



## Alameda CTC Commission Agenda

Thursday, June 24, 2021, 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-08-21), 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, or at the discretion of the Chair.

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/95507897875?pwd=eENiU2kxcUpJQk1EbWQ0OUJmWW90UT09>  
Webinar ID: 955 0789 7875  
Password: 894012

For Public Access Dial-in Information: 1 (669) 900 6833  
Webinar ID: 955 0789 7875  
Password: 894012

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 May 27, 2021 Commission Meeting Minutes</a>  | 1  | A |
| 6.2. | <a href="#">Approve Amendment No. 5 to Agreement A17-0070 with Electronic Transaction Consultants, LLC for Toll System Operations and Maintenance services for the I-580 Express Lanes</a> | 9  | A |
| 6.3. | <a href="#">Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments</a>                               | 13 | I |
| 6.4. | <a href="#">Approve actions associated with Implementation of the Alameda County Transportation Demand Management Program</a>  | 17 | A |
| 6.5. | <a href="#">Community Advisory Committee Appointments</a>  | 21 | A |

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

- |      |   |    |   |
|------|---|----|---|
| 7.1. | <a href="#">Bicycle Pedestrian and Advisory Committee</a> | 27 | I |
|------|---|----|---|

### 8. Regular Matters

The following items were approved at Alameda CTC Committee meetings in June, unless otherwise noted in the recommendations.

- |      |   |    |     |
|------|---|----|-----|
| 8.1. | <a href="#">Federal, state, regional, and local legislative activities update</a>   | 35 | A/I |
| 8.2. | <a href="#">FY 2019-20 Measure B, Measure BB and Vehicle Registration Fee Program Compliance Summary Report Update</a>  | 47 | I   |
| 8.3. | <a href="#">Approve the release of a Request for Proposals (RFP) and/or Request for Qualifications (RFQ) for professional services for audio-visual (AV) technology upgrades and system integration services for Alameda CTC's conference rooms and authorize the Executive Director or designee to enter into negotiations and execute a professional services contract with the top ranked firm</a> | 59 | A   |

### 9. Closed Session

- |      |   |     |
|------|---|-----|
| 9.1. | Conference with Legal Counsel - Anticipated Litigation (Pursuant to Government Code Section 54956.9(d)(2)) Significant exposure to litigation: one case | A/I |
| 9.2. | Conference with Legal Counsel - Anticipated Litigation (Pursuant to Government Code Section 54659.9(d)(4)) Initiation of litigation: one case           | A/I |
| 9.3. | Report on Closed Session  |     |

### 10. Commission Member Reports

## 11. Adjournment

Next Meeting: July 22, 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 July 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
9:00 a.m.	Multi-Modal Committee (MMC)	July 12, 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	July 22, 2021

### Advisory Committee Meetings

1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	July 8, 2021
5:30 p.m.	Independent Watchdog Committee (IWC)	July 12, 2021
5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	July 15, 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, May 27, 2021, 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 Carson, Mei, Miley, Thao, and Valle.

Commissioner Cox attended as an alternate for Commissioner Chan.

Commissioner Narum attended as an alternate for Commissioner Brown.

Commission Robinson attended as an alternate for Commissioner Droste.

### Subsequent to the roll call:

Commissioners Mei and Miley arrived during item 4.

## 3. Public Comment

There were no public comments.

## 4. Chair and Vice Chair Report

Vice Chair Bauters asked the Commission for one minute of silence to recognize the nine people that lost their lives due to a mass shooting at the Santa Clara Valley Transportation Authority on May 26, 2021. Vice Chair Bauters stated that the Commission will adjourn the meeting in the memory of Abdolvahab Alaghmandan, Paul Delacruz Megia, Adrian Balleza, Timothy Michael Romo, Alex Ward Fritch, Michael Joseph Rudometkin, Jose Dejesus Hernandez III, Lars Kepler Lane, Taptejdeep Singh; and their families.

Vice Chair Bauters stated that Alameda CTC continues to deliver projects and implement programs despite the pandemic. He noted that the Commission will continue to do its part in the economic recovery by getting projects into construction and keeping a continued focus on project development and program delivery for ongoing investments throughout the County.

Vice Chair Bauters shared that on May 20, 2021, Alameda CTC held a groundbreaking celebration for Phase 1 of the I-80/Gilman Street Interchange Improvement project, in partnership with the US Department of Transportation, Caltrans, the Metropolitan Transportation Commission (MTC) and other local agencies. The project will build a new bicycle and pedestrian bridge over I-80 and two roundabouts at the Gilman Street interchange on I-80 in West Berkeley near the Albany city limits. He noted that Alameda CTC was joined virtually by Congresswoman Barbara Lee, the California Transportation Commission, Caltrans, and local agencies and community partners to celebrate the groundbreaking of this project.

Vice Chair Bauters noted that Alameda CTC submitted Alameda County projects for consideration for the Metropolitan Transportation Commission (MTC) Safe and Seamless Mobility Quick-Strike program, which is a one-time, competitive grant program. Staff is working with the project sponsors on the next steps for the Quick-Strike program and will provide updates to the Commission in June. Vice Chair Bauters shared results from the Alameda County Safe Routes to Schools Program (SR2S) Bike to the Moon Week, including information on Commissioner participation. He concluded his report by sharing a video of himself and Chair Cutter reading transportation-themed books to students in Alameda County through the Safe Routes to Schools Transportation Storytime event.

## **5. Executive Director Report**

Tess Lengyel, Executive Director, congratulated Commissioners Cutter and Bauters for their moon miles and all of the Commissioners who participated in the Bike to the Moon challenge.

Ms. Lengyel thanked the Commissioners for their participation in the I-80/Gilman Street Interchange Improvement project groundbreaking. She noted that it is an important project that is in the expenditure plan and fulfilling a promise to voters. She noted that earlier in the month, the Alameda County technical advisory committee participated in a mini-training session for the Safe System Approach, and she informed the Commission that on May 27, 2021, she presented an update on the projects that Alameda CTC is developing to the Executive Board of the Association of General Contractors. Ms. Lengyel congratulated the City of Fremont for completing the construction of a bicycle and pedestrian bridge over the Union Pacific Railroad tracks at the Warm Springs BART Station. She concluded her report by informing the Commission that staff participated in Diversity, Equity and Inclusion (DE &I) Training and would be bringing a DE &I statement to the Commission. She noted that Alameda CTC will incorporate DE &I components into planning, funding, and project delivery at the agency.

## **6. Consent Calendar**

- 6.1.** Approve April 25, 2021 Commission Meeting Minutes
- 6.2.** FY2020-21 Third Quarter Report of Claims Acted Upon Under the Government Claims Act
- 6.3.** 2020 Alameda CTC Annual Report Update
- 6.4.** Approve an update to Independent Watchdog Committee Bylaws
- 6.5.** Approve the Alameda CTC FY2020-21 Third Quarter Consolidated Financial Report
- 6.6.** Approve the Alameda CTC FY2020-21 Third Quarter Investment Report
- 6.7.** Approve an Update to the Alameda CTC Investment Policy
- 6.8.** Approve and adopt restatements of the Alameda CTC Cafeteria Plan
- 6.9.** Approve Cost Reimbursement Agreement with the Tri-Valley San Joaquin Valley Regional Rail Authority
- 6.10.** Metropolitan Transportation Commission's Safe and Seamless Mobility Quick-Strike Program Update
- 6.11.** Approve Alameda County 2021 Mid-Cycle Augmentation of the 2020 State Transportation Improvement Program

- 6.12. Approve actions associated with allocation of Regional Measure 2 funds for Livermore Amador Valley Transit Authority's Rapid Bus Stop Improvement project
- 6.13. Approve actions necessary to initiate and complete the preparation of Plans, Specifications, and Estimate (PS&E) and Right of Way Phases for Ready to List package for the Oakland Alameda Access Project
- 6.14. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
- 6.15. Approve Release of a Request for Proposals (RFP) for the I-580 Sustainable Corridor Strategy
- 6.16. Alameda County Safe Routes to Schools Program Update and Approve Contract Amendments and Funding Allocation for the Safe Routes to Schools Program
- 6.17. Community Advisory Committee Appointments

Commissioner Mei commented on item 6.11 stating that she appreciates that Alameda CTC continues to move forward with this item and she is supportive of the funding opportunities. She suggested having further discussions about developing a strategy to consider federal funding opportunities for regionally significant projects.

*Commissioner Dutra-Vernaci moved to approve the consent calendar.  
Commissioner Ezzy Ashcraft seconded the motion. The motion passed with the following roll call votes:*

Yes:           Bauters, Cavanaugh, Cox, Cutter, Dutra-Vernaci, Ezzy Ashcraft, Freitas, Halliday, Hernandez, Kaplan, Mei, Miley, Narum, Nason, Ortiz, Robinson, Saltzman, Woerner

No:           None

Abstain:   None

Absent:   Carson, Haubert, Thao, Valle

## 7. Regular Matters

### 7.1. Plan Bay Area 2050 Update

Tess Lengyel noted that this an information item and she introduced Carolyn Clevenger, Deputy Executive Director of Planning and Policy, and Dave Vautin, MTC Program Manager, to provide the update. Ms. Clevenger stated that MTC is required to develop a long-range transportation plan every four years. As part of MTC's comprehensive outreach for the current long-range plan, PBA 2050, MTC staff is presenting to the governing boards of each of the nine County transportation agencies, consistent with the requirements of Senate Bill 375. Ms. Clevenger noted that the development of PBA 2050 has been a multi-year effort and Alameda CTC staff have been actively engaged with formal advisory working groups, as well as the MTC Partnership Board and many one-on-one meetings with MTC staff. Last year, MTC/ABAG adopted the PBA 2050 final blueprint as the preferred alternative to evaluate through the environmental process. Ms. Clevenger stated that MTC/ABAG will be leading outreach this June and July that will include public workshops and hearings. The final PBA 2050 plan is anticipated to be brought

forward for adoption by MTC/ABAG in fall 2021, with updates every four years going forward.

