighborhoods to make it safer to walk or bicycle

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## Public Transportation

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3. What are your top three priorities for **public transportation** improvements in Alameda County?

**CHOOSE UP TO THREE: \***

- ☐ **More convenient, connections between different transit services**  
(e.g., AC Transit to BART)
- ☐ **Cheaper fares or free transit options** for low-income residents
- ☐ **Better transportation options for seniors and people with mobility issues**
- ☐ **More express bus services for commuters**
- ☐ **Priority for buses on major arterial streets** to enhance bus frequency and reliability

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**Roads and Freeways**

4. What are your top three priorities for **road and freeway** improvements in Alameda County?

**CHOOSE UP TO THREE: \***

- ☐ **Better pavement** with fewer potholes
- ☐ **Prioritizing bicyclists and buses in roadway improvements** to better serve public transit and support more walking and bicycling
- ☐ **More automated speed limit enforcement**
- ☐ **More coordinated traffic signals**
- ☐ **Building express lanes and high occupancy lanes** paired with express buses to move people and goods more efficiently on freeways

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**New Mobility and Technology**

5. What are your top three priorities for **new mobility and technology** improvements in Alameda County?

**CHOOSE UP TO THREE: \***

- ☐ **More shared-mobility services** such as rideshare, bike/scooter share to get around town
- ☐ **Infrastructure to accommodate self-driving vehicles** alongside traditional vehicles
- ☐ **Equitable and affordable access to new mobility services** and technologies, especially in historically underserved communities
- ☐ **A universal app or card to pay for transportation**, including all mobility options such as public transit, rideshare, bikeshare, paratransit, and others
- ☐ **Technology that prioritizes public transit vehicles at traffic signals**
- ☐ **More electric charging stations** for privately owned electric vehicles

**Environmental Considerations**

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6. What are your top three priorities for **environmental considerations** in Alameda County?

**CHOOSE UP TO THREE: \***

- ☐ **More low- or zero-emission vehicles for shipping and goods movement**
- ☐ **Stronger measures to reduce the use of single-occupancy vehicles,** including pricing or other charges
- ☐ **More investments to protect the region's coastal areas** and infrastructure from rising sea levels
- ☐ **Improved air quality in disadvantaged and low-income communities** through infrastructure and policy changes
- ☐ **Shifting more freight and goods movement to rail** to reduce the number of trucks on freeways and local roads

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**Equity Considerations**

7. What are your top three priorities for creating **a more equitable transportation system** in Alameda County?

**CHOOSE UP TO THREE: \***

- ☐ **Better transportation options for seniors and people with mobility issues**
- ☐ **Improved air quality in disadvantaged and low-income communities** through infrastructure and policy changes
- ☐ **Safer streets** for walking and bicycling in low-income communities
- ☐ **Cheaper fares or free transit options** for low-income residents
- ☐ **Better access to public transportation** in low income communities
- ☐ **Better pavement** with fewer potholes in low-income communities

8. Now that you’ve seen the types of strategies we are considering, we would like to know how much of a priority different categories of transportation improvements should be in the next 10 years for Alameda County.

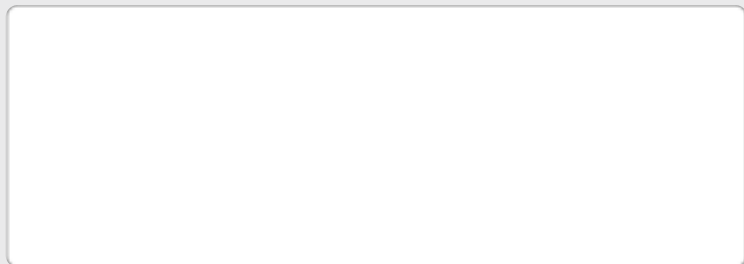
**Please rank the following in order of your priorities (1=highest to 5=lowest) \***

	1	2	3	4	5
Walking and biking access and safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Public transit connections and quality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Better driving conditions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
New mobility services and more use of technology in cities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Stronger consideration of the environmental impacts of our transportation system	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## Feedback and Comments

9. Do you have any comments or suggestions about transportation in Alameda County?

10. Do you have any comments on how the COVID-19 pandemic has impacted your travel options or mobility needs that you would like to share with us?

A large, empty rectangular box with a thin gray border, intended for the user to provide their comments on how the COVID-19 pandemic has impacted their travel options or mobility needs.



September 30, 2020

Cathleen Sullivan  
Director of Planning  
1111 Broadway, Suite 800  
Oakland, CA 94607

Kristen Villanueva  
Senior Transportation Planner  
1111 Broadway, Suite 800  
Oakland, CA 94607

**RE: 2020 Countywide Transportation Plan Draft Recommendations**

Dear Ms. Sullivan and Ms. Villanueva,

As a coalition of Oakland community members, workers, businesses, and advocates, the East Oakland Stadium Alliance is deeply concerned with the recently published Draft 2020 Alameda Countywide Transportation Plan (CTP), particularly in regards to its planned infrastructure developments associated with the proposed Oakland A's Howard Terminal project. The CTP has identified nearly \$1.5 billion in future project costs for a gondola, grade separations, and various other projects that appear to exclusively serve the A's luxury development – a speculative prioritization of taxpayer resources that is out of touch with the interests of Oakland residents, serving a project which is at odds with ACTC policy goals and should not be foisted upon the County's taxpayers which have already invested in the transportation infrastructure at the Coliseum.

The A's have claimed repeatedly that they will privately finance a new ballpark, yet they have neglected to provide a transparent, comprehensive cost of the project at Howard Terminal. With respect to transportation infrastructure, these projects highlight how much more expensive it will be for the A's to move from the current Coliseum location to an unworkable industrial site on the Oakland Estuary – and apparently the A's and the City of Oakland want County taxpayers to subsidize the transportation infrastructure that would be needed to build the stadium at this new location as well. It had been publicly speculated that the City's infrastructure investment associated with a new waterfront development could reach [upwards of \\$200 million](#), the same amount as what the city offered to the Raiders in [2017](#), but the CTP shows the A's actually want to saddle taxpayers with a financial burden nearly 8 times that initial estimate – and for a "privately-financed" stadium using public money the team has said it would not require.

Given the current economic climate amid a global pandemic, Oakland and Alameda County are continuing to grapple with a substantial decline in tax revenue. In May, Alameda County Administrator Susan Muranishi warned that the Board of Supervisors would need to deal with the abrupt economic downturn faster than previously expected. The county's [baseline budget shortfall](#) is close to \$140 million – and possibly much larger. Even though these projects sit in the long-term portion of the CTP, it is more imperative than ever that the allocation of taxpayer dollars needs to be focused on helping those who have been impacted by the devastation of the pandemic, not fund new transportation infrastructure for a

luxury ballpark, housing, and retail development at Howard Terminal which is entirely duplicative of the transportation infrastructure which already supports the Coliseum location.

