



Planning, Policy and Legislation Committee Meeting Agenda Monday, February 8, 2021, 11:30 a.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 vee@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, or as specified by the Chair.

Committee Chair:	Elsa Ortiz, AC Transit	Executive Director:	Tess Lengyel
Vice Chair:	Barbara Halliday, City of Hayward	Staff Liaison:	Carolyn Clevenger
Members:	Keith Carson, Marilyn Ezzy Ashcraft, Wilma Chan, Lori Droste, Melissa Hernandez, Rebecca Kaplan, Rochelle Nason	Clerk of the Commission:	Vanessa Lee
Ex-Officio:	Pauline Russo Cutter, John Bauters		

Location Information:

Virtual Meeting Information: <https://zoom.us/j/99421117329?pwd=c0RqOUowK1U0R0VlZXdEMEtIWVhBdz09>
Webinar ID: 994 2111 7329
Password: 604079

For Public Access Dial-in Information: (669) 900-6833
Webinar ID: 994 2111 7329
Password: 604079

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: vee@alamedactc.org

1. Call to Order

2. Roll Call

3. Public Comment

4. Consent Calendar

Page/Action

- | | | | |
|------|--|---|---|
| 4.1. | Approve January 11, 2021 PPLC Meeting Minutes | 1 | A |
| 4.2. | Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments | 5 | I |

5. Regular Matters

- | | | | |
|------|---|----|-----|
| 5.1. | 2020 Multimodal Performance Report Update | 7 | I |
| 5.2. | Federal, state, regional, and local legislative activities update | 9 | I/A |
| 5.3. | Approve Amendment to On-call Planning and Programming Technical Services Contract | 15 | A |

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Monday, March 8, 2021

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 February through March 2021

Commission Chair
Mayor Pauline Russo Cutter
City of San Leandro

Commission Vice Chair
Councilmember John Bauters
City of Emeryville

AC Transit
Board President Elsa Ortiz

Alameda County
Supervisor David Haubert, District 1
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Vice President Rebecca Saltzman

City of Alameda
Mayor Marilyn Ezy Ashcraft

City of Albany
Councilmember Rochelle Nason

City of Berkeley
Councilmember Lori Droste

City of Dublin
Mayor Melissa Hernandez

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor Bob Woerner

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont
Councilmember Jen Cavanaugh

City of Pleasanton
Mayor Karla Brown

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	February 25, 2021 March 25, 2021
9:00 a.m.	Finance and Administration Committee (FAC)	March 8, 2021
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	

Advisory Committee Meetings

1:30 p.m.	Joint Paratransit Advisory and Planning Committee and Paratransit Technical Advisory Committee (PAPCO/ParaTAC)	February 22, 2021
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	March 4, 2021
5:30 p.m.	Independent Watchdog Committee (IWC)	March 8 2021
9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	March 9, 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.

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1. Call to Order

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioners Carson and Ezzy Ashcraft.

Subsequent to the roll call:

Commissioner Ezzy Ashcraft arrived during item 4. Commissioner Carson arrived during item 5.1.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve November 9, 2020 PPLC Meeting Minutes

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

Commissioner Cutter moved to approve the consent calendar. Commissioner Halliday seconded the motion. The motion passed with the following roll call votes:

Yes: Bauters, Cutter, Ezzy Ashcraft, Halliday, Kaplan, Nason, Ortiz

No: None

Abstain: Cox, Droste

Absent: Carson

5. Regular Matters

5.1. State and federal legislative activities update and approval of the 2021 Legislative Program

Tess Lengyel stated that the Commission will receive an update on federal, state, regional, and local legislative activities and will be asked to approve the 2021 Alameda CTC legislative program. Ms. Lengyel introduced Maisha Everhart, who stated that Emily Bacque, of C.J. Lake, and Jen Covino, of Simon & Company, will provide the Committee with a federal update. Ms. Covino provided updates on the federal executive activities. She reviewed President-elect Biden's appointments and nominations for the incoming Biden/Harris administration along with their priorities and plans for upcoming initiatives. In particular, Pete Buttigieg has been nominated as the new Transportation Secretary, replacing Elaine Chao. Ms. Covino stated that President-elect Biden's top four priorities that he will focus on are: coronavirus response, economic recovery, racial justice and combating climate change. Ms. Covino stated that California will have a strong

presence in the White House under the Biden/Harris administration. Ms. Bacque provided updates on the federal legislation. She noted that the Democrats will now control the Senate; however, she noted that the moderates will have a lot of power. Ms. Bacque reviewed key members of the House and Senate related to transportation.