Dave Vautin provided detailed information on PBA 2050, and noted that the plan focuses on making the Bay Area more affordable, connected, diverse, healthy, and vibrant for Bay Area residents as it works to improve equity and resilience. Mr. Vautin stated that the plan is defined by 35 strategies that fall into the four different elements of transportation, housing, economy, and environment. He reviewed example strategies with the Commission in detail.

Commissioner Kaplan commented on electric bicycles charging stations, direct support for job training, and funding for operations and maintenance support. Mr. Vautin stated that in the environment and economic strategies both e-bikes and job training programs are key strategies in the plan. He also noted that operations and maintenance funding has been integrated into the plan.

Commissioner Ortiz commented that in the environmental strategy section, AC Transit is requesting that MTC/ABAG add public transit pass programs and parking fees to discourage solo driving. Mr. Vautin confirmed that Commissioner Ortiz was referring to the Travel Demand Management strategy and stated that he will take this feedback to MTC/ABAG.

Commissioner Ezzy Ashcraft questioned the \$1.4 million in funding for 1 for 1 job creation for each household. Mr. Vautin stated that a portion of the \$1.4 million is to support the \$1.4 million new jobs, while another portion is to deal with the overcrowding of existing households.

Commissioner Cox asked if hydrogen fuel cell is being considered as an option. Mr. Vautin stated that the California Air Resources Board plays a larger role in alternative fuels at the state level, so while the plan includes strategies more focused on electric vehicles, they are designed to complement the actions of the state level.

Commissioner Woerner asked what needs to happen to ensure hydrogen fuel is explicitly incorporated into the plan. Mr. Vautin clarified that under state law, MTC/ABAG are only allowed to take credit for the greenhouse gas emission reductions from cars and light-duty trucks. He noted that for any investments in heavy-duty trucks or other modes of transportation, the state takes credit for those emissions reductions, and has funding to advance them.

Commissioner Bauters reminded the public that there is information available at <https://www.planbayarea.org/> website and a public webinar will take place on June 14, 2021. He encouraged members of the public that are interested in providing additional comments to visit the website.

## **7.2. Approve Measure B and Measure BB Sales Tax Budget Update for FY2020-21**

Tess Lengyel stated that this is an information item and that due to higher than anticipated sales tax revenues for this fiscal year, Alameda CTC is seeking the



Commission approval to modify the current year budget to allow distribution of sales tax revenues as part of the Direct Local Distribution (DLD) funds that the agency provides to cities, the county, and transit operators. Ms. Lengyel introduced Patricia Reavey, Deputy Executive Director of Finance and Administration to present this item.

Patricia Reavey recommended that the Commission approve an increase to the Alameda CTC Measure B sales tax revenue budget for FY2020-21 from the currently adopted amount of \$145.0 million to \$155.0 million for an increase of \$10.0 million and an increase in the corresponding DLD expenditures based on the formulas established in the 2000 Transportation Expenditure Plan; and an increase to the Alameda CTC Measure BB sales tax revenue budget for FY2020-21 from the currently adopted amount of \$145.0 million to \$155.0 million for an increase of \$10.0 million and an increase in the corresponding DLD expenditures based on the formulas established in the 2014 Transportation Expenditure Plan.

Ms. Reavey stated that the proposed Measure B and Measure BB revenue increases to the budget are 6.9 percent higher than the currently adopted budget. Based on receipts to date, sales tax revenues are projected to out-perform the conservative projection in the budget proposed during the height of the pandemic by at least 6.9 percent. Overall receipts for the first half of the fiscal year were higher than budget by about 10.4 percent and generally came in slightly higher in the first half of the fiscal year mostly due to holiday spending. This revised projection brings the agency much closer to the projections for the last fiscal year before the pandemic hit of \$320 million, which still is not as high as the agency's historical peak collection level of \$334 million which occurred in FY2018-19. These revised sales tax projections will be included as a budget adjustment to the FY2020-21 budget, increasing projected revenues overall by \$20.0 million and the corresponding DLD budgeted expenditures based on the formulas established in the transportation expenditure plans. Ms. Reavey noted that this increased budget authorization allows for Alameda CTC to continue to be able to pass through the DLD funds to the member agencies as the sales taxes are collected monthly.

*Commissioner Ortiz moved to approve this item. Commissioner Saltzman seconded the motion. The motion passed with the following roll call votes:*

Yes:       Bauters, Cavanaugh, Cox, Cutter, Dutra-Vernaci, Ezzy Ashcraft, Freitas, Halliday, Hernandez, Kaplan, Mei, Miley, Narum, Nason, Ortiz, Robinson, Saltzman, Woerner  
No:       None  
Abstain:   None  
Absent:   Carson, Haubert, Thao, Valle

### **7.3. Approve the Alameda CTC FY2021-22 Proposed Budget**

Tess Lengel stated that staff is bringing to the Commission a sustainable, balanced budget that incorporates the increased sales tax revenues. She introduced Patricia Reavey to present the item.

Patricia Reavey recommended that the Commission approve the Alameda CTC Proposed Budget for FY2021-22. Ms. Reavey stated that the Proposed Budget includes revenues and expenditures necessary to provide vital programs, planning and projects for Alameda County which will expand access and improve mobility in Alameda County. She reviewed significant programming, planning, and program activities accounted for in the proposed budget. Ms. Reavey noted key significant capital projects that are also included in the proposed budget and she reviewed the proposed consolidated budget revenues and expenditures in detail.

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

Yes:       Bauters, Cavanaugh, Cox, Cutter, Dutra-Vernaci, Ezzy Ashcraft, Freitas, Halliday, Hernandez, Kaplan, Mei, Miley, Narum, Nason, Ortiz, Robinson, Saltzman, Valle, Woerner  
No:       None  
Abstain:   Haubert  
Absent:   Carson, Thao

#### **7.4. Federal, state, regional, and local legislative activities update**

Tess Lengyel stated that this is an update on state and federal activities along with actions that were taken at the Planning, Policy and Legislation Committee (PPLC) earlier this month. Ms. Lengyel stated that Maisha Everhart, Director of Government Affairs and Communication, will present this item. Ms. Everhart noted as of May 26, 2021, the Senate Environment and Public Works Committee unanimously passed its portion of the Surface Transportation reauthorization. She stated that other committees in the House and Senate will review the bill before it becomes law. Ms. Everhart stated that President Biden began negotiations with the bipartisan leaders of the Senate committees on the infrastructure package. She noted that a group of Republican Senators released a counteroffer to the \$2.25 trillion American Jobs Plan, proposing \$568 billion over five years for infrastructure. Ms. Everhart stated that staff continues to review proposed legislation to identify bills relevant to Alameda CTC's 2021 Legislative Program and the following bills are recommended for positions for the Commission's consideration:

- SB 671 (Gonzalez) - Support
- AB 476 (Mullin) – Support and seek amendments

Ms. Everhart stated that on May 14, 2021, Governor Newsom issued the 2021-22 May Revision to the Governor's budget. The state has a projected \$75.7 billion surplus. The May revise proposes over \$11 billion of state investment in transportation infrastructure.

Commissioner Saltzman stated that she appreciated the comments Vice Chair Bauters made at the beginning of the meeting about the tragedy at VTA.

Commissioner Saltzman commented that she proposed to the BART Board, and would like to propose to Alameda CTC to also get active on gun violence prevention legislation. She noted that this tragedy could have happened at any of the transit agencies in Alameda County. Commissioner Saltzman requested adding gun violence prevention legislation to Alameda CTC's legislative priorities at a future PPLC meeting. She also requested staff to look at state and federal legislation that Alameda CTC may want to weigh in on that are related to this issue.

Commissioner Saltzman commented on AB 339 by Assemblymember Lee to continue to have virtual public comments, once the Governor lifts the stay-at-home order. She asked if Alameda CTC is considering continuing with virtual meetings and comments after the order is lifted. Ms. Lengyel stated that virtual access to the meetings is important and staff is working on transitioning to hybrid meetings to continue public engagement.

Commissioner Mei commented that Fremont's City Council joined the community in expressing their sincere sympathies and condolences to VTA. She stated that she is supportive of the conversation at the PPLC meeting around gun violence prevention.

Commissioner Kaplan asked to have a follow-up on freight and zero-emission vehicles and AB 550 alternative speed enforcement, which did not advance. Ms. Lengyel stated that staff will provide a status on all bills next month.

Commissioner Kaplan requested staff to circle back later about specific projects, including Alameda Oakland bicycle and pedestrian connection, the Broadway corridor in Oakland, and the grade separations with the rail.

Commissioner Halliday stated that she supports expanding Alameda CTC's capacity to continue to take comments virtually and she noted that Hayward is working on this as well. She also expressed her disappointment that AB 550 speed enforcement did not move forward.