If the team's waterfront project is ultimately approved, the Oakland A's – not taxpayers – should be responsible for financing and building the necessary transportation infrastructure, and not wait decades for the long-range planning process associated with the CTP. If the A's intend to build at Howard Terminal, basic safety projects, such as grade separations and fan access such as contemplated in the CTP, need to be built immediately along with initial stadium development. These projects are not currently in the CTP, should not be in the CTP, and should be the responsibility of the A's – not County taxpayers.

It is the team that is proposing to build on an exceptionally problematic industrial site for its new stadium. And, in the process, the A's would leave their current home at the Oakland-Alameda County Coliseum which already has the existing taxpayer-subsidized infrastructure, including a dedicated BART station, multiple freeway on-ramps and off-ramps, a direct link to Amtrak, the Oakland Airport connector, and acres of space for adequate parking. County taxpayers should not be asked to fund another \$1 billion-plus in subsidies for a "privately financed" stadium when the Coliseum already has all of the infrastructure necessary to be successfully redeveloped with minimal additional public dollars.

Moreover, as it stands now, while the City is in its initial review stages of planning at the request of the A's, their project has little chance of being developed. The A's are proposing uses and construction which is not lawful under the BCDC Seaport Plan. The A's are proposing uses which are inconsistent with the state tidelands trust on state property managed for those purposes and have very high hurdles to meet at the State Lands Commission. And, the location selected for public open spaces and housing, along with the stadium and office space is under a restrictive covenant between the Port and the state Department of Toxic Substances Control that prohibits housing and public open space.

With little information on development plans or funding mechanisms for the ballpark at Howard Terminal, there continues to be real concerns about the project that have yet to be addressed. The City and County must employ a transparent process in evaluating the Howard Terminal project and its affiliated planning components to ensure Alameda County taxpayers are protected. In the meantime, these projects should be removed from the Draft CTP.

Sincerely,

*East Oakland Stadium Alliance*

CC: Alameda County Transportation Commissioners  
Carolyn Clevenger

September 30, 2020

Carolyn Clevenger  
Deputy Executive Director of Planning and Policy  
Alameda County Transportation Commission  
1111 Broadway, 8<sup>th</sup> Floor  
Oakland, CA 94607

Delivered via email to: [cclevenger@AlamedaCTC.org](mailto:cclevenger@AlamedaCTC.org)

**Re: Comments on Draft 2020 Countywide Transportation Plan**

Dear Ms. Clevenger,

On behalf of the members of the Pacific Merchant Shipping Association (PMSA), I am pleased to submit these comments on ACTC's Draft 2020 Countywide Transportation Plan (CTP). As you are aware, PMSA represents marine terminal operators, ocean carriers, and other maritime-focused transportation providers in the international, intermodal supply chain. Every container handled at the Port of Oakland which is moved through this vital Northern California seaport and international gateway is processed and handled by at least one member of PMSA and often by multiple PMSA members.

PMSA members are primary and principal stakeholders in the success of the Port of Oakland, an enterprise agency. Without the long-term commitments of billions of dollars in future lease revenues of marine terminal operators and the decisions by ocean carriers to call on the Port of Oakland at these terminals, the Port would simply cease to be able to reinvest in its operations and infrastructure, including the cutting edge technology and environmental investments which are made and operated collaboratively between the Port and our members.

In short, aside from the Port itself, no group of stakeholders has a more direct and primary interest in seeing the Port of Oakland grow, thrive, invest, and continue to innovate than PMSA's members.

PMSA was also pleased to participate in the development of, and to support the adoption of, the ACTC 2016 Goods Movement Plan. PMSA offers its comments today in support of the long-term success of the Port of Oakland to attract cargo and achieve its vision of improved sustainability as well as in support of ACTC meeting its Goods Movement Plan objectives.

**Draft Includes Framework of Potential Strategies and Critical Gateway Investments to Support Sustained Win-Win Economic Growth and Environmental Improvements at the Port of Oakland**

PMSA supports the Draft CTP's focus on improving goods movement mobility and seaport sustainability both with respect to economic and environmental impacts. In particular, PMSA endorses the ACTC Staff's identification of "Potential Strategies" for improving Countywide Goods Movement and to set important policy benchmarks for projects (see Table 4, "Potential Strategies to Consider Including in CTP

for Goods Movement” (2020 CTP Needs Assessment Pt. 2, March 2, 2020). These important Potential Strategies include all of the following:

- “Targeted Infrastructure Investments” to include projects “to address identified truck delays” and as “multi-modal projects improving access and efficiency at the Port of Oakland.”
- “Freight Guidelines for Complete Streets” to develop “guidelines, and best practices” which will “reduce conflicts between goods movement and transit, bicycles, and pedestrians...”
- “Near-Zero and Zero-Emission Technology” to “[t]arget freight corridors and facilities in communities with greatest adverse impacts from freight emissions.”
- “Land use guidelines and incentive programs” to focus planning improvements that result in “setting up buffer zones, incentives, to preserve buffers ... and reduction of negative impacts on communities from freight operations.”
- “Truck Access Management” to include a priority to “[e]valuate direct truck access between the Port and I-880.”
- “At-Grade Crossing Safety and Grade Separation Policy and Program” to develop and implement “at-grade crossing safety and grade separation policy.”
- “Resilient Airport and Seaport” with a focus to “[p]rotect existing critical infrastructure by investing in ... seaport infrastructure that is resilient to the forecasted effects of climate change.”

We would request that the final CTP reflect an adoption of each of these Strategies.

In furtherance of these Strategies, and in support of the adopted 2016 Goods Movement Plan, PMSA strongly supports the inclusion of each of these items:

“Draft Final 10-Year Priority Projects and Programs for the 2020 CTP”

ID 10:	7th Street Grade Separation West	Port of Oakland	\$312m
ID 45:	Near and Mid-Term Port Operations and Emission Reductions - Project Bundle		
45A	Roundhouse EV Charging Facility	Port of Oakland	\$12m
45B	Seaport Near Dock Rail Enhancements	Port of Oakland	\$8m
45C	Port Operational Efficiency Enhancements	Port of Oakland	\$25m
45D	Port Wide Electrification	Port of Oakland	TBD*

“Draft Final 30-Year Project List for the 2020 CTP”

ID 185:	Inner Harbor Turning Basin	Port of Oakland	\$350m
ID 186:	Outer Harbor Turning Basin Expansion	Port of Oakland	\$80m
ID 263:	Seaport Pavement Mgmt/Paving Program	Port of Oakland	\$150m
ID 310:	Marine Terminal Modernization	Port of Oakland	\$74m
ID 311:	Port Wide Electrification	Port of Oakland	\$218m
ID 312:	Seaport Emergency Power System	Port of Oakland	\$20m

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\* To clarify with respect to Port Wide Electrification, we support ACTC efforts to contribute to efforts to build the enhanced infrastructure necessary to accommodate broader efforts for enhancing electrification of port activities, including shorepower, for instance, as the Port of Oakland plugs in more vessels than any other Port in the world.

