



Planning, Policy and Legislation Committee Meeting Agenda Monday, March 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, Wilma Chan, Lori Droste, Marilyn Ezzy Ashcraft, 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/93926698693?pwd=Mmh6c2pSZnBCYjZwMExObEp5S0hBdz09>
Webinar ID: 939 2669 8693
Password: 988822

For Public Access Dial-in Information: (669) 900-6833
Webinar ID: 939 2669 8693
Password: 988822

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 February 8, 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 | 7 | I |

5. Regular Matters

- | | | | |
|------|---------------------------------------------------------------------------------------------------|----|-----|
| 5.1. | Federal, state, regional, and local legislative activities update | 9 | I/A |
| 5.2. | 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, April 12, 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 March 2021 Through April 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 Ezzy 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 | March 25, 2021 April 22, 2021 |
| 9:00 a.m. | Multi-Modal Committee (MMC) | April 12, 2021 |
| 10:00 a.m. | Programs and Projects Committee (PPC) | |
| 11:30 a.m. | Planning, Policy and Legislation Committee (PPLC) | |

Advisory Committee Meetings

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

Commissioner Cox was present as alternate for Commissioner Chan.

Subsequent to the roll call

Commissioner Carson arrived during Item 3.

3. Public Comment

There were no public comments.

4. Consent Calendar

Chair Ortiz stated that item 5.3 will be removed from the agenda and will be presented in March 2021.

4.1. Approve January 11, 2021 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 Ezzy Ashcraft moved to approve the consent calendar. Commissioner Hernandez seconded the motion. The motion passed with the following roll call votes:

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

No: *None*

Abstain: *None*

Absent: *None*

5. Regular Matters

5.1. 2020 Multimodal Performance Report Update

Tess Lengyel stated that as Alameda CTC's role as a congestion management agency, staff annually develops and presents data on the performance of Alameda County's multimodal transportation system. Ms. Lengyel noted that this year, the report is different because it focuses on the effects of COVID-19 on the transportation system. She stated that staff used a combination of data sources,

some of which are different than what is typically used, in order to have the most up-to-date data. She introduced Chris Marks to present the 2020 Multimodal Performance Report. Mr. Marks stated that each year 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 explain emerging trends that 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 Multimodal Performance Report was developed using a new methodology in order to shed light on the transportation system with more real-time analysis of available metrics. The 2020 Multimodal Performance Report examines transportation as of early 2020, before the onset of the COVID-19 pandemic in Alameda County, and then presents available data for transit, autos, goods movement and active transportation in the months following March 2020.

There were several comments from Committee members:

Commissioner Carson asked if there is a distinction with home or small business deliveries this past year as it relates to goods movement. Mr. Marks stated that consistent truck volume data is not yet available so there is no current data on increases in deliveries to homes or small businesses.

Commissioner Carson asked what the impact to Alameda CTC's bicycle and pedestrian programs would be if increased levels of neighborhood deliveries are sustained. Ms. Lengyel stated that even though data sources are not available, the agency knows anecdotally that urban goods movement and delivery are up and she noted staff has seen challenges regarding tradeoffs for Alameda CTC in some project development efforts due to the increasing urban goods movement needs and active transportation needs.

Commissioner Carson asked if it is correct that the volume coming through the Port of Oakland from Asia and China was only affected by approximately two percent and does Alameda CTC expect this to continue. Mr. Marks said that while data from the Port of Oakland would be the best reference, overall maritime volumes were down only a small amount for the year but it is unknown what specific effects the tariffs had compared to other factors.

Commissioner Carson noted that there is some thought that remote work will continue in some form after the pandemic, and he asked what is the time horizon for Alameda CTC data collection and measurements. Mr. Marks stated that the Alameda CTC data collection time horizon for this report stopped in October 2020. Ms. Lengyel stated that Alameda CTC's overall timing is that the performance report

is updated annually, and staff will provide the Commission with an update again early next year.

Commissioner Cutter commented that it appears that bicycle collisions increased in 2019 and in 2020 the collisions decreased. Mr. Marks clarified that Alameda CTC does not have full data for 2020 as of yet and what was shown is the data from 2010 through 2019.

Commissioner Cutter wanted confirmation that BART was replacing the air in their cars every 70 seconds. Mr. Marks confirmed that the information was pulled from a BART agency Twitter post. Commissioner Cutter thanked staff for sharing that information and noted that BART should make sure that more people are aware of these practices.

Commissioner Cutter asked for clarification on the data shared regarding BART's Rockridge and Fruitvale stations and she stated both stations showed similar curves in terms of their ridership. Mr. Marks stated that ridership for every BART line suffered in the spring; however, the ridership at the Fruitvale Station did not fall as much as the Rockridge Station. He noted that Fruitvale Station also recovered faster.

Commissioner Cutter asked if Express Lanes revenue is down and if the lanes are still being used. Ms. Lengyel stated that there is a decline in revenues on Express Lanes and staff has seen that congestion on many of the highways has returned. Alameda CTC turned off Express Lanes at the beginning of COVID and even though they are turned on now, usage is lower in part because people are not carpooling.

Commissioner Cutter commented that goods movement traffic has increased in neighborhoods and asked if Alameda CTC has worked with wayfinding apps to decrease this type of traffic. Ms. Lengyel noted that this is a common theme staff has heard from jurisdictions in Alameda County. She stated that as a county we can work with local jurisdictions to see if there a collective effort we could pursue, either with the app companies and/or creating policies to address the issue.