*Commissioner Ortiz moved to approve the recommended bill positions.  
Commissioner Mei seconded the motion. The motion passed with the following roll call votes:*

Yes:	<i>Bauters, Cavanaugh, Cox, Cutter, Dutra-Vernaci, Ezzy Ashcraft, Freitas, Halliday, Haubert, Hernandez, Kaplan, Mei, Miley, Narum, Nason, Ortiz, Robinson, Saltzman, Valle, Woerner</i>
No:	<i>None</i>
Abstain:	<i>None</i>
Absent:	<i>Carson, Thao</i>

**8. Commission Member Reports**

Commissioner Ortiz commented that AC Transit is planning to restore service, but is having difficulty hiring bus operators. She encouraged the Commission and members of the public to visit AC Transit's job boards, if interested.

**9. Adjournment**

Commissioner Bauters adjourned the meeting in remembrance of the fallen VTA staff members and their families.

The next meeting is Thursday, June 24, 2021, at 2:00 p.m.



# Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** June 17, 2021

**TO:** Alameda County Transportation Commission

**FROM:** Liz Rutman, Director of Express Lanes Implementation and Operations

**SUBJECT:** Approve Amendment No. 5 to Agreement A17-0070 with Electronic Transaction Consultants, LLC for Toll System Operations and Maintenance services for the I-580 Express Lanes

## Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 5 to Agreement A17-0070 with Electronic Transaction Consultants, LLC (ETC) to extend the term for an additional six-month time December 31, 2021 to continue Toll System Operations and Maintenance services for the I-580 Express Lanes.

## Summary

Alameda CTC is the owner and operator of the Interstate 580 (I-580) Express Lanes, located in the Tri- Valley corridor through the cities of Dublin, Pleasanton, and Livermore, which opened to traffic in February 2016. An All Electronic Toll (AET) collection method has been employed to collect tolls.

ETC was selected through competitive processes in 2009 and 2013 as the toll system integrator (TSI) for the I-580 Express Lanes. Agreement A17-0070 was approved in May 2017 to ensure on-going Operations and Maintenance (O&M) services for the express lanes for a term of three years, and amended for an additional year of in May 2020. The contract includes fixed monthly fees for normal maintenance activities and on-call services for larger-scale maintenance. Many components of the toll host system have reached the end of their useful life and significant updates are needed. Staff needs additional time to negotiate with ETC on the scope and schedule for updates to the toll system. Authorization of Amendment No. 5 to Professional Services Agreement No. A17-0070 with ETC for a 6-month time extension to December 31, 2021 will ensure allowance of on-going O&M services during this period of negotiations. Staff expects to bring another action to the Commission in a few months for a longer-term agreement to update the current toll system and provide ongoing O&M services. A summary of all contract actions related to Agreement No. A16-0075 is provided in Table A.

## Background

Alameda CTC is the owner and operator of the Interstate 580 (I-580) Express Lanes, located in the Tri-Valley corridor through the cities of Dublin, Pleasanton, and Livermore, which opened to traffic in February 2016. The I-580 Express Lanes extend from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to the I-680 Interchange in the westbound direction. An All Electronic Toll (AET) collection method has been employed to collect tolls. Toll rates are calculated based on real-time traffic conditions (speed and volume) in express and general purpose lanes, and can change as frequently as every three minutes. California Highway Patrol (CHP) officers provide enforcement services, and the California Department of Transportation (Caltrans) provides roadway maintenance services through reimbursable service agreements.

ETC was selected through competitive processes in 2009 and 2013 as the TSI for the I-580 Express Lanes. Once a new toll system has begun revenue services and completed all operational testing, ongoing O&M is necessary to ensure transaction and toll collection is being performed accurately, toll pricing and other messages are being displayed accurately, and all operations are in accordance with the agency's business rules. A TSI typically provides on-going O&M services for the life of the toll system because of the proprietary nature of the software coding involved most aspects of the system. Agreement A17-0070 was approved in May 2017 to ensure on-going Operations and Maintenance (O&M) services for the express lanes for a term of three years.

In 2018, Kapsch TrafficCom USA, Inc. was selected to provide Electronic Toll System Integration Services for the I-580 Express Lanes Toll System Upgrade Project, which included replacement of the I-580 Express Lanes toll system with a Kapsch-developed toll host and some new field equipment. The ETC agreement was amended in May 2020 for an additional year to accommodate delays with the new Kapsch system development. The Kapsch work on the I-580 Express Lanes was terminated in December 2020. However, many components of the toll host system have reached the end of their useful life and significant updates are still needed. Staff needs additional time to negotiate with ETC on the scope and schedule for these toll system updates. Authorization of Amendment No. 5 to Professional Services Agreement No. A17-0070 with ETC for a 6-month time extension to December 31, 2021 will ensure allowance of on-going O&M services. Staff expects to bring another action to the Commission in a few months for a longer-term agreement with sufficient budget to update the current toll system and provide ongoing O&M services. A summary of all contract actions related to Agreement No. A16-0075 is provided in Table A.

<b><u>Table A: Summary of Agreement No. A16-0075</u></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 ETC (A17-0070) <i>Approved May 2017</i>	Toll System Operations and Maintenance Services for the I-580 Express Lanes. Term of agreement was 3 years: First year plus two optional.	\$7,500,000	\$7,500,000
Amendment No. 1 (Administrative Amendment) <i>Executed June 1, 2018</i>	Exercise option to extend Agreement for additional year of O&M Services	N/A	\$7,500,000
Amendment No. 2 (Administrative Amendment) <i>Executed June 30, 2019</i>	Exercise option to extend Agreement for additional year of O&M Services	N/A	\$7,500,000
Amendment No. 3 (Administrative Amendment) <i>Executed May 1, 2020</i>	One-year administrative amendment to continue O&M Services	N/A	\$7,500,000
Amendment No. 4 (Administrative Amendment) <i>Executed June 22, 2020</i>	Modification of indemnification and insurance requirement provisions	N/A	\$7,500,000
<i>Proposed Amendment No. 5 June 2021 – (This Agenda Item)</i>	6-month time extension to continue O&M Services	N/A	\$7,500,000
<b>Total Amended Contract Not-to-Exceed Amount</b>			<b>\$7,500,000</b>

**Levine Act Statement:** The ETC team did not report a conflict in accordance with the Levine Act.

**Fiscal Impact:** There is no fiscal impact. The associated expenditures have been included in the I-580 Express Lanes operations budget adopted for FY 2021-2022.

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# Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** June 17, 2021

**TO:** Alameda County Transportation Commission

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

## Summary

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

Since the last update on May 10, 2021, Alameda CTC reviewed one DEIR and submitted comments included in Attachment A.

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

## Attachments:

- A. Response to the Notice of Preparation of a DEIR for the Draft Environmental Impact Report for the Oakland Waterfront Ballpark District Project

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April 27, 2021

Peterson Vollmann, Planner IV  
 City of Oakland, Bureau of Planning  
 250 Frank H. Ogawa Plaza, Suite 2214  
 Oakland, CA 94612

**SUBJECT:** Response to the Availability and Release of a Draft Environmental Impact Report (DEIR) for the Oakland Waterfront Ballpark District Project

Dear Peterson Vollmann,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Oakland Waterfront Ballpark District Project. The project site is located at the Charles P. Howard Terminal (Howard Terminal) at the Port of Oakland along the Inner Harbor of the Oakland-Alameda Estuary. The site is approximately 55 acres and bordered by Jack London Square to the east, the Oakland Estuary Middle Harbor to the south, Union Pacific Railroad tracks and Embarcadero to the north, and the Schnitzer Steel heavy recycling center to the west.

The project site currently offers maritime support uses for short-term tenants and was previously used as a maritime container terminal, until 2014. The proposed project would demolish all existing structures, except four shipping cranes (which will remain on-site if feasible), the fire station at 47 Clay Street, and the historic Pacific Gas & Electric Company facility. The proposed project would construct a new open-air Major League Baseball ballpark with a capacity for up to 35,000 persons; mixed-use development with up to 3,000 residential units; up to 1.5 million square feet of commercial uses, approximately 270,000 square feet of retail uses; 50,000 square feet of indoor performance space, with a capacity for up to 3,500 people; up to 280,000 square feet of hotel space, including up to 400 rooms; a network of up to 18.3 acres of private and publicly-owned open space; and 8,900 parking spaces. The proposed project would be developed in multiple phases.

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

- The DEIR and the Additional Transportation Reference Materials state that as of publication, the most recent Level of Service (LOS) Monitoring Report released by Alameda CTC was in December 2017. However, the most recent monitoring report was released in December of 2018 and includes data collected in the spring of 2018. Alameda CTC plans to release the 2020 monitoring report before the publication of the Final EIR, however that report will use data collected during the COVID-19 pandemic and should not be used to project future conditions,

once available. Please correct the DEIR to reflect the date the LOS Monitoring Report was released.