Each of these critical projects step beyond the traditional revenue-bonding infrastructure development model of the Port and are capital improvement projects that deliver multiple benefits across several of the proposed CTP Strategies and they will improve efficiency, capacity, and the environment.

**ACTC Should Not Include “Howard Terminal”-Related Projects Requested by the City of Oakland in the 30-Year Project List of the 2020 CTP**

PMSA is both surprised and disappointed to see a number of proposed projects in the proposed “Draft Final 30-Year Project List for the 2020 CTP” submitted by the City of Oakland in relation to the “Howard Terminal.”

The Howard Terminal at the Port of Oakland is currently an operating multi-modal truck and equipment staging facility which processes over 325,000 gate transactions a year, taking trucks out of the community of West Oakland, reducing congestion by accommodating non-peak hour truck moves, and reducing VMT and emissions by having on-Port near-dock access to intermodal equipment storage and parking. Howard Terminal also serves as a lay berth for vessels. The Howard Terminal is managed under trust for the State of California by the Port as a trustee/grantee and is obligated under the tidelands trust to facilitate waterfront-dependent uses and any change to this status requires affirmative review and findings by the State Lands Commission. Under the BCDC Seaport Plan the Howard Terminal is designated as a Seaport Priority Use area and consistent with all of the above the property is zoned as Port Industrial under the City’s general plan and zoning ordinances. Howard Terminal is also subject to a settlement agreement between the Port and the state Department of Toxic Substances Control which imposed a legal restriction on the property which bans all non-industrial uses, including for public open space, recreational, or housing uses.

We are surprised to see the Howard Terminal on this project list because while the Oakland A’s currently have a proposal submitted to the City of Oakland for environmental review and an Exclusive Negotiating Agreement with the Port of Oakland to potentially negotiate tentative rights to this property for a Housing/Office/Stadium entertainment complex, no such project actually exists at this time. Moreover, not only has this project not yet moved beyond the initial review and concept phases, indeed the Oakland City Council has not even seen a project proposal, but the development of this project as conceived by the Oakland A’s remains patently unlawful under application of current state law, local restrictions, and by land use covenant.

We are disappointed to see the proposed Howard Terminal development on this project list because the inclusion of these projects run counter to ACTC’s goals and policies, the stadium project is an ill-conceived transportation nightmare, and the attempt by the Oakland A’s to force over a billion dollars of project costs onto the taxpayers of Alameda County is reprehensible given current public investment in the Coliseum location. First, the Howard Terminal project as proposed by the Oakland A’s results in numerous outcomes which run counter to the goals of ACTC: it increases congestion, it increases emissions, it is anti-transit, it will impede freight efficiency, it increases truck idling, it increases truck VMT, it increases truck congestion, it decreases Port access, it increases pedestrian-truck and bicycle-truck risk of death and injury, and is in conflict with and poses safety issues with freight and passenger rail services, it threatens completion of the turning basin expansion, threatens to undermine the financing for port electrification projects, and walks away from TOD planning principles in the process.

The Oakland A's can avoid all of these outcomes by simply staying at and redeveloping the current Oakland Coliseum complex, where the people of Alameda County have already invested hundreds of millions of dollars of public money into the creation of a fully-accessible stadium complex with BART, freeway, regional Amtrak, and even direct airport access with numerous acres for parking.

Given that the Oakland A's have pledged that their stadium project will be "privately financed" and targeted 2023 for the year that they intended to have their first game at a new stadium. If approved by the City, they will doubtlessly be responsible as the private project sponsor to achieve the levels of transportation infrastructure, rail and grade separation safety, and pedestrian access projects in order to facilitate not only the access of fans to the stadium, but residents of over 3,000 housing units, and workers at 1.5 million square feet of new office space and a hotel, an entertainment venue, restaurants, and the stadium. These uses will have *immediate* safety issues with the at-grade railroad crossing, lack of transit access to the site, and hundreds of thousands of truck moves which occur in the immediately proximate heavy-weight trucking corridors.

Given the timeline of the Howard Terminal project, as we understand the proposal, the inclusion of transportation elements on the "30-Year Project List" for Howard Terminal is bizarre. If the aspects of the Oakland A's proposal, including grade separations and safe fan access, are essential to the safety of fans, residents, workers, and visitors on the site, then it is most reasonable to presume that the Oakland A's will be required to fund and construct these elements of its project up front and as part of initial project development. Thus, all of these elements will be constructed and in-use well before ACTC begins to review which of the projects on its "30-Year List" to begin to evaluate. Otherwise, one must conclude that the City of Oakland does not intend to require that these access elements be part of the construction of the Howard Terminal project (or required as part of an approved EIR). But this would not only externalize the actual project costs onto the taxpayers of Alameda County, contrary to the "privately financed" promises of the A's, but also purposefully expose fans and residents to unnecessary grade-crossing risks for decades in the process. These are unacceptable outcomes.

The A's should fully carry the costs of their project up-front and should be responsible for mitigating and remediating all of their own project impacts and, furthermore, the City of Oakland should not foist the costs of its sports franchises on the whole of Alameda County to the tune of an additional \$1.2 billion.

Therefore, PMSA is strongly opposed to the inclusion of each of these items in the "Draft Final 30-Year Project List for the 2020 CTP":

ID 173: Gondola Project Phase 1 Washington Street	Oakland	\$350m
ID 174: Gondola Project Phase 2 Alameda Connection	Oakland	\$569m
ID 175: Howard Terminal Railroad Grade Separation Project for Vehicles and for Pedestrians/Bikes	Oakland	\$298m

PMSA is also opposed to the reduction of interstate highway mileage and capacity at the foot of our seaport operations, which will also likely result in increased congestion, emissions, idling, and lost productivity for trucks entering and exiting the Seaport. We would ask that ACTC remove the Oakland the "I-980 Multimodal Boulevard Study" (ID 283, \$2m) from the 30-year project list.

Thank you for considering our comments on the Draft 2020 CTP. If you have any questions or would like to further discuss any of these comments, please do not hesitate to call or email me at your earliest convenience.