Commissioner Halliday asked who is in charge of transportation now with Elaine Chao's resignation before a new Secretary is in place. Ms. Covino stated that Pete Buttigieg will step into this role quickly. She noted that Secretary Chao finalized a number of items before her last day, and also assigned staff to work with the Biden/Harris transition.

Commissioner Kaplan stated that it would be worthwhile for the Commission to pursue virtual meetings with Secretary Buttigieg and the other key members of the new administration.

Commissioner Cutter stated that she is heartened by the number of Mayors that are participating in new federal roles. She asked if broadband can be included in the infrastructure initiatives at the federal level and if that is something of interest to the new administration. Ms. Covino stated that this is an important item with the new administration. She noted that inter-agency coordination around broadband will be important since it includes the involvement of many agencies. Ms. Bacque noted that House Democrats passed HR 2 last summer, which is a starting point for an infrastructure package, and broadband was included. If they can move the package, broadband will be a key component.

Commissioner Ortiz asked if expanding funding for vaccine distribution was being considered. Ms. Bacque stated that it is expected that funding for vaccine distribution will be included in the proposal that the President-elect will unveil on Thursday, January 14, 2021. Ms. Bacque stated that the funding would be distributed by the Department of Health and Human Services to the states.

Ms. Lengyel stated that Ms. Bacque and Ms. Covino will be back to present at the January 28, 2020 Commission meeting.

Ms. Everhart provided an update on the state legislative activities and presented the 2021 Legislative Program for approval. She noted that Alameda CTC staff will schedule virtual legislative visits with staff in the Spring to meet with representatives of the state delegation. Also, both the Senate and Assembly released appointments of committee chairs and committee members, which she shared with the Commission. Ms. Everhart stated that each year, Alameda CTC adopts a Legislative Program to provide direction for its legislative and policy activities for the year. The 2021 Alameda CTC Legislative Program retains many of the 2020 priorities and is divided into five sections: Transportation Funding; Multimodal Transportation, Land Use, Safety and Equity; Project Delivery and Operations; Climate Change and Technology; and Partnerships.

Commissioner Kaplan noted that California state law prohibits cities from using effective methods of speed enforcement. She requested staff to explicitly state in the legislative program that the agency will support efforts to enhance transportation safety by allowing cities the discretion to use more effective methods of speed enforcement within their jurisdiction. She also noted her support for allowing local flexibility to set safer speed limits and regulating navigation apps from directing regional commute traffic onto local neighborhood streets.

Commissioner Cox stated that Assemblymember Friedman authored AB 2363, which created a Zero Fatality Taskforce that performed a study on California traffic fatalities. The findings stated that the traffic rules are antiquated. Assemblymember Quirk is a co-author with Assemblymember Friedman on a new bill to enhance safety and to give cities more local control.

Commissioner Ortiz stated that AC Transit requests changes to the legislative program to include station infrastructure for buses in the "Expand multimodal systems, shared mobility and safety and advance equity" item and to include a strategy to support efforts to allow automated parking enforcement of parking or stopping in bus stops.

Commissioner Kaplan moved to approve this item with the above amendments. Commissioner Ezzy Ashcraft seconded the motion. The motion passed with the following roll call votes:

Yes: Bauters, Carson, Cox, Cutter, Droste, Ezzy Ashcraft, Halliday, Kaplan, Nason, Ortiz

No: None

Abstain: None

Absent: None

6. Committee Member Reports

There were no member reports.

7. Staff Reports

Ms. Lengyel stated that staff is looking forward to supporting COVID recovery with the agency's investments throughout the county. Alameda CTC will have a groundbreaking for the multimodal Gilman Interchange Project and the I-680/SR 84 Multimodal Interchange Improvements this spring. She informed the Commission that a Brown Act training is placed on their calendars for an hour before the January 28, 2020 Commission meeting.