- Footnote 7 on page 4.15-28 notes that grandfathered segments are exempt from LOS standards. This is true only for deficiency findings under the Congestion Management Program (CMP), those segments are not exempt from review of impacts to the CMP network.
- Alameda CTC acknowledges that the latest version of the countywide travel model, dated May 2018, was used to assess impacts to the CMP network.
- In June 2020 Alameda CTC amended the Land Use Analysis Program of the 2019 CMP in response to SB 743. Alameda CTC is required by state CMP legislation to analyze impacts to the CMP network using a delay-based metric (LOS) analysis for projects which generate more than 100 pm-peak period trips, however this analysis may be submitted for Alameda CTC's consideration separate from the DEIR since, under SB743, LOS may not be used to make decisions on the proposed project. This required analysis is included in the Additional Transportation Reference Materials (added March 26, 2021) and notes that the proposed project would create significant and unavoidable impacts which could only be mitigated by expanding roadway capacity for automobiles. Alameda CTC affirms that that capacity expansion is not desirable and would induce additional automobile trips.
- Impact TRANS-3 notes that the proposed project has the potential to generate additional pedestrian activity near at-grade railroad crossings which create a potential safety hazard. The proposed project includes two mitigation measures which include a grade-separated overcrossing and at-grade safety improvements. Alameda CTC encourages the project team to continue to explore rail safety improvements including grade-separated crossings wherever feasible.
- Impact TRANS-3 does not identify impacts and explore mitigation measures related to freight and passenger rail service itself, the additional multimodal traffic across the railroad corridor creates safety risks for bicycles, pedestrians, and vehicles and can potentially impede normal freight and passenger rail activity, however these impacts are not explored by the DEIR.
- The DEIR references several important projects within the vicinity of the project, including the Oakland-Alameda Access Project and the GoPort Project. As stated in the response to the NOP, submitted on December 28, 2018 Alameda CTC continues to encourage the proposed project to coordinate with these projects as they continue to develop.

Thank you for the opportunity to comment on this DEIR. Please contact me at (510) 208-7484 or Chris G. Marks, Associate Transportation Planner at (510) 208-7453, if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Cathleen', with a long horizontal flourish extending to the right.

Cathleen Sullivan  
Director of Planning



# Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** June 17, 2021

**TO:** Alameda County Transportation Commission

**FROM:** Maisha Everhart, Director of Government Affairs and Communications  
Krystle Pasco, Associate Program Analyst

**SUBJECT:** Approve actions associated with Implementation of the Alameda County Transportation Demand Management Program

## Recommendation

It is recommended that the Commission approve the following actions associated with the implementation of the Alameda County Transportation Demand Management (TDM) Program.

1. Allocate \$360,000 2014 Measure BB Transportation Expenditure Plan Project 45 Community Investments and Development Program (TEP-45 CDIP) funds, and
2. Authorize the Executive Director to Execute Amendment No. 3 to Professional Services Agreement No. A18-0027 with Nelson\Nygaard Consulting Associates to extend the contract by one year and add an amount not to exceed \$483,215 to the contract for a total not-to-exceed amount of \$1,757,647.

Partial funding (\$160,000) for this contract amendment is applicable to TDM scope anticipated to be funded through the Metropolitan Transportation Commission's (MTC) Safe and Seamless Quick Strike Program in June 2021.

## Summary

Many of the activities, projects, and programs undertaken by the Alameda CTC contribute to the agency's overall transportation demand management goal of supporting travel during non-peak periods and by modes other than driving alone. Alameda CTC also manages specific TDM programs, which are targeted efforts that complement the agency's broader planning and projects portfolio in order to ensure coordinated and efficient delivery of TDM strategies.

Alameda CTC has worked to unite activities into a comprehensive TDM Program with an enhanced focus on the following major work areas: education and promotion, regional coordination, and employer and local government outreach and engagement and includes provision of bike safety education classes for adults and families and the

Guaranteed Ride Home program. Bringing various efforts together as part of one coordinated program has allowed Alameda CTC to identify synergies between efforts in order to maximize benefits and impacts of programs, and leverage efforts across the agency in the most efficient way possible.

The contract amendment would add a total of \$483,215 to fund the continuation of the TDM program for another year and fund additional bike safety education. This includes funding from a combination of previously programmed TFCA funds for FYs 2021-22 and 2022-23, and \$360,000 of Measure BB funds recommended to be programmed and allocated for the TDM program. Out of this, \$260,000 Measure BB funds are recommended for FY 2021-22.

The recommendation also includes \$160,000 of bicycle safety education scope that has been nominated for federal funding through the MTC's Safe and Seamless Quick-Strike Program. The 2014 Measure BB funding recommendation is contingent upon the outcome of the MTC Quick-Strike request. If MTC awards the federal funding in June, MTC will provide Alameda CTC \$160,000 for federally eligible planning activities in exchange for Alameda CTC providing a like amount of Measure BB funding to the TDM contract. Since the TDM contract is non-federalized, this exchange allows the contract to accommodate the additional bike safety education scope with local funds.

## **Background**

TDM strategies have historically included a disparate collection of activities, including promotion, incentives, and education to encourage and support ridesharing, bicycling, walking, taking public transit, telecommuting, and flexible work schedules, as well as parking management. This multi-pronged approach allows residents, employees, and visitors to Alameda County to have a wide range of choices for travel. There are several TDM efforts currently managed by the Alameda CTC that are designed to support travel during non-peak periods and by modes other than driving alone; they include:

- Guaranteed Ride Home (GRH) Program
- Countywide Bicycle Safety Education Program
- Bike Month Visual Promotion, currently known as IBike (runs in conjunction with Bike to Work/School/Wherever Day)
- Commute Options and Benefits webpage in Alameda CTC's agency website
- Safe Routes to School Program
- Affordable Student Transit Pass Program
- Travel Training for Seniors and People with Disabilities (through the Paratransit Program)
- Countywide Carpool Promotion Program
- Coordination with local and regional partners

In addition, Alameda CTC plans, funds, and delivers multimodal infrastructure needed to support safe and convenient travel by all modes. Alameda CTC approaches TDM as a

way to leverage the multimodal infrastructure investments being made throughout the county. Some of these efforts include:

- Alameda CTC's Countywide Transportation Plan
- Alameda CTC's Multimodal Corridor Studies
- Construction and operations of Express Lanes (I-580 and I-680 Express Lanes)
- Public transit operations funding
- Public transit infrastructure investments
- Bicycle and pedestrian Direct Local Distribution (DLD) funding to cities

In order to ensure comprehensive and efficient delivery of TDM strategies, Alameda CTC delivers the various components of the TDM Program under a comprehensive TDM Program under one contract with an enhanced focus on the following major work areas: education and promotion, regional coordination, and employer and local government outreach and engagement. The Professional Services Agreement scope of work includes:

- Implementation and Program Administration of the Guaranteed Ride Home Program
- Implementation and Program Administration of the Countywide Bicycle Safety Education Program
- Coordination and Implementation of the Bike Month Visual Promotion
- Bike to School Day Coordination
- Program Education and Outreach
- Program Evaluation
- Project Management
- Optional Tasks, including Technical Assistance, as needed

Staff recommends the Commission approve the following actions:

1. Allocate \$360,000 2014 Measure BB TEP-45 CDIP funds, and
2. Authorize the Executive Director to Execute Amendment No. 3 to Professional Services Agreement No. A18-0027 with Nelson\Nygaard Consulting Associates to extend the contract by one year and add an amount not to exceed \$483,215 to the contract for a total not-to-exceed amount of \$1,757,647.

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

**Fiscal Impact:** Approval of the recommended action will authorize \$483,215 of Measure BB and TFCA funds for subsequent encumbrance and expenditure to this contract. The TFCA funds are already programmed to the TDM program and included in the FY 2021-22 budget. \$260,000 of the Measure BB funding will be included in the FY 2021-22 budget, \$160,000 of which is contingent upon MTC's June 2021 Quick Strike programming action.

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Immediate Past President

DAVE HAUBERT

Former Mayor of Dublin

President

MARILYN EZZY ASHCRAFT

Mayor of Alameda

Vice President

LILY MEI

Mayor of Fremont

# Alameda County Mayors' Conference

Alameda  
Marilyn Ezzy Ashcraft

June 9, 2021

Albany  
Ge'Nell Gary

Angie Ayers  
Associate Administrative Analyst

Berkeley  
Jesse Arreguin

Alameda County Transportation Commission  
1111 Broadway, Suite 800  
Oakland, CA 94607

Dublin  
Melissa Hernandez

Transmitted via email to: [aayers@alamedaactc.org](mailto:aayers@alamedaactc.org)

Emeryville  
Dianne Martinez

Dear Ms. Ayers:

Fremont  
Lily Mei

At its regular meeting of June 9, 2021, the Alameda County Mayors' Conference made the following appointments:

Hayward  
Barbara Halliday

- Appointed Alfred A. Exner as a District 4 representative to the Alameda County Transportation Commission Independent Watchdog Committee for a term of two years.
- Reappointed Kristi Marleau as a District 1 representative to the Alameda County Transportation Commission's Bicycle and Pedestrian Advisory Committee for a term of two years.

Livermore  
Robert Woerner

Newark  
Al Nagy

Please contact Mr. Exner directly at [REDACTED] if you have any questions regarding next steps and/or any requests for additional information. Both applications are attached to this letter.

Oakland  
Libby Schaaf

Piedmont  
Teddy Gray King

Please contact me if you have any questions or need to follow-up regarding this appointment.

Pleasanton  
Karla Brown

Sincerely,

San Leandro  
Pauline Cutter

*Steven Bocian*

Union City  
Carol Dutra-Vernaci

Steven Bocian  
Executive Director, Alameda County Mayors' Conference  
[sbocian@acmayorsconference.org](mailto:sbocian@acmayorsconference.org)  
[Alameda County Mayors' Conference](#)

Executive Director  
Steven Bocian

c. Alfred Exner and Kristi Marleau

**ALAMEDA COUNTY MAYORS' CONFERENCE**  
**Application for Consideration of Appointment to a Regional Board**

Position Applying For: ACTC Independent Watchdog Committee Member

Applicant's Name: Alfred A. Exner

Applicant's Address: [REDACTED]

Applicant's Zip Code: 94566 Applicant's Phone: [REDACTED]

Applicant's Email: [REDACTED]

Are you able to attend daytime and/or evening meetings?  
Yes

Please describe your participation with civic or community organizations and activities:

I am the Treasurer of Pleasanton Voters (pleasantonvoters.com), an information based organization that addresses key issues of concern to Pleasanton residents. Our goal is to educate voters from a residents point of view so that they can become engaged and involved in shaping the future of Pleasanton. In addition to my role in helping to identify, communicate and respond to key issues, I'm responsible for reporting the organization's financial status with the organization's leaders, and city and state officials.