Best,



Mike Jacob  
Vice President & General Counsel

cc: Tess Lengyel, Executive Director  
Kristen Villanueva, Sr. Transportation Planner

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## 10-Year Priority Projects and Programs for the 2020 CTP

ID <sup>1</sup>	Project	Sponsor Agency	Location	Total Cost (\$ Millions) <sup>2,3</sup>
1	Alameda Point Transit Network Improvements	AC Transit	Alameda	\$150
2	Division 4 Replacement (Phase 1)	AC Transit	N/A	\$30
3	Foothill Blvd Corridor Improvements (Phase 1)	AC Transit	Oakland	\$15
4	Fruitvale Ave. Corridor Short Term Improvements	AC Transit	Oakland	\$61
5	Shattuck Ave./Martin Luther King Jr. Way Corridor	AC Transit	Berkeley Oakland	\$57
6	West Grand Ave. Corridor <sup>4</sup>	AC Transit Oakland	Oakland	\$93
	A - Grand Avenue Corridor Bus Lanes	AC Transit	Oakland	\$83
	B - West Grand Ave. Road Diet	Oakland	Oakland	\$10
7	East Lewelling Boulevard Complete Streets (Phase 2)	ACPWA	Uninc. Central County	\$10
8	Hesperian Boulevard (Phase 2)	ACPWA	Uninc. Central County	\$15
9	Niles Canyon Trail (Phase 1)	ACPWA	Fremont Uninc. South County	\$30
10	Tesla Rd. Safety Improvements (Phase 1)	ACPWA	Uninc. East County	\$15
11	Clement Ave. and Tilden Way Complete Streets	Alameda	Alameda	\$15
12	Lincoln Avenue/Marshall Way Safety Improvements	Alameda	Alameda	\$5
13	Shoreline Overtopping Near Webster and Posey Tubes	Alameda	Alameda	\$30
14	West End Bike/Ped Crossing	Alameda	Alameda	\$200
15	Willie Stargell Bus Priority and Multimodal Safety Corridor	Alameda	Alameda	\$6
16	7th Street Grade Separation West	Alameda CTC	Port of Oakland	\$312
17	East 14th/Mission and Fremont Blvd Corridor <sup>4</sup>	Alameda CTC	Central and South County	\$280
	A - Fremont Boulevard Complete Street in Downtown and Irvington PDAs	Fremont	Fremont	\$24
	B - Mission Blvd. / East 14th Phase III	ACPWA	Uninc. Central County	\$45
	C - Mission Blvd Phase 3 Improvements	Hayward	Hayward	\$18
	D - Mission Blvd (SR 238) "Complete Street" Project	Union City	Union City	\$20
	E - Walnut Avenue Protected Bikeway (Phase 2) in Downtown PDA: Paseo Padre to Argonaut	Fremont	Fremont	\$3
18	East Bay Greenway (Phase 1) <sup>4,5</sup>	Alameda CTC	Multiple	\$288
	A - East Bay Greenway	Alameda CTC	North and Central County	\$224
	B - East Bay Greenway (Reach 6): Innovation District to Bay Trail	Fremont	Fremont	\$62
	C - East Bay Greenway: Irvington BART Station Area	Fremont	Fremont	\$2
19	I-680 Express Lanes: SR-84 to Alcosta (Phase 1 - Southbound)	Alameda CTC	Dublin Pleasanton	\$260
20	I-680/SR-84 Interchange and SR-84 Expressway	Alameda CTC	Uninc. East County	\$244

## 10-Year Priority Projects and Programs for the 2020 CTP

ID <sup>1</sup>	Project	Sponsor Agency	Location	Total Cost (\$ Millions) <sup>2,3</sup>
21	I-580/I-680 Interchange (Phase 1)	Alameda CTC	Dublin Pleasanton	\$300
22	I-80/Ashby Avenue Interchange Modernization	Alameda CTC	Berkeley Emeryville	\$100
23	I-80/Gilman Street Interchange Modernization	Alameda CTC	Berkeley	\$62
24	I-880/Winton Avenue/A Street Interchange Modernization	Alameda CTC	Hayward	\$114
25	I-880/Whipple Rd./Industrial Pkwy SW Interchange Modernizations	Alameda CTC	Hayward Union City	\$220
26	Oakland/Alameda Access Project	Alameda CTC	Alameda Oakland	\$114
27	Rail Safety and Connectivity <sup>4</sup>	Alameda CTC	Multiple	\$155
	<i>A - Railroad Quiet Zone Multimodal Safety Project</i>	Berkeley	Berkeley	\$11
	<i>B - Railroad At-Grade Corridor Safety Project through Jack London District</i>	Oakland	Oakland	\$18
	<i>C - Railroad Crossing Upgrades - Near Term Safety Enhancements</i>	San Leandro	San Leandro	\$3
	<i>D - UPRR Quiet Zones: Centerville Area, Tier 1 Priorities</i>	Fremont	Fremont	\$4
28	San Pablo Avenue Corridor <sup>4</sup>	Alameda CTC	North County	\$312
	<i>A - San Pablo Avenue Complete Streets Corridor</i>	Berkeley	Berkeley	\$7
	<i>B - San Pablo Complete Streets</i>	Albany	Albany	\$5
29	SR-262 Mission Boulevard Cross Connector Improvements (Phase 1 – Warm Springs Grade Separation and Local Road Safety)	Alameda CTC	Fremont	\$350
30	Solano Avenue Complete Streets	Albany	Albany	\$12
31	19th Street Bike Station Plaza	BART	Oakland	\$6
32	19th Street/Oakland BART Station Street Elevator	BART	Oakland	\$12
33	Bay Fair Connection	BART	N/A	\$234
34	BART Core Capacity <sup>6</sup>	BART	N/A	\$1,587
35	BART Next Generation Fare Gates <sup>6</sup>	BART	Multiple	\$35
36	Dublin/Pleasanton BART Station Active Access Improvements	BART	Dublin/Pleasanton	\$16
37	Hayward Maintenance Complex (Phase 1) <sup>6</sup>	BART	N/A	\$209
38	Irvington BART Station	BART Fremont	Fremont	\$230
39	Lake Merritt TOD	BART Oakland	Oakland	\$60
40	North Berkeley BART Station Active Access Improvements	BART	Berkeley	\$13
41	Transit Operations Facility (TOF) <sup>6</sup>	BART	N/A	\$60
42	West Oakland TOD	BART	Oakland	\$30
43	Adeline Street Corridor Transportation Improvements	Berkeley	Berkeley	\$11