Commissioner Ezzy Ashcraft shared that AC Transit drivers have not been prioritized as essential workers with the Alameda County Health Department and cannot get their vaccinations early. She noted that the framework for vaccinations originates at the state level and is passed down to counties.

Commissioner Ortiz stated that she agrees that AC Transit drivers are not prioritized as essential workers and therefore are unable to receive vaccinations early and noted that Commissioner Kaplan is working with the Coliseum Authority, advocating for AC Transit front line workers.

Commissioner Kaplan stated that she raised her concerns regarding AC Transit drivers with the California Governor's Office of Emergency Services to reach out to AC Transit to include transit workers as front line workers and to include them in the

current phase of vaccinations. She noted the Coliseum vaccination site will be open by February 16, 2021.

Commissioner Nason asked what will be happening as schools reopen and students return, and will there be data on mode choices. She inquired if the County Board of Education monitors how students are getting to schools. Mr. Marks stated that the Safe Routes to Schools (SR2S) program collects data on mode choice, and will continue to do that in the future as schools reopen.

Commissioner Nason asked is there an office/person with the County Board of Education we can work with to implement SR2S in less auto dependent ways. Ms. Lengyel stated that Alameda CTC works directly with school districts throughout Alameda County and with the County Board of Education; however, many of the programs are at school sites. Ms. Lengyel stated that with COVID-19, many of Alameda CTC's programs transitioned to online.

Commissioner Cox asked for clarification on the data on the congestion map. She noted that the Express Lanes were turned on due to congestion; however, the map does not show congestion. Mr. Marks stated that there is congestion on I-580 and I-680 through the peak periods; however, there is not nearly as much congestion as pre-COVID-19.

Commissioner Cox commented that she is interested in seeing if there is an impact to traffic with many of the large companies leaving the Bay Area or allowing permanent remote work. Ms. Lengyel stated that the employment and transportation industries are in flux and trends on the data will be analyzed over time.

Commissioner Halliday stated that sales tax revenues are higher than anticipated but are still lower than normal and she asked if the agency is collecting sales tax from online sales. Ms. Lengyel said that Alameda CTC is collecting sales tax from online sales.

Commissioner Kaplan commented that it appears that the measuring of bicycle and pedestrian data are location specific and she requested that Alameda CTC support bicycle stations, safe bicycle ways, and parking as bicycle patterns change.

Commissioner Kaplan commented that there is a crisis/conflict around delivery trucks and bicycle lanes especially on Telegraph Avenue.

Commissioner Ortiz reaffirmed that transit ridership has increased in low income areas. She stated that 67 percent of AC Transit riders are low income and 43 percent of the riders do not have cars, so they rely on transit; this is why vaccines should be available for AC Transit drivers. Commissioner Ortiz also cautioned that bus service to schools will have a limitation of 10 people on smaller buses, which could be an issue.

This was an information item only.

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

Maisha Everhart stated that 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. For the federal update, Ms. Everhart provided an overview of new appointments in the Biden-Harris Administration. Ms. Everhart stated 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.

This item was for information only.

5.3. Approve Amendment to On-call Planning and Programming Technical Services Contract

This item was removed from the agenda and will be presented in March 2021.

6. Committee Member Reports

Commissioner Cox requested that Alameda CTC get involved in working with Caltrans on the issue of trash accumulation in the county. Ms. Lengyel stated that Alameda CTC has conveyed this to Caltrans in the past, and they are trying to address this issue throughout the state.

7. Staff Reports

Tess Lengyel stated that approximately \$912 million is coming in from the COVID relief package that was signed by the former President. Ms. Lengyel stated that she is working with her counterparts in the other eight Bay Area counties and MTC to make recommendations on how the funding should be distributed.

8. Adjournment/ Next Meeting

The next meeting is: March 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: March 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 February 8, 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: March 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

The full Senate Confirmed Pete Buttigieg’s nomination for Secretary of Transportation 86-13 on February 2, 2021.

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 funding; housing and rental assistance; nutrition assistance; child care support; and \$1,400 in additional direct stimulus payments, among other things.

The House Budget Committee staff have been compiling the nine reconciliation stimulus packages passed by various House committees. Meanwhile, Senate

Democratic staffers are reviewing the House package with the Senate Parliamentarian's offices to determine if each provision complies with the reconciliation process. The biggest challenge continues to be raising the federal minimum wage from \$7.25 to \$15 per hour, which may not survive certain Senate rules. After the House passes the \$1.9 trillion package, the package will go to the Senate. The Administration's goal is to have the package passed by March 14, 2021.

Discussions are beginning to take place regarding the parameters for a potential return of earmarks. Alameda CTC will coordinate closely with local partners and MTC regarding potential earmarks and update the Commission as more information is available.

The Biden Administration will release its "Build Back Better" plan in March, which will help lay the foundation for a large infrastructure package to pass before the end of the year.

Meetings are being 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 was February 19, 2021. Staff will bring relevant legislation to the Commission for consideration during the spring and summer. 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 held virtual legislative visits with the Executive Director and state legislators and/or their staff in February.

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. |

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| 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. |

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| | | <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

5.2

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

DATE: March 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

It is recommended that the Commission approve authorization for 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.

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

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.