For the past five years I have attended Zone 7 meetings and have provided guidance and input to City Council members and Zone 7 Directors regarding issues on agenda items. This has been a rewarding and educational experience.

Please explain your interest in becoming a member of this Regional Board:

I see this position as an opportunity to better understand how funds are appropriated and assure compliance with Measure B and Measure BB. My former Air Force Budget and government contract experience as well as my past roles in finance and auditing would be of value in reviews and discussions with fellow committee members. My more recent experience working with Pleasanton Voters, Pleasanton City Council members and Zone 7 staff and Board members provides me with an appreciation of the process and the collaboration required for effective governance.

Date Submitted: May 21, 2021

Email Completed Form to: Steven Bocian, Executive Director at [sbocian@acmayorsconference.org](mailto:sbocian@acmayorsconference.org)

## **Resume Summary**

Experienced in leading cross-functional teams in completion of short term and long term projects and objectives:

- Excellent analytical and team building skills
- Strategic thinking skills and ability to translate strategies into action plans
- Proven track record of managing change and improving operational performance and profits
- Highly motivated, with a passion for building the bottom line.

## **Work History**

### **Pleasanton Voters**

**2015 to Present**

Pleasanton, CA

#### **Treasurer**

Work with Executive Committee members to educate voters from a residents point of view so that they can become engaged and involved in shaping the future of Pleasanton. Manage funds for the committee. File quarterly and annual reports with the applicable City and State government offices.

### **Ohlone Community College District**

**Fremont, CA**

**2017 to 2018**

#### **Instructor / Financial Consultant**

On a part time basis prepared lectures and conducted accounting classes at the Fremont and Newark campuses. Also provided local business financial consulting services for the college.

### **CST - Systron Donner Inertial**

**1995 to 2013**

Walnut Creek / Concord, CA

#### **Senior Financial Analyst / Cost and Pricing Manager**

Pricing Responsibilities: Prepared the finance portion of division cost proposals for both commercial and government programs. Teamed with Sales, Engineering and Manufacturing to insure that quality proposal packages were prepared and submitted in a timely manner. Built and presented to management proposed price list updates and pricing models under various pricing scenarios based on customer driven volumes and requirements. Participated on several teams that brought in significant contract wins.

ERP System Responsibilities: Maintained financial integrity of ERP databases. Coordinated closely with Engineering, Manufacturing & Marketing to insure the smooth transition of product lines from initial engineering model launch through mature production. Responsible for ensuring Engineering bills of materials (BOMs) in Agile converted over to a solid manufacturing costed BOM in ERP. Calculated and set standards for overheads, labor, material and yields. Worked closely with purchasing and materials management to improve turns and control cost. Teamed with key ERP players to facilitate smooth implementation of periodic system upgrades, changes and fixes.

Forecasting Responsibilities: Prepared bottom-up quarterly rolling P&L forecast with drill downs by year, by month and by product line. Worked with Marketing, Engineering and Manufacturing to insure

that all parties were on board and aligned. Presented results to the General Manager and Controller for forecast approval prior to submission to Corporate.

General Ledger Responsibilities: Prepared month end inventory entries, product line gross margin reports, labor reports, and variance analysis. Monitored project spending and worked closely with purchasing and engineering to ensure compliance to contract work breakdown structure (WBS) requirements. Calculated and submitted progress billings for both commercial and government programs. Prepared updates to policies and procedures.

### **Accounting Manager**

Responsible for all Division accounting activities with a staff of six in support of the Division Controller working out of another location. Led finance portion of ERP implementation. In the process successfully updated the chart of accounts to accommodate transitioning the division to the new ERP system. In the process of conversion the division was moved to the use of standards for the valuation of inventory and all overheads were converted to activity based costing (ABC). Managed all government contracting, division pricing, contract billings and project accounting.

### **Government Accounting Manager**

Resolved in the companies favor a long list of outstanding issues with the Defense Contract Audit Agency (DCAA) that dated back to 1988. Brought the entire prior year rate packages current and received acceptance from both the DCAA and the Government Contracting Officer (ACO) without any fines or penalties. In addition, a backlog of outstanding contract billings for several cost plus programs were brought current and closed out.

## **Litton - Systems Division**

**1994-1995**

San Jose, Ca.

### **Division Internal Auditor**

Performed internal audits at the division and at the various division data centers. Worked closely with the DCAA and the ACO to resolve a long list of outstanding non-compliances. Successfully presented results to the Navy Review panel with DCAA and the ACO in attendance.

## **Hexcel Corporation – Aerospace Division**

**1981-1994**

Pleasanton / Dublin, CA

### **Group Accounting Manager**

Responsible for supporting the finance activities for three strategic business units: (1) Honeycomb, (2) Composites and (3) Advanced Products. Coordinated monthly close, annual budgets, internal & external audits. Prepared government rate packages at the Group, Business Unit and plant level. Worked closely with DCAA to clear any outstanding issues. Supported numerous internal and external audits.

### **Accounting Manager**

Held various positions within the Corporate Finance Area. Responsible for preparing annual budgets, strategic plans, filing annual and quarterly reports with the Security Exchange Commission. Led the implementation of software programs across the nation including general ledger, fixed assets, labor distribution and accounts payable. Established an automated R&D project system to track R&D and capital spending activity across the company. Responsible for monthly consolidation of worldwide entities and general ledger close.

**Moore Business Forms****1976-1981**

Oakland, Ca.

Held various positions within the cost accounting area with increased responsibility. Transitioned into Western Region Internal Auditor position. Responsible for leading or supporting internal audits at various divisions, plants and subsidiaries in North America. Supported Price Waterhouse audits at both the division and plant level.

**United States Air Force****1973-1974**

Budget Specialist World Wide Intelligence SAC - Offutt Air Force Base, NE (1973-1974)

Base Budget Specialist SAC - Castle Air Force Base, CA (1972)

Accounting Specialist SAC - Castle Air Force Base, CA (1970-1971)

**Education History**

MBA, Golden Gate University; emphasis in Accounting

B.S. Business Administration (Accounting) San Jose State University

A.A., Orange Coast College

**ALAMEDA COUNTY MAYORS' CONFERENCE**  
**Application for Consideration of Appointment to a Regional Board**

Position Applying For: ACTC Bicycle and Pedestrian Advisory Committee

Applicant's Name: Kristi Marleau

Applicant's Address: [REDACTED]

Applicant's Zip Code: [REDACTED] Applicant's Phone: [REDACTED]

Applicant's Email: [REDACTED]

Are you able to attend daytime and/or evening meetings?

Yes, the evening meeting schedule for the BPAC works well for me.

Please describe your participation with civic or community organizations and activities:

I have been on the Board of Directors of Bike East Bay since 2014. I have been actively involved with Safe Routes to Schools since my now-freshman in high school was in first grade and have volunteered in many other ways at my children's schools (pre-pandemic, when that was allowed). I have participated in giving feedback on many bike and pedestrian plans in the Tri-Valley since I became a regular commuter cyclist in 2012. I have served on the ACTC BPAC since 2014 and currently serve as the vice chair.

Please explain your interest in becoming a member of this Regional Board:

I am interested in continuing to serve on the Alameda County Transportation Commission Bicycle and Pedestrian Advisory Committee because I am passionate about bicycle and pedestrian safety in the East Bay. My family regularly uses our bikes, walking, and transit to get to work, get to school, and run errands and I want to do what I can to make sure that these activities are as safe as possible for my family and all of the other members of my community.

Date Submitted: 5/11/2021

Email Completed Form to: Steven Bocian, Executive Director at [sbocian@acmayorsconference.org](mailto:sbocian@acmayorsconference.org)



# Bicycle and Pedestrian Advisory Committee Meeting Minutes Wednesday, February 4, 2021, 5:30 p.m.

7.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

## 1. Call to Order

Bicycle and Pedestrian Advisory Committee (BPAC) Chair, Matt Turner, called the meeting to order at 5:30 p.m.

Chris Marks provided instructions to the Committee regarding the Zoom technology procedures, including instructions on administering public comments during the meeting.

## 2. Roll Call

A roll call was conducted and all members were present with the exception of Howard Matis. Matt Turner requested that Committee members introduce themselves and welcomed new members Chiamaka Ogwuegbu and Nick Pilch. Mr. Ogwuegbu and Mr. Pilch briefly introduced themselves to the other members of the BPAC.

## 3. Public Comment

There were no public comments.

## 4. BPAC Meeting Minutes

### 4.1. Approve November 18, 2020, BPAC Meeting Minutes

BPAC members requested the following amendments to the minutes:

- Third paragraph from the bottom on page 2 change “.... will be high quality....” to “.... will build a high quality....”
- Remove the second sentence under item 7.1.