## 10-Year Priority Projects and Programs for the 2020 CTP

ID <sup>1</sup>	Project	Sponsor Agency	Location	Total Cost (\$ Millions) <sup>2,3</sup>
44	Martin Luther King Jr Way Complete Streets Corridor	Berkeley	Berkeley	\$10
45	Telegraph Avenue Multimodal Corridor	Berkeley	Berkeley	\$9
46	South Bay Connect	CCJPA	Multiple	\$264
47	Dublin Blvd. - North Canyons Pkwy Extension	Dublin	Dublin	\$164
48	I-580/Fallon/El Charro Interchange Modernization (Phase 2)	Dublin	Dublin Pleasanton	\$32
49	40th Street Transit-Only Lanes and Multimodal Enhancements	Emeryville	Emeryville	\$16
50	Greenway and Mandela Connector	Emeryville	Emeryville	\$3
51	Quiet Zone Safety Engineering Measures	Emeryville	Emeryville	\$9
52	Dumbarton to Quarry Lakes Trail	Fremont	Fremont	\$25
53	I-680 Interchange Modernizations at Washington and Mission <sup>4</sup>	Fremont	Fremont	\$20
	<i>A - I-680/Mission Boulevard (North) Interchange Modernization</i>	<i>Fremont</i>	<i>Fremont</i>	\$10
	<i>B - I-680/Washington Boulevard Interchange Modernization</i>	<i>Fremont</i>	<i>Fremont</i>	\$10
54	Sabercat Trail: Irvington BART to Ohlone College	Fremont	Fremont	\$56
55	Downtown Hayward PDA Multimodal Complete Streets	Hayward	Hayward	\$35
56	Main Street Complete Street	Hayward	Hayward	\$5
57	Rt 92/Clawiter/Whitesell Interchange Modernization	Hayward	Hayward	\$40
58	Tennyson Rd. Corridor PDA Complete Streets	Hayward	Hayward	\$5
59	Atlantis O&M Facility	LAVTA	East County	\$33
60	I-580/First Street Interchange Modernization	Livermore	Livermore	\$62
61	I-580/Vasco Road Interchange Modernization	Livermore	Livermore	\$81
62	Bay Bridge Forward <sup>4</sup>	MTC/ABAG Alameda CTC	Oakland Emeryville	\$136
	<i>A - The Link: Improved Bike/Ped Access to East Span of San Francisco – Oakland Bay Bridge</i>	<i>MTC/ABAG</i>	<i>Oakland</i>	\$63
63	San Francisco Bay Trail and Bay Trail Connectors (Phase 1)	MTC/ABAG	Multiple	N/A
64	I-580 Design Alternatives Assessments (DAAs) Implementation (Phase 1)	MTC/ABAG Alameda CTC	Central and South County	\$128
65	Decoto Road Complete Streets/Dumbarton Corridor <sup>4</sup>	Multiple	Fremont Union City	\$62
	<i>A - Decoto Road Complete Street: I-880 to Paseo Padre Parkway</i>	<i>Fremont</i>	<i>Fremont</i>	\$20
	<i>B - I-880/Decoto Road Interchange Modernization</i>	<i>Fremont</i>	<i>Fremont</i>	\$10
	<i>C - Bayside TOD PDA Transit Station and Pedestrian Overcrossing</i>	<i>Newark</i>	<i>Newark</i>	\$12
	<i>D - Decoto Road Complete Streets Project</i>	<i>Union City</i>	<i>Union City</i>	\$20

## 10-Year Priority Projects and Programs for the 2020 CTP

ID <sup>1</sup>	Project	Sponsor Agency	Location	Total Cost (\$ Millions) <sup>2,3</sup>
66	Iron Horse Trail <sup>4</sup>	Multiple	East County	\$48
	A - Iron Horse Trail Crossing (old SPRR ROW) at Dublin Boulevard	Dublin	Dublin	\$10
	B - Livermore Iron Horse Trail	Livermore	Livermore	\$20
	C - Iron Horse Trail Improvements	Pleasanton	Pleasanton	\$18
67	Central Avenue Overpass	Newark	Newark	\$35
68	Thornton Avenue Complete Streets Corridor	Newark	Newark	\$26
69	42nd Ave. & High St. I-880 Access Improvements	Oakland	Oakland	\$18
70	Bancroft Avenue Greenway	Oakland	Oakland	\$18
71	Broadway Transit Corridor	Oakland	Oakland	\$22
72	Downtown Oakland East-West Safe Streets <sup>4</sup>	Oakland	Oakland	\$20
	A - 14th Street Safe Routes in the City	Oakland	Oakland	\$14
	B - 19th Street BART to Lake Merritt Urban Greenway	Oakland	Oakland	\$6
73	East Bay BRT Corridor Safety Improvements <sup>4</sup>	Oakland	Oakland	\$34
	A - East Bay BRT Corridor Pedestrian Safety Improvements	Oakland	Oakland	\$20
	B - East 12th St. Bikeway	Oakland	Oakland	\$14
74	East Oakland Neighborhood Bikeways	Oakland	Oakland	\$28
75	Oakland Army Base Infrastructure Improvements	Oakland	Oakland/Port of Oakland	\$34
76	Telegraph Avenue Complete Streets	Oakland	Oakland	\$11
77	MacArthur Smart City Corridor	Oakland	Oakland	\$13
78	West Oakland Industrial Streets <sup>4</sup>	Oakland	Oakland	\$31
	A - West Oakland Industrial Streets	Oakland	Oakland	\$10
	B - 7th Street Connection Project	Oakland	Oakland	\$21
79	I-680 Sunol Interchange Modernization	Pleasanton	Pleasanton	\$45
80	West Las Positas Bike Corridor Improvements	Pleasanton	Pleasanton	\$13
81	Doolittle Drive Resiliency	Port of Oakland	Port of Oakland Alameda	\$50
82	Near and Mid-Term Port Operations and Emission Reductions <sup>4</sup>	Port of Oakland	Port of Oakland	\$120
	A - Roundhouse EV Charging Facility	Port of Oakland	Port of Oakland	\$12
	B - Seaport Near Dock Rail Enhancements	Port of Oakland	Port of Oakland	\$8
	C - Port Operational Efficiency Enhancements	Port of Oakland	Port of Oakland	\$25
	D - Port Wide Electrification	Port of Oakland	Port of Oakland	\$75
83	Oakland International Airport Perimeter Dike	Port of Oakland	Port of Oakland Alameda	\$53
84	ACE Medium-Term Service Increases	SJRRRC	East and South County	\$166
85	Downtown San Leandro Streetscapes	San Leandro	San Leandro	\$6
86	San Leandro BART Station Area Safety Improvements	San Leandro	San Leandro	\$5
87	San Leandro Creek Trail	San Leandro	San Leandro	\$33
88	Valley Link <sup>4</sup>	TVSJVRRRA	East County	\$2,142

## 10-Year Priority Projects and Programs for the 2020 CTP

ID <sup>1</sup>	Project	Sponsor Agency	Location	Total Cost (\$ Millions) <sup>2,3</sup>
	A - Valley Link (Dublin/Pleasanton BART to Mountain House)	TVSJVRRRA	East County	\$2,040
	B - Greenville /Valley Link Multimodal Improvements	Livermore	Livermore	\$40
	C - Isabel/Valley Link Multimodal Improvements	Livermore	Livermore	\$23
	D - S. Front/Valley Link Multimodal Improvements	Livermore	Livermore	\$39
89	Union Landing Transit Center Modifications	UC Transit	Union City	\$5
90	Quarry Lakes Parkway (Segments 1-4)	Union City	Union City	\$208
91	Berkeley-San Francisco Ferry	WETA	Berkeley	\$60
92	Redwood City-San Francisco-Oakland Ferry	WETA	Alameda Oakland	\$60
93	Seaplane Lagoon-San Francisco Ferry	WETA	Alameda	\$42
94	Mobility for Seniors and People with Disabilities – Paratransit <sup>7</sup>	Alameda CTC	Multiple	N/A
95	Safe Routes to School <sup>7</sup>	Alameda CTC	Multiple	N/A
96	Student Transit Pass Program <sup>7</sup>	Alameda CTC	N/A	N/A
97	State of Good Repair (Local Streets and Roads) <sup>7</sup>	Multiple	Multiple	N/A
98	Transit Operations <sup>7</sup>	Multiple	N/A	N/A

### Notes:

1. Projects are sorted in alphabetical order by sponsor.
2. Costs shown are for capital costs only. They represent planning-level estimates and are subject to change as projects move through development stages.
3. Total cost reflects information provided by sponsors in CTP project submittals unless indicated as a "Phase" in the project name. These phased costs reflect an estimate of expenditure that could occur within 10-year window.
4. This priority project represents a project bundle of constituent projects, some or all of which are shown below indicated by ordered letters.
5. ROW costs are not included.
6. Represents an approximation of an Alameda County share of the regional BART project.
7. Represents an on-going programmatic commitment of Alameda CTC.