8. Adjournment/ Next Meeting

The next meeting is: February 8, 2021 at 11:30 a.m.

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Memorandum

4.2

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

DATE: February 1, 2021

TO: Planning, Policy and Legislation Committee

FROM: 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 January 11, 2021, 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

5.1

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

DATE: February 1, 2021

TO: Planning, Policy and Legislation Committee

FROM: Cathleen Sullivan, Director of Planning
Chris G. Marks, Associate Transportation Planner

SUBJECT: 2020 Multimodal Performance Report

Recommendation

This item is to provide the Commission with an update on the Congestion Management Program 2020 Multimodal Performance Report, focused on the impact of the COVID-19 pandemic on transportation in Alameda County. This item is for information only.

Summary

Each year, the Alameda County Transportation Commission (Alameda CTC) prepares a summary of the state of the transportation system within Alameda County, tracking a series of key performance metrics for the countywide multimodal transportation system. The purpose of this report is to elucidate emerging trends which shape policy and decision-making throughout the agency.

Typically, the annual performance report reflects multi-year shifts and gradual trends over a variety of important indicators. However, 2020 was a year unlike any other and the COVID-19 pandemic altered transportation in Alameda County so quickly and so radically that many of the standard instruments of measurement typically used for the performance report would fail to capture the current state of the system. The 2020 performance report therefore was developed using a new methodologically in order to shed light on the transportation system with a more real-time analysis of available metrics.

The 2020 Multimodal Performance Report, included here as Attachment A, briefly examines transportation as of early 2020, before the onset of the pandemic in Alameda County, and then presents available data for transit, autos, goods movement and active transportation in the months following March 2020. Key findings from this report include:

- Transit Ridership fell more than 90 percent in Alameda County as a result of the COVID-19 pandemic. Ridership in more low-income communities has recovered faster than in higher-income communities.

- Average freeway speeds increased more than 20 percent. However, this did not correlate to a comparable decrease in vehicle travel: vehicle trips across the Bay Bridge and total vehicle miles traveled were only down about 10 percent.
- Average speeds on major arterials increased by more than 14 percent during the afternoon peak commute. Speeds on suburban arterials rose more than urban arterials.
- Pedestrian volumes were down almost 60 percent in downtown areas.
- Bicycle sales were up 75 percent year-over-year in the spring of 2020.
- Imports and exports through the Port of Oakland fell just two percent while passenger volumes at the Oakland Airport fell 95 percent.
- Work from home skyrocketed.

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

Attachment:

- A. [2020 Multimodal Performance Report: Transportation and COVID-19 in Alameda County](#) (*hyperlinked to web*)



Memorandum

5.2

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

DATE: February 1, 2021

TO: Planning, Policy and Legislation Committee

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.

Background

The Commission approved the 2021 Legislative Program in January 2021. 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 2021 adopted legislative platform.

Federal Update

President Joe Biden was inaugurated at the U.S. Capitol on January 20, 2021. During his first two days in office, he issued 25 executive orders, the first of many we expect to see in the coming months. President Biden's executive orders are focused primarily on addressing COVID-19, the economic recession, climate change and racial inequity.

Senate Committees held confirmation hearings for several Presidential Cabinet nominees at the end of January including Janet Yellen (Treasury), Alejandro Mayorkas (Homeland), Lloyd Austin (Defense), and Pete Buttigieg (Transportation). Janet Yellen's nomination was unanimously advanced by the Senate Finance Committee. The full Senate confirmed Avril Haines' nomination for Director of National Intelligence 84-10 and General Lloyd Austin's nomination for Secretary of Defense 93-2.

In January, President-elect Biden unveiled a \$1.9 trillion stimulus proposal. The American Rescue Plan, an emergency legislative package to address the COVID-19 pandemic, is meant to serve as the first step in a two-step process of rescue and recovery. The proposal includes state and local aid; public health investments; money for schools; emergency paid leave; transit operations; housing and rental assistance; nutrition assistance; child care support; and \$1,400 in additional direct stimulus payments, among other things.

Meetings will be scheduled with members of the Biden Administration and federal delegation in the Spring.