*Feliz Hill made a motion to approve this item with amendments. Matt Turner seconded the motion. The motion passed with the following votes:*

Yes: Fishbaugh, Hill, Johansen, Marleau, Murtha, Ogwuegbu, Pilch, Schweng,  
Turner  
No: None  
Abstain: None  
Absent: Matis

## 5. Regular Matters

### 5.1. 2020 Multimodal Performance Report and Bike/Ped Count Summary

Chris Marks stated that Alameda CTC analyses and presents data on the performance of Alameda County's multimodal transportation system, annually. Typically, these data are reported through modal fact sheets and a comprehensive presentation to the Commission and appropriate committees. The 2020 report, however focuses on the effects of COVID-19 and its impact to the transportation system. Mr. Marks states 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, in 2020, 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 new methodologies 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.

Chiamaka Ogwuegbu asked if Alameda CTC has micromobility or bike share data. Mr. Marks stated that scooter counts are available in conjunction with the countywide bicycle and pedestrian count program. He noted that micromobility activity is heavily concentrated in the City of Oakland and that the city maintains data agreements with the providers. Mr. Marks stated that bike share data is also available publicly which shows trip origins and destinations, but staff did not analyze those data as part of the 2020 performance report, specifically.

Ben Schweng asked if Uber data is included in the mode share. Mr. Marks stated that the mode share data provided during the presentation is from the latest US Census, American Community Survey (ACS) and specifically for primary commutes. The ACS does not allow responders to specifically identify rideshare services like Uber and Lyft. He noted that the ACS is exploring changes to the question to capture rideshare trips, possibly as soon as 2022.

Ben Schweng asked where Uber and Lyft do fit in to mode share. Mr. Marks noted that other data, collected before the pandemic, suggests that Uber and Lyft are not primarily used for commuting and that peak trips for those companies are mostly outside commuter hours in the evenings and on weekends.

Ben Schweng commented that he has noticed that Uber and Lyft trips are centered around students and workers with swing shift jobs.

Ben Schweng noted that during the pandemic bicyclists are primarily interested in biking on trails or bike paths and not on the street. Mr. Schweng noticed through his business that bike helmets and bicycles are selling quickly whereas locks are slow to sell. He inquired if people are opting for different routes as more network options are being created.

Nick Pilch asked if vehicle miles traveled (VMT) include data for bicycles. Mr. Marks said no, VMT data does not include bicycles.



Nick Pilch asked if Alameda CTC has data related to speed limits. Mr. Marks says Alameda CTC collects actual speeds on roadways but not posted speed limits.

Nick Pilch asked if slow streets have anything to do where bicycles are being ridden and will it affect the bicycle count. Mr. Marks stated that Alameda CTC did not shift count locations for the 2020 cycle, and did not have specific data on slow streets. However, cities have collected data on the effectiveness of those programs.

Jeremy Johansen asked how many of the locations measure parks and trails access. Mr. Marks stated that most of the locations are not near parks and trails, and noted that East Bay Regional Parks District has automated counters at their locations.

Chiamaka Ogwuegbu asked how the current Comprehensive Investment Plan (CIP) cycle differs in terms of Alameda CTC's approach, programming, and the guidance given to the cities. Cathleen Sullivan stated that this is a limited CIP call and past cycles and that this cycle focused on bicycle, pedestrian, and transit improvement projects. She noted that usually, Alameda CTC's CIP calls are broader.

Matt Turner commented that walking and biking have increased during the pandemic. In the places where it is safe low stress, people are biking and walking and it's not the major corridors.

*This item is for information only.*

## **5.2. Alameda CTC 2021 Legislative Program**

Maisha Everhart, Director of Communications and Government Affairs, provided an update on state and federal legislative activities. She reviewed President Biden's appointments and nominations for the Biden/Harris administration along with their priorities and plans for upcoming initiatives. Ms. Everhart informed the Committee that Pete Buttigieg had been nominated as the new Transportation Secretary and noted that the Democratic Party now has control in the Senate. Ms. Everhart stated that at the federal level, the \$1.9 Trillion COVID relief bill continues to move forward and is anticipated to be approved by March 14, 2021. Ms. Everhart noted that the bill includes \$30 Billion for transit. She stated that Congress is moving forward with a Surface Transportation bill with discussion starting this spring. 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 evaluate the bill and take the relevant legislation to the Commission for consideration. Ms. Everhart stated that Commission approved Alameda CTC's 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.

Chiamaka Ogwuegbu requested staff to share insights into advocacy for ongoing operating funding from the federal level. Ms. Everhart stated that Alameda CTC is advocating for funding, especially to support transit partners.

Chiamaka Ogwuegbu asked will there be sustainable funding for the long term. Ms. Everhart stated that it difficult to predict long-term at the moment. The financial position of transit operators will depend on factors like vaccinations and the pandemic abating. She noted that the Surface Transportation Bill and the Infrastructure Bill may provide additional operating funding.

David Fishbaugh requested clarification on automated speed control and the 85<sup>th</sup> percentile rule. Matt Turner noted that AB 43, Assemblymember Friedman Bill, will allow local jurisdictions to make changes in speed limits. Currently, the 85<sup>th</sup> percentile is how speed is measured. Ms. Sullivan stated that automated speed enforcement would be a more effective method of enforcing speed and is a way to serve equity from a policing standpoint.

*This item is for information only.*

### **5.3 Oakland Alameda Access Project Update**

Chris Marks introduced Gary Huisingsh and Gary Sidhu to provide an update on the Oakland-Alameda Access Project. Mr. Marks noted that BPAC was last updated on this project in July 2017 and the project was previously known as the I-880 Broadway/Jackson Interchange Project. Mr. Huisingsh, Deputy Executive Director of Projects said the 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 Plans (TEPs). Mr. Huisingsh stated that this project is located along I-880 between Oak Street and Washington Street in Oakland, including the Webster and Posey Tube, up to Atlantic Avenue in Alameda. The project will address certain bike and ped access needs between Oakland and Alameda. Mr. Sidhu stated that 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 had nearly 200 participants; numerous comments have also been received via mail, email, online forms, event chat function, and by phone. The 60-day public comment period ended on November 30, 2020, and environmental clearance for National Environmental Protection Act and California Environmental Quality Act is anticipated by late summer 2021. He noted that throughout the Project Approval & Environmental Document (PA&ED) phase, the project team coordinated with various stakeholders including the cities of Oakland, Alameda, Caltrans, Bike Walk Alameda, and Bike East Bay to go over the proposed bike and pedestrian improvements and seek their input.

Dave Murtha asked when will BPAC be able to see the designs. Mr. Sidhu stated that the design process is scheduled to begin in fall 2021, and staff will have a more detailed drawings available to share and get input on as early as fall 2022.

Feliz Hill asked what are the options available to close the gap in funding on this project. Mr. Sidhu that Alameda CTC and the other stakeholders will compete for state, local, and federal funding for this project.

Dave Murtha commented that BPAC would have liked to receive notification of the environmental analysis in October. He noted that more communications should take place with the BPAC.

Jeremy Johansen asked what are the project sponsors doing for public outreach and what can the public expect in the next year. Mr. Sidhu stated that regular information-sharing meetings will take place once the Environmental Impact Report process is complete. He noted that in the future, the project team will do a better job with their communications.

Matt Turner noted that there is a wide range of expertise on this Committee and the BPAC is looking forward to working with the design team on this project.

## **6. Member Reports**

David Fishbaugh and Kristi Marleau requested staff to follow up on their expired appointments.

Nick Pilch reported that in Albany they are doing a San Pablo Avenue Specific Land Use Plan. He requested BPAC is included in the review of the Quarry Lakes Parkway project. Mr. Marks stated that the BPAC did review the Quarry Lakes Parkway project, previously the East West Connector Project, in November 2019 and there were many unanswered questions at the end of that discussion. He noted that the project sponsors reported they would come to BPAC at their next project milestone.

### **6.1. BPAC Calendar**

The committee calendar is provided in the agenda packet for information purposes.

### **6.2. BPAC Roster**

The committee roster is provided in the agenda packet for information purposes.

## **7. Meeting Adjournment**

The meeting adjourned at 7:30 p.m. The next meeting is scheduled for Thursday, May 27, 2021, via Zoom.

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**Alameda County Transportation Commission  
Bicycle and Pedestrian Advisory Committee  
Roster and Attendance Fiscal Year 2020-2021**

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires
1	Mr.	Turner, Chair	Matt	Castro Valley	Alameda County Supervisor Nate Miley, District 4	Apr-14	Dec-19	Dec-21
2	Ms.	Marleau, Vice Chair	Kristi	Dublin	Alameda County Mayors' Conference, D-1	Dec-14	Jan-19	Jan-21
3	Mr.	Fishbaugh	David	Fremont	Alameda County Supervisor David Haubert, District 1	Jan-14	Mar-19	Mar-21
4	Ms.	Hill	Feliz G.	San Leandro	Alameda County Supervisor Wilma Chan, District 3	Mar-17	Jul-19	Jul-21
5	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Feb-20	Feb-22
6	Mr.	Matis	Howard	Berkeley	Alameda County Supervisor Keith Carson, District 5	Sep-19		Sep-21
7	Mr.	Murtha	Dave	Hayward	Alameda County Supervisor Richard Valle, District 2	Sep-15	Jun-19	Jun-21
8	Mr.	Ogwuegbu	Chiamaka	Oakland	Alameda County Mayors' Conference, D-4	Jan-21		Jan-23
9	Mr.	Pilch	Nich	Albany	Alameda County Mayors' Conference, D-5	Jan-21		Jan-23
10	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Jul-19	Jul-21

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# Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** June 17, 2021

**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. Staff recommends the Commission approve a position on one bill as detailed in Table 3.