## Fully Funded Project List for the 2020 CTP

ID	Project	Sponsor Agency	Total Cost (\$ millions)
99	Meekland Avenue Corridor Improvements	ACPWA	\$9
100	Central Avenue Safety Improvements	Alameda	\$15
101	New Alameda Point Ferry Terminal	Alameda	\$22
102	Ralph Appezato Memorial Parkway Dedicated Bus Lanes or Bus Queue Jump Lanes	Alameda	\$9
103	7th Street Grade Separation East	Alameda CTC	\$317
104	I-680 Express Lanes (NB): SR-84 to Automall Pkwy Phase 1	Alameda CTC	\$236
105	19th Street/Oakland BART Station Modernization	BART	\$50
106	Milvia Bikeway Project	Berkeley	\$3
107	Shattuck Complete Streets and De-Couplet	Berkeley	\$10
108	Southside Complete Streets & Transit Improvement	Berkeley	\$9
109	Dougherty Road Widening	Dublin	\$23
110	Dublin Boulevard widening	Dublin	\$7
111	Fremont Boulevard & Thornton Avenue Complete Streets in Centerville PDA, (Part of former SR 84)	Fremont	\$9
112	Fremont Boulevard Safe and Smart Corridor	Fremont	\$11
113	Relinquished State Route 84: State of Good Repair Improvements <i>Funded through Local Area Transportation Improvement Plan subject to sale of surplus State ROW</i>	Fremont	\$18
114	Warm Springs BART West Access Bridge and Plaza	Fremont	\$41
115	Mission Blvd Phase 2 Improvements	Hayward	\$33
116	Fruitvale Alive Gap Closure Streetscape Project	Oakland	\$9
117	14th Avenue Streetscape Project	Oakland	\$7
118	Union City Intermodal Station, Phase 3	Union City	\$75

Notes: Fully funded projects are included for informational and funding close-out purposes. Some of these may be open by the time the 2020 CTP is adopted.

### 30-Year Project List for the 2020 CTP

ID <sup>1</sup>	Project	Sponsor Agency	Total Cost (\$ millions) <sup>2</sup>
119	Foothill Blvd Corridor Improvements (Phase 2)	AC Transit	\$35
120	Castro Valley Boulevard Streetscape Improvement Phase II	ACPWA	\$25
121	Crow Canyon Road Safety Improvements	ACPWA	\$10
122	East 14th Phase I (Retrofit to add Class IV)	ACPWA	\$20
123	Estuary Bridges Maintenance and Repairs	ACPWA	\$15
124	Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project	ACPWA	\$63
125	Niles Canyon Trail (Phase 2)	ACPWA	\$120
126	Patterson Pass Road Safety Improvements	ACPWA	\$15
127	San Lorenzo Creek Trail Project	ACPWA	\$34
128	Strobridge Avenue IC Modifications / Ramp Improvements	ACPWA	\$20
129	Tesla Road Safety Improvements Phase II	ACPWA	\$11
130	Vasco Road Safety Improvement Phase II	ACPWA	\$22
131	East Bay Greenway (Phase 2)	Alameda CTC	\$350
132	I-580/I-680 Interchange (Phase 2)	Alameda CTC	\$1,200
133	I-680 Express Lanes (NB): Automall Pkwy to SC County Line Phase 2	Alameda CTC	\$130
134	I-680 Express Lanes: SR-84 to Alcosta Phase 2 (northbound)	Alameda CTC	\$228
135	I-680 Express Bus to Silicon Valley	Alameda CTC	\$75
136	SR-262 Mission Boulevard Cross Connector Improvements (Phase 2)	Alameda CTC	\$562
137	Ashby Avenue Complete Streets Corridor	Berkeley	\$3
138	Berkeley Marina Bay Trail Extension and University Avenue Reconstruction	Berkeley	\$88
139	Center Street Plaza Project	Berkeley	\$3
140	College Avenue Complete Streets Corridor	Berkeley	\$3
141	Dwight & Channing Complete Streets Corridor	Berkeley	\$4
142	Gilman Street Complete Streets Corridor	Berkeley	\$8
143	Ohlone Greenway and Intersection Improvement Project	Berkeley	\$7
144	Sacramento Complete Streets Corridor	Berkeley	\$3
145	Shattuck Avenue Complete Streets Corridor	Berkeley	\$15
146	University Avenue Complete Streets Corridor	Berkeley	\$4
147	I-580 Interchange Improvements at Hacienda	Dublin	\$36
148	Tassajara Road Widening from N. Dublin Ranch Drive to City Limit	Dublin	\$23
149	Powell Street Bridge Widening	Emeryville	\$9
150	Auto Mall Parkway Improvements Near I-680	Fremont	\$50
151	Fremont Boulevard Complete Streets in Warm Springs PDA	Fremont	\$5
152	Grimmer Greenway Trail: Central Park to Fremont Boulevard	Fremont	\$6
153	Grimmer to Pacific Commons Trail w/ new I-880 Bridge	Fremont	\$51
154	Kato Road Complete Street	Fremont	\$7
155	Mission Creek Trail Gap Closure: Palm Avenue to Mission Boulevard	Fremont	\$4