State Update

The state legislature reconvened on January 11, 2021. The deadline for bills to be introduced is February 19, 2021. Once bills are introduced, staff will bring relevant legislation to the Commission for consideration. Our core priorities will continue to focus on securing capital and operating funding to ensure delivery of projects and programs throughout the county and support our transit agencies in the current Covid-19 pandemic. In addition, we will prioritize issues including: safety, multimodal transportation, climate, and COVID-19 relief.

Staff is scheduling virtual legislative visits for the Executive Director early in the legislative session with state members and staff.

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

Attachment:

- A. Alameda CTC 2021 Legislative Program



2021 Alameda County Transportation Commission Legislative Program

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

“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.*
- *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
<p>Transportation Funding</p>	<p>Increase transportation funding</p>	<ul style="list-style-type: none"> • Seek COVID-19 state and federal recovery and operations funding and waive federal cost sharing requirements for transit. • Support means-based fare programs while being fiscally responsible. • Leverage local funds to the maximum extent possible to implement transportation improvements in Alameda County through grants and partnerships with regional, state and federal agencies. • Oppose efforts to repeal transportation revenue streams enacted through SB1. • Support efforts that protect against transportation funding diversions. • Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures. • Support the implementation of more stable and equitable long-term funding sources for transportation. • Ensure fair share of sales tax allocations from new laws and regulations. • Seek, acquire, accept and implement grants to advance project and program delivery.
	<p>Protect and enhance voter-approved funding</p>	<ul style="list-style-type: none"> • Support legislative efforts that increase funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations. • Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures. • Support efforts that streamline financing and delivery of transportation projects and programs. • Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems. • Support statewide principles for federal surface transportation reauthorization and/or infrastructure bills that expand funding and delivery opportunities for Alameda County.

Multimodal Transportation, Land Use, Safety and Equity	Expand multimodal systems, shared mobility and safety and advance equity	<ul style="list-style-type: none"> • 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. • 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 while ensuring privacy is protected. • Support efforts to allow automated parking enforcement of parking or stopping in bus stops. • Support policies that enhance equity and transportation access. • Support means-based fare programs while being fiscally responsible. • Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education; and address parking placard abuse. • Support parity in pre-tax fringe benefits for public transit, carpooling, and vanpooling and other modes with parking. • Support legislation to modernize the Congestion Management Program, supporting the linkage between transportation, housing, and multi-modal performance monitoring. • Support efforts to increase transit priority throughout the transportation system, such as on freeway corridors and bridges serving the county including express bus on shoulder opportunities. • Ensure that Alameda County needs are included in and prioritized in regional, state and federal planning and funding processes. • Engage in legislation and regulation of new/shared mobility technology with the goal of accelerating their safety, accessibility, mobility, environmental, equity, economic and workforce benefits, including opportunities to increase access to transit and reduce the share of single-occupancy vehicle trips. • Support policies that enhance Bay Area goods movement and passenger rail planning, funding, delivery and advocacy that enhance the economy, local communities, and the environment. • Support advocacy of cooperation and partnership with railroads to advance projects, with a particular interest in rail safety projects.
	Enhance Transportation Safety	<ul style="list-style-type: none"> • Support investments in active transportation, including for improved safety and advance Vision Zero strategies to reduce speeds and protect communities. • Support allowing cities the discretion to use more effective methods of speed enforcement within their jurisdictions. • Support efforts to enable automated speed enforcement. • Allow local flexibility to set safer speed limits (thereby getting rid of the 85th percentile rule). • Regulate navigation apps from directing regional commute traffic onto local neighborhood streets as a bypass for freeway traffic congestion.
Climate Change and Technology	Support climate change legislation and technologies to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> • 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 emission transit fleets and trucks consistent with and supportive of Governor Newsome’s Executive order N-79-20. • Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions. • Support emerging technologies such as alternative fuels and technology to reduce GHG emissions. • Support efforts to address sea level rise adaptation including planning, funding and implementation support. • Support legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County, including data sharing that will enable long-term planning. • Support the expansion of zero emissions vehicle charging stations and station infrastructure for buses. • Support for safer vehicles and telecommuting.