## 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 Program.

## Federal Update

During the month of May, the Biden Administration had several meetings with Republicans to discuss proposals for a bipartisan infrastructure package. Discussions focused on defining infrastructure, identifying priority projects, and how to fund the package. Discussions between Senate Republicans and the White House broke off in early June, although bipartisan negotiations have continued with a group of Senators. If a bipartisan agreement cannot be reached, Democrats may decide to abandon negotiations and move forward with a bill of their own through budget reconciliation.

In terms of surface transportation reauthorization, the Senate Environment and Public Works Committee unanimously advanced the Surface Transportation Reauthorization Act (STRA) of 2021 to the Senate floor during the last week of May. Committee leaders introduced the five-year \$303.5 billion measure, which would

authorize funding for road, bridge, and highway programs administered by the Federal Highway Administration (FHWA). In June, the House Transportation and Infrastructure Committee approved its surface transportation authorization bill, the INVEST in America Act. The Committees in both the House and Senate will hold hearings on the proposed legislation in June, and significant negotiations are anticipated throughout the summer as the larger overall infrastructure discussions advance. At the June 24<sup>th</sup> Commission meeting, our federal lobbyists from CJ Lake, LLC and Simon & Company will provide us with a detailed update on current and anticipated federal activities.

## State Update

On May 14, 2021 Governor Gavin Newsom introduced his May Revision to the Governor's January 2021-22 budget. The May revise reflects a \$75.7 billion budget surplus across two fiscal years. Throughout the months of May and early June the budget proposals went through the budget subcommittees. The budget was adopted by the legislature on June 14, 2021. The details below are specific to the May Revision and may not reflect the final approved budget. Staff are reviewing the final budget and will provide a detailed overview at the Commission's July meetings.

The Governor's office emphasized the goal of the budget is to be strategic and position California to be competitive for federal funding with President Biden's proposed American Jobs Plan and federal legislation to reauthorize surface transportation. With the enactment of programs like Cap and Trade and the robust state funding provided by SB 1, the Governor's office believes the state will be ready to leverage state dollars to attract federal funding.

In an effort to match and maximize federal investment, the May Revision proposes investing an additional \$11 billion in the transportation system and related zero-emission vehicle (ZEV) efforts. The transportation infrastructure package includes the following:

- **Priority Transit and Rail Projects**—\$1 billion General Fund for transit and rail projects statewide that improve rail and transit connectivity between state and regional/local services.
- **Active Transportation**—\$500 million General Fund to advance projects that increase the proportion of trips accomplished by walking and biking, increase the safety and mobility of non-motorized users, advance efforts of regional agencies to achieve greenhouse gas reduction goals, enhance public health, and benefit many types of users, especially in disadvantaged communities.
- **High Priority Grade Separations and Grade Crossing Improvements**—\$500 million General Fund to support critical safety improvements throughout the state.
- **High-Speed Rail**—\$4.2 billion Proposition 1A to complete high-speed rail construction in the Central Valley, advance work to launch service between



Merced and Bakersfield, advance planning and project design for the entire project, and leverage potential federal funds.

- **State Highway Rehabilitation and Local Roads and Bridges**—\$2 billion (\$1.1 billion special funds through 2028, and \$968 million federal funds) to support the advancement of priority State Highway Operation and Protection Program (SHOPP) projects, Interregional Transportation Improvement Program (ITIP) projects, and local road and bridge investments.
- **Zero-Emission Rail and Transit Equipment Purchases and Infrastructure**—\$407 million (\$100 million General Fund, \$280 million Public Transportation Account, and \$27 million federal funds) to demonstrate and purchase or lease state-of-the-art, clean bus and rail equipment and infrastructure that eliminate fossil fuel emissions and increase intercity rail and intercity bus frequencies.
- **Zero-Emission Buses and Trucks**—\$1.4 billion (\$1.3 billion General Fund, \$87 million Air Pollution Control Fund) to demonstrate and purchase or lease green buses and trucks.
- **Los Angeles Olympics**—\$1 billion General Fund to deliver critical projects in time for the 2028 Olympic Games.

The May Revision also includes the new Clean California Initiative in which Caltrans will partner with local governments in a statewide beautification effort. One-time funding of \$1.5 billion General Fund will be used for a three-year effort to clean up garbage statewide, beautify the state's transportation network, educate the public about the harms of litter, and create long-lasting litter deterrents.

This effort will consist of:

- \$418 million for litter abatement activities, strengthening trash collection efforts by Caltrans and partners to eliminate over one million cubic yards of trash from state routes, increasing access to waste facilities and providing free monthly disposal days.
- \$430 million for state beautification projects, implementing sustainable, green beautification projects that enhance safety and transform dividing highways into public spaces that unify communities.
- \$444 million for local beautification projects, supporting communities, students, and local artists by working together to create meaningful, livable spaces and establishing a local grant program to match efforts that enhance communities and reduce litter on local streets, tribal land, and near transit centers.
- \$75 million for grants for hundreds of art installations on the state and local transportation system.
- \$50 million for a public education campaign and outreach to schools and students.
- \$83 million over three years for project design, construction, local support and engagement, and administration required to deliver this initiative.

## Zero Emission Vehicles

The May Revision builds on funding to the Governor's Budget and proposes \$826 million in additional investments that accelerate the state toward meeting climate and transportation goals. The May Revision significantly increases the investment in the transition to zero emission vehicles, which when combined the Governor's original budget, would allocate \$1.8 billion in 2021-22, and a total of \$3.2 billion over the next three years. Table 1 below details the zero emission vehicle programs and proposed funding levels.

**Table 1. Zero Emission Vehicle Proposal**

Zero Emission Vehicle Package (\$ in Millions)					
Investment Category	Department	Program	Governor's Budget	May Revision 2021-22	Total 2021-22
Low Carbon Transportation & ZEV Strategy	Air Resources Board	Clean Trucks, Buses & Off-Road Equipment	\$315	\$87	\$402
		Clean Cars 4 All & Transportation Equity Projects (\$400 million total)	\$150	\$0	\$150
		Clean Vehicle Rebate Project (\$400 million total)	\$0	\$134	\$134
	Air Resources Board & California Energy Commission	Drayage Trucks & Infrastructure (\$470 million total)	\$0	\$160	\$160
		Drayage Pilot Project	\$0	\$65	\$65
		Transit Buses & Infrastructure (\$290 million total)	\$0	\$100	\$100
		School Buses & Infrastructure (\$450 million total)	\$0	\$150	\$150
	California Energy Commission	Clean Transportation Program/ ZEV Infrastructure	\$500	(\$500)	\$500
		ZEV Manufacturing Grants (\$250 million total)	\$0	\$125	\$125
	GO-Biz	ZEV Market Development Strategy	\$0	\$5	\$5
<b>Total</b>			<b>\$965</b>	<b>\$826</b>	<b>\$1,791</b>

## State Legislation

Staff continues to review proposed legislation and identify bills relevant to our 2021 Legislative Program. In addition, staff are monitoring the progress of the bills the Commission has taken a position on and will provide updates as appropriate at the June Commission meeting. Table 2 details the status of bills the Commission has taken a position on as of June 15, 2021. Staff will provide any substantive updates to the Commission at the meeting. Table 3 details one bill and recommended position for the Commission's consideration.

**Table 2. The Commission has taken positions on the following bills:**

Bill Number	Bill Information	Position taken by Commission
<b><u>AB 43</u></b> <b><u>(Friedman D)</u></b>  Traffic safety.	AB 43 will allow local jurisdictions to have greater flexibility when setting speed limits. This bill would allow local authorities to consider additional factors such as pedestrian and bicycle safety.  <b>This bill has advanced out of the Assembly and is in the Senate Transportation Committee.</b>	Support
<b><u>AB 455</u></b> <b><u>(Bonta/Wicks D)</u></b>  Bay Bridge Fast Forward Program.	AB 455 would authorize BATA to designate transit only traffic lanes on the San Francisco/Oakland Bay Bridge.  <b>This bill has advanced to Senate Transportation</b>	Support and seek amendments
<b><u>AB 917</u></b> <b><u>(Bloom D)</u></b>  Vehicles: video imaging of parking violations.	This bill would provide that a public transit operator may install automated forward-facing parking cameras on city-owned or district-owned public transit vehicles.  <b>This bill is now in Senate Rules</b>	Support
<b><u>SB 18</u></b> <b><u>(Skinner D)</u></b>  Green hydrogen	Senate Bill 18 clarifies that the California Public Utilities Commission, Air Resources Board, and Energy Commission should consider green hydrogen in any plans developed to help California reach 100% zero carbon electricity by 2045.  <b>This bill is now in the Assembly Utilities and Energy Committee.</b>	Support

<b>SB 671</b> <b>(Gonzalez)</b> <b>Clean Freight</b> <b>Corridor</b> <b>Efficiency</b> <b>Assessment</b>	<p>Establishes the Clean Freight Corridor Efficiency Assessment, to be developed by the California Transportation Commission (CTC) in coordination with other state agencies. The bill would require the CTC to identify freight corridors throughout the state that would be priority candidates for the deployment of zero-emission medium- and heavy-duty vehicles.</p> <p><b>This bill is in the Assembly Transportation Committee.</b></p>	Support
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Two-year bills.

Bill Number	Bill Information	Position taken by Commission
<b>AB 550</b> <b>(Chiu D)</b>  Vehicles: speed safety system pilot program.	<p>This bill would develop and adopt guidelines for the implementation of pilot programs that allow for speed safety systems.</p> <p><b>This is now a two-year bill so that ongoing discussions can continue.</b></p>	Support
<b>AB 476</b> <b>(Mullin)</b>  Bus on Shoulder	<p>This bill would allow for a transit bus pilot program that allows Caltrans to establish up to 8 projects for a transit operator to use buses on the shoulders of state highways. The Commission took a support and seek amendments position.</p> <p><b>This bill is now a two-year bill.</b></p>	Support and seek amendments.