### 30-Year Project List for the 2020 CTP

ID <sup>1</sup>	Project	Sponsor Agency	Total Cost (\$ millions) <sup>2</sup>
156	Mowry Ave. Complete Streets w/ new Bike/Ped Tunnel at UPRR Undercrossing (Part of former SR 84)	Fremont	\$10
157	Peralta Ave. Complete Streets (Part of former SR 84)	Fremont	\$14
158	Shinn Trail Connection to Niles w/ new Alameda Creek Bridge	Fremont	\$10
159	UPRR Quiet Zones: Other Fremont Locations	Fremont	\$4
160	Vargas Road Safety Improvements	Fremont	\$5
161	Fremont BART Station Modernization	Fremont BART	\$5
162	Hayward Blvd Multi-modal Project	Hayward	\$3
163	Mission Blvd. Linear Park	Hayward	\$5
164	First Street Bike Improvements	Livermore	\$3
165	I-580 Greenville Road Interchange Improvements	Livermore	\$68
166	I-580 SR-84/Isabel Interchange Improvements Phase 2	Livermore	\$43
167	San Francisco Bay Trail and Bay Trail Connectors (Phase 2)	MTC/ABAG	N/A
168	I-580 Design Alternatives Assessments (DAAs) Implementation (Phase 2)	MTC/ABAG Alameda CTC	\$272
169	27th Street Complete Streets Corridor	Oakland	\$4
170	Coliseum City Transit Hub/Coliseum City infrastructure	Oakland	\$200
171	East Oakland Industrial Streets (Central Estuary Plan)	Oakland	\$65
172	Lakeside Family Streets	Oakland	\$5
173	Park Boulevard Path	Oakland	\$5
174	West Oakland Industrial Streets (Phase 2)	Oakland	\$50
175	Downtown Parking Garage	Pleasanton	\$68
176	Extension of El Charro Road from Stoneridge Drive to Stanley Blvd	Pleasanton	\$137
177	Foothill Road Complete Streets	Pleasanton	<\$1
178	I-680 Overcrossing Widening and Improvements (at Stoneridge Drive)	Pleasanton	\$44
179	Santa Rita Road I-580 Overcrossing Widening	Pleasanton	\$49
180	Airport Drive Rehabilitation	Port of Oakland	\$9
181	Inner Harbor Turning Basin	Port of Oakland	\$350
182	Outer Harbor Turning Basin Expansion	Port of Oakland	\$80
183	Dumbarton Rail/Group Rapid Transit	SAMTRANS	\$3,255
184	Cross Town Class IV Corridors and Williams St. Pedestrian Improvements	San Leandro	\$4
185	Doolittle Drive Streetscape	San Leandro	\$12
186	MacArthur Blvd Roundabout, Streetscape, and Park & Ride	San Leandro	\$4
187	Marina Boulevard Streetscape	San Leandro	\$10
188	Altamont Corridor Vision (ACE)	SJRRRC	\$917
189	I-880/Alvarado-Niles Interchange "Complete Streets" Modifications	Union City	\$20
190	Quarry Lakes Parkway (Segment 5)	Union City	\$60
191	Station District Pedestrian Bridge	Union City	\$15

### 30-Year Project List for the 2020 CTP

ID <sup>1</sup>	Project	Sponsor Agency	Total Cost (\$ millions) <sup>2</sup>
192	Union City Boulevard Widening (Whipple to City Limit)	Union City	\$17
193	Whipple Road Widening Project	Union City	\$25

Notes:

1. Projects are sorted in alphabetical order by sponsor.
2. Costs shown are for capital costs only. They represent planning-level estimates and are subject to change as projects move through development stages.

## Programmatic Projects for the 2020 CTP

ID <sup>1</sup>	Project	Sponsor Agency	Total Cost (\$ millions)
<b><i>Bike/Ped Plan Implementation</i></b>			
194	Bicycle Master Plan Build-out	Alameda	\$41
195	Pedestrian Master Plan Build-out	Alameda	\$40
196	Vision Zero Action Plan and Safe Routes to School Build-out	Alameda	\$25
197	Active Transportation Program	Albany	\$21
198	Citywide Bicycle Parking	Berkeley	\$4
199	Citywide Bike Boulevard/Major Street Intersections Project	Berkeley	\$8
200	Complete Streets & Transit Corridor Studies and Implementation	Berkeley	\$20
201	West Berkeley Areawide Pedestrian & Bicycle Improvements	Berkeley	\$10
202	SR2S Improvements	Dublin	\$7
203	Bicycle and Pedestrian Plan Implementation	Emeryville	\$59
204	Village Greens and Greenways	Emeryville	\$5
205	Citywide ADA Sidewalk and Intersection Improvements	Fremont	\$95
206	Citywide Bike Master Plan Implementation	Fremont	\$164
207	Citywide Pedestrian Master Plan Implementation	Fremont	\$80
208	Citywide Safe Routes to Schools Improvements	Fremont	\$25
209	Citywide Trails Plan Implementation	Fremont	\$50
210	Bicycle and Pedestrian Master Plan	Hayward	\$25
211	Safe Routes to Schools	Hayward	\$2
212	Livermore Bicycle, Pedestrian & Active Transportation Plan	Livermore	\$183
213	Community Based Transportation Plans: Implementation and Planning	Multiple	\$100
214	Citywide Bicycle Master Plan Implementation	Newark	\$28
215	Citywide Pedestrian Master Plan implementation	Newark	\$47
216	ADA 30-Year Curb Ramp Transition Plan	Oakland	\$66
217	Bike Plan Short-Term Priority Corridors	Oakland	\$17
218	City-Wide Bay Trail Network	Oakland	\$8
219	City-Wide Bike Plan Implementation Program	Oakland	\$76
220	Citywide Sidewalk Repairs	Oakland	\$30
221	Downtown Oakland Specific Plan (DOSPP) Mobility Implementation Projects	Oakland	\$60
222	Implementation Program for Citywide Safe Routes to Schools	Oakland	\$23
223	Oakland Complete Streets Program	Oakland	\$199
224	Pedestrian Plan Implementation Program	Oakland	\$109
225	Piedmont Pedestrian and Bike Master Plan	Piedmont	\$9
226	City of Pleasanton Bicycle and Pedestrian Master Plan	Pleasanton	\$38
227	City of Pleasanton Trails Master Plan	Pleasanton	\$64
228	Citywide Bicycle and Pedestrian Plan & Sidewalk Program Implementation	San Leandro	\$14
<b><i>Roadway Improvements, Technology, and Safety</i></b>			
229	Roadway Multimodal Safety Improvements in Unincorporated Alameda County	ACPWA	\$19