		<ul style="list-style-type: none"> • Support efforts that ensure Alameda County jurisdictions are eligible for state funding related to the definition of disadvantaged communities used in state screening tools. • Support efforts to increase transit priority throughout the transportation system, such as on arterials, freeway corridors and bridges serving the County.
Project Delivery and Operations	Advance innovative project delivery	<ul style="list-style-type: none"> • Support environmental streamlining and expedited project delivery, including contracting flexibility and innovative project delivery methods.
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> • Support efforts that reduce project and program implementation costs. • Support funding and policies to implement transportation projects that create jobs and economic growth, including for apprenticeships and workforce training programs.
	Protect the efficiency of managed lanes	<ul style="list-style-type: none"> • Support expanded opportunities for 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. • Support innovation and managed delivery of lane conversions. • 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. • Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.
	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> • Support legislation that increases flexibility and reduces barriers for infrastructure improvements that support the linkage between transportation, housing and jobs. • Support local flexibility and decision-making regarding land-uses for transit-oriented development (TOD) and priority development areas (PDAs). • Support funding and partnership leveraging opportunities for TOD and PDA implementation, including transportation corridor investments that link PDAs.
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> • 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. • Partner to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs.

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Memorandum

5.3

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

DATE: February 1, 2021

TO: Planning, Policy and Legislation Committee

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

SUBJECT: Approve Amendment to On-Call Planning and Programming Technical Services Contract

Recommendation

Authorize the Executive Director to negotiate and execute an amendment to professional services contract A18-0052 with HDR Engineering, Inc. to provide On-Call Planning and Programming Technical Services. The amendment will add \$1,000,000 and two years to the contract, extending the contract to June 30, 2023.

Summary

The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. To deliver on this mission, in 2018 Alameda CTC pursued an on-call contract that enabled staff to access technical planning and programming services to meet needs that arise over the course of regular business in a streamlined manner. Alameda CTC staff recommend extending this contract and add additional budget to undertake new efforts over the course of the next two years in accordance with Alameda CTC Procurement policies.

Background

The Commission originally approved the issuance of the Request for Proposals and the execution of this agreement in March 2018. In the procurement, Alameda CTC selected a team led by HDR Engineering, Inc. and entered into contract A18-0052. The initial contract was for two years and was extended by one year in 2019. Currently due to expire on June 30, 2021, this contract is eligible to be renewed for two additional years, up to the five-year agency limit on a single RFP for a support services contract.

Alameda CTC has undertaken several major efforts under this contract including, but not limited to: the Countywide Transportation Plan, the New Mobility Roadmap, creation of a tool to measure reductions in vehicle miles traveled to assist jurisdictions in meeting the mandates of SB 743, the Community-Based Transportation Plan, and programming services to assist staff in programming, monitoring and reporting on expenditures and grants. The original contract capacity of \$3,500,000 has been utilized or is anticipated to be utilized for upcoming Task Orders initiated in spring 2021.

This contract has proven to be an exceptionally useful tool to access consultant services in an expedited way to fulfill planning and programming tasks to support Alameda CTC's mission. As such, Pursuant to Alameda CTC's procurement policies, staff is requesting extension of the contract for two additional years through June 30, 2023, and addition of \$1,000,000 of contract capacity for additional work that will arise over the coming two years.

Scope of Services

The original scope will remain unchanged, and will include: countywide planning studies and initiatives, general planning and engineering studies and technical assistance, data analysis and support, rail and transit planning and implementation of technical studies, project identification and early project development, environmental strategy development, project development public outreach and support, programming support and technical grant writing services.

All required services will be authorized by Task Order, initiated by Alameda CTC. Task Orders shall include, at a minimum, a detailed description of the work to be performed, a completion date for performance, a maximum payment amount, payment terms (deliverables based or time and materials) and subconsultant participation (if any).

The contract has been funded with local and state funds. As such, the Alameda CTC Local Business Contract Equity Program requirements do not apply to the contract.

Fiscal Impact: The recommended actions are for a contract amendment to add \$1,000,000 for a new total not to exceed contract of \$4,500,000. Funding for efforts to be undertaken under this contract will be included in the agency budgets as needed for FY2020-21, FY2021-22, and FY2022-23, which will come before the Commission each spring. The funds for FY2020-21 include local (Measure B and BB) and state funds and are included in the current agency budget. Alameda CTC shall not enter into any Task Orders unless the approved agency budget includes funding to cover the work.