## Programmatic Projects for the 2020 CTP

ID <sup>1</sup>	Project	Sponsor Agency	Total Cost (\$ millions)
230	Sidewalk Improvements in Unincorporated Alameda County	ACPWA	\$210
231	Citywide Smart Signal Program	Alameda	\$5
232	New Technologies and Innovations	Alameda	\$10
233	Webster/Posey Tubes Lifeline Replacement or New Transit/Bike/Pedestrian Lifeline Tube	Alameda	\$10
234	I-580 Integrated Corridor Mobility (ICM)	Alameda CTC	\$146
235	Implementation of the New Mobility Roadmap	Alameda CTC	\$200
236	West Berkeley Area Intersection Project	Berkeley	\$4
237	Multimodal Corridor Signal Interconnect & Transit Signal Priority Wayside Upgrade	Berkeley	\$12
238	Vision Zero Action Plan Implementation	Berkeley	\$8
239	Downtown Dublin Streetscape Plan Implementation	Dublin	\$40
240	Technology Enhancements to connect arterials with freeways for Connected and autonomous vehicles	Dublin	\$20
241	Powell Street Traffic Safety Improvements	Emeryville	\$10
242	Traffic Signal Modernization Program	Emeryville	\$5
243	Citywide Pavement Rehabilitation	Fremont	\$90
244	Citywide Traffic Signal Modernization	Fremont	\$20
245	Citywide Vision Zero Traffic Safety Improvements	Fremont	\$10
246	Freeway Interchange Safety Improvements and Modernization Identified in Caltrans D4 Bike Plan	Fremont	\$10
247	Fremont Citywide Transit Signal Priority	Fremont	\$5
248	Annual Pavement Maintenance	Livermore	\$103
249	Railroad Grade Separations across Alameda County (includes submissions for Gilman Street in Berkeley, Oakland waterfront, and San Leandro and could include other grade separations projects)	Multiple <i>Berkeley</i> <i>San Leandro</i> <i>Oakland</i>	\$150
250	Citywide Bridge Preventive Maintenance Program	Oakland	\$21
251	City-Wide Intelligent Transportation System Program	Oakland	\$240
252	City-Wide Parking Management & Mobility Program	Oakland	\$21
253	City-Wide Paving Program	Oakland	\$1,410
254	City-Wide Traffic Signal System Management	Oakland	\$60
255	Intersection Safety Improvements Program	Oakland	\$20
256	Underpass Improvement Program	Oakland	\$20
257	West Oakland, Jack London District, and Downtown Oakland Connectivity Project	Oakland	\$75
258	City of Pleasanton Automated Traffic Signal Performance Expansion	Pleasanton	<\$1
259	Seaport Pavement Management/Paving Program	Port of Oakland	\$150
260	2035 General Plan Traffic Circulation Improvements	San Leandro	\$24
261	Local Street Rehabilitation and Complete Streets Implementation	San Leandro	\$165
262	San Leandro Street Circulation and Capacity Improvements	San Leandro	\$17
263	Traffic Signal Modernization	San Leandro	\$4

## Programmatic Projects for the 2020 CTP

ID <sup>1</sup>	Project	Sponsor Agency	Total Cost (\$ millions)
<b>Transit Fare Programs</b>			
264	Means-Based Fare Discount Program <sup>2</sup>	BART	\$55
265	LAVTA Integrated Mobility App Development and Implementation	LAVTA	\$2
<b>Transit Planning and Operations</b>			
266	All Door Boarding Pilot Program	AC Transit	\$1
267	Delay Hotspot Correction Program	AC Transit	\$10
268	Fremont and Newark Service Improvements	AC Transit	\$10
269	Infrastructure Analysis and Upgrade Planning	AC Transit	\$1
270	Intra East Bay Express Bus Service	AC Transit	\$6
271	Alameda Shuttle (assumes that the Alameda Shuttle #1, Crosstown Bus #22 and Regional Transit Hub #28 are combined)	Alameda	\$6
272	Bus Service (AC Transit) - Increased Frequencies: Alameda Point Bus Rapid Transit Service (TCP #19), Local Bus Routes (TCP #24), Transbay Bus Routes (TCP #25), Faster Line 51A Bus Service (TCP #33)	Alameda	\$16
273	Water Shuttle Operations	Alameda	\$40
274	LAVTA Individualized Marketing Programs	LAVTA	\$1
275	LAVTA On-Demand First-Mile/Last-Mile Microtransit Program	LAVTA	\$16
276	LAVTA Shared Autonomous Vehicle Demonstration and Deployment	LAVTA	\$50
277	LAVTA Short Range Transit Planning	LAVTA	<\$1
278	Para-Taxi Operations	LAVTA	\$2
279	2nd Transbay Crossing-I-980 Multimodal Boulevard Study	Oakland	\$2
280	Broadway Shuttle Operations and Improvements	Oakland	\$68
281	BART Metro Infill Station Study	Oakland BART	\$1
282	New San Francisco-Oakland Transbay Rail Crossing (advanced planning)	Regional	\$15
283	Alameda/Oakland Ferry Frequency Increase	WETA	\$44
284	Harbor Bay Ferry Frequency Increase	WETA	\$83
285	South San Francisco Frequency Increase	WETA	\$130
<b>Transit Capital Programs</b>			
286	Service Critical Infrastructure Program	AC Transit	\$78
287	Bus Infrastructure: Bus Stop Improvements (TCP #3), Transit Signal Priority (TCP #10), Westline Drive Bus Lane (TCP #17), Alameda Point Bus Rapid Transit (TCP #19) and Bikes in Buses through Posey Tube (TCP #31)	Alameda	\$18
288	BART Station Modernization Program <sup>2</sup>	BART	\$2,273
289	Secure Bike Parking Program <sup>2</sup>	BART	\$6
290	Security Program <sup>2</sup>	BART	\$112
291	Station Access Program <sup>2</sup>	BART	\$234
292	System Reinvestment and Capacity Improvement Program <sup>2</sup>	BART	\$5,237
293	System Support Program <sup>2</sup>	BART	\$78

## Programmatic Projects for the 2020 CTP

ID <sup>1</sup>	Project	Sponsor Agency	Total Cost (\$ millions)
294	Downtown Berkeley Transit Center & Transit Corridor Improvements	Berkeley	\$6
295	Citywide Bus Shelter Improvements	Fremont	\$10
296	AVL System Upgrade	LAVTA	\$1
297	LAVTA Systemwide Passenger Facilities Rehabilitation and Enhancement	LAVTA	\$3
298	Transit Capital Program (with AC)	Oakland	\$100
299	Replacement Fleet Program	UC Transit	\$18
<b>Adaptation and Resilience Programs</b>			
300	Sea Level Rise Resiliency - Doolittle Drive (State Route 61) and Webster/Posey Tubes area (State Route 260) and Critical High Use Roads (City lead)	Alameda	\$20
301	Climate Adaptation/Resiliency and Sustainability Program <sup>2</sup>	BART	\$162
302	Seismic Retrofit Program <sup>2</sup>	BART	\$820
303	Climate Action Plan Implementation	Emeryville	\$25
304	Green Infrastructure Projects Program	Emeryville	\$10
305	Lindsay Tract Green Infrastructure and Storm Drain Improvements	Newark	\$4
306	Green Stormwater Infrastructure in Transportation Program	Oakland	\$45
307	"Big Ship Ready" Marine Terminal Modernization	Port of Oakland	\$74
308	Port Wide Electrification (Phase 2)	Port of Oakland	\$218
309	Seaport Infrastructure Resiliency- Emergency Power System	Port of Oakland	\$20
<b>Transportation Demand Management Programs</b>			
310	Carpool Projects: Casual Carpool Pick-up Spots (TCP #14) and Constitution Way Carpool Lane (TCP #15)	Alameda	\$4
311	Comprehensive Congestion Pricing	Alameda	\$2
312	Transportation Awareness Campaign	Alameda	<\$1
313	Transportation Demand Management: EasyPass Expansion (TCP #4), Public/Private Partnerships (TCP #12), TDM Ordinance (TCP #29) and Citywide TMA (TCP #32)	Alameda	\$6
314	Alameda CTC Transportation Demand Management Program	Alameda CTC	\$20

Notes:

1. Projects are sorted in alphabetical order by sponsor.
2. Represents an approximation of Alameda County share of a regional BART program.

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