**Table 3. Recommended Bill Position**

Bill Number	Bill Information	Analysis	Recommended Position
<b>SB 44</b>  <b>(Allen D)</b>	<p>California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects. This bill establishes expedited administrative and judicial review of environmental review and approvals granted for "environmental leadership transit projects" that meet specified requirements. The bill would require the Judicial Council, on or before April 1, 2022, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, within 270 calendar days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to an environmental leadership transit project. The bill would require the environmental leadership transit project to meet certain labor requirements.</p>	<p>The Alameda CTC 2021 legislative program calls for the support of environmental streamlining and expedited project delivery, including contracting flexibility and innovative project delivery methods. SB 44 would streamline judicial review for environmental leadership transit projects thus expediting project delivery.</p> <p>AC Transit, the California Transit Association and the California Association of Councils of Governments have taken support positions on this bill.</p>	<b>Support</b>

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

**Attachment:**

A. Alameda CTC 2021 Legislative Program



2021 Alameda County Transportation Commission Legislative Program

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

The legislative program herein supports Alameda CTC's transportation vision below adopted for the 2020Countywide 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
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none"><li>• Seek COVID-19 state and federal recovery and operations funding and waive federal cost sharing requirements for transit.</li><li>• Support means-based fare programs while being fiscally responsible.</li><li>• 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.</li><li>• Oppose efforts to repeal transportation revenue 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 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.</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>

<b>Multimodal Transportation, Land Use, Safety and Equity</b>	Expand multimodal systems, shared mobility and safety and advance equity	<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 while ensuring privacy is protected.</li> <li>• Support efforts to allow automated parking enforcement of parking or stopping in bus stops.</li> <li>• Support policies that enhance equity and transportation access.</li> <li>• Support means-based fare programs while being fiscally responsible.</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 including express bus on shoulder opportunities.</li> <li>• Ensure that Alameda County needs are included in and prioritized in regional, state and federal planning and funding processes.</li> <li>• 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.</li> <li>• 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.</li> <li>• Support advocacy of cooperation and partnership with railroads to advance projects, with a particular interest in rail safety projects.</li> </ul>
	Enhance Transportation Safety	<ul style="list-style-type: none"> <li>• Support investments in active transportation, including for improved safety and advance Vision Zero strategies to reduce speeds and protect communities.</li> <li>• Support allowing cities the discretion to use more effective methods of speed enforcement within their jurisdictions.</li> <li>• Support efforts to enable automated speed enforcement.</li> <li>• Allow local flexibility to set safer speed limits (thereby getting rid of the 85th percentile rule).</li> <li>• Regulate navigation apps from directing regional commute traffic onto local neighborhood streets as a bypass for freeway traffic congestion.</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 emission transit fleets and trucks consistent with and supportive of Governor Newsome's Executive order N-79-20.</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 technology to reduce GHG emissions.</li> <li>• Support efforts to address sea level rise adaptation including planning, funding and implementation support.</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 and station infrastructure for buses.</li> <li>• Support for safer vehicles and telecommuting.</li> </ul>



		<ul style="list-style-type: none"><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><li>• Support efforts to increase transit priority throughout the transportation system, such as on arterials, freeway corridors and bridges serving the County.</li></ul>
<b>Project Delivery and Operations</b>	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 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.</li><li>• Support innovation and managed delivery of lane conversions.</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><li>• Support local flexibility and decision-making regarding land-uses for transit-oriented development (TOD) and priority development areas (PDAs).</li><li>• Support funding and partnership leveraging opportunities for TOD and PDA implementation, including transportation corridor investments that link PDAs.</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>

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# Memorandum

8.2

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www.AlamedaCTC.org

**DATE:** June 17, 2021

**TO:** Alameda County Transportation Commission

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

**SUBJECT:** FY 2019-20 Measure B, Measure BB and Vehicle Registration Fee Program Compliance Summary Report Update

## Recommendation

This item is to provide the Commission with an update on the Measure B, Measure BB, and Vehicle Registration Fee (VRF) Program Compliance for the Fiscal Year 2019-20 (FY19-20) reporting period. This item is for information only.

## Summary

Each year, Alameda CTC requires recipients of Measure B, Measure BB, and VRF Direct Local Distribution (DLD) funds to submit audited financial statements and program compliance reports to document the receipt and use of DLD funds. Alameda CTC, in conjunction with the Independent Watchdog Committee (IWC), reviews these reports to verify DLD funds are expended in compliance with the voter approved transportation expenditure plans and Alameda CTC's expenditure requirements. Alameda CTC prepares Program Compliance Summary Reports which includes a review of the fiscal year's DLD investments, fund balances, and a compliance determination.

Upon review of DLD recipients' financial statements and program compliance reports, Alameda CTC finds all twenty DLD recipients in compliance with the DLD financial reporting and program compliance requirements for the FY19-20 reporting period.

## Background

Alameda CTC is responsible for administering the Measure B, Measure BB, and the VRF Programs. Annually, Alameda CTC distributes over half of all revenues generated by these programs to twenty eligible recipients as Direct Local Distributions (DLD) for local transportation improvement programs. From the inception of each program to the end of Fiscal Year 2019-20 (FY19-20), Alameda

CTC has distributed over \$1.6 Billion in combined DLD funds to eligible recipients for local transportation (streets and road), bicycle/pedestrian, transit, and paratransit programs. The eligible recipients include twenty jurisdictions consisting of the fourteen cities, the County, and five transit agencies providing transportation improvements and services in Alameda County.

The Master Programs Funding Agreements (MPFAs) between Alameda CTC and the recipients authorize the distribution of formula funds to the recipients and specifies expenditure requirements. Each year, recipients are required to submit audited financial statements and program compliance reports to confirm DLD annual receipts, expenditures and the completion of reporting obligations. This year's compliance reporting period is for FY19-20, which covers July 1, 2019 to June 31, 2020. The reports capture DLD recipients' annual reporting deliverables including:

- Annual revenues, interest, expenditures, and fund balances
- Publication of a newsletter article, website coverage, and signage
- Performance Metrics including Pavement Condition Index, transit on-time performance, capital vs. administrative investments, and service effectiveness.
- Documentation of current Bicycle and Pedestrian Master Plans
- Documentation of Measure BB Local Streets and Roads expenditures on bicycle/pedestrian improvements
- Adherence to Timely Use of Funds Policy

For the FY19-20 reporting year, all DLD recipients submitted the required compliance reports and audited financial statements to Alameda CTC. Alameda CTC staff, in collaboration with the IWC, reviewed the recipients' expenditures to determine eligibility and program compliance.

Alameda CTC has determined that all twenty DLD recipients are in-compliance with the financial reporting and expenditure requirements, and DLD policies for expenditures incurred during FY19-20. The DLD recipients' individual reports are available for review online at: <https://www.alamedactc.org/funding/reporting-and-grant-forms/>.

#### FY19-20 Fund Balances and Performance Monitoring

DLD recipients are required to document expenditure activities to report on the general performance of DLD funds. Key performance metrics monitored through the Annual Program Compliance Reporting process include timely use of funds, Measure BB Local Street and Road (LSR) investments towards bicycle/pedestrian improvements, pavement condition index, transit on-time performance, and paratransit related service implementation.

- Fund Balances: DLD recipients' collective FY19-20 ending fund balance by funding program totals \$105.5 (\$45.5M in Measure B, \$50.9M in Measure BB,

and \$9.1M in VRF) as shown in Attachment A. The balance has decreased by approximately \$5M from the past fiscal year. DLD recipients have reported \$46.6M of the fund balance is currently encumbered to active projects and contracts to demonstrate their commitment to use their DLD funds (refer to Attachment B).

- 15% Measure BB LSR Requirement: Additionally, Alameda CTC monitors the recipient's adherence to the 2014 Measure BB Transportation Expenditure Plan's requirement that mandates 15 percent of LSR DLD funds be spent on bicycle/pedestrian related improvements. Based on the collective Measure BB LSR expenditures to date, the DLD recipients are meeting the requirement with approximately 33 percent of total Measure BB LSR expenditures to date going towards bicycle/pedestrian related improvements (Attachment C).
- Pavement Condition Index: Alameda CTC's performance metric for LSR DLD recipients also requires a minimum PCI of 60 (Fair Condition) for local roadways. DLD recipients are maintaining this fair condition threshold, or have indicated a commitment and action plan to rehabilitate their most deteriorated roadways in their jurisdiction to bring their PCI to standard. DLD recipients continue to invest in road maintenance and repair to maintain and improve streets and roads. A summary of jurisdictions PCI is included in Attachment D.
- Transit On-time Performance: For transit performance, Alameda CTC monitors the reported transit operator's annual adopted on-time performance goals to actual on-time performance achieved. Generally, transit operators have exceeded or are within three percentage points of their agency's goal. The San Joaquin Regional Rail Commission noted a decline in its on-time performance for its Altamont Corridor Express operations in the fiscal year due to the implementation of new positive train control technologies. SJRRC provided a corrective action plan to implement new operating procedures and trainings for this new technology. They expect the system performance in the next fiscal year to improve as the testing phase is concluded, and the new system technologies becomes more coordinated with the track infrastructure, and procedures become more familiar among the train operators. The transit on-time performance summary is included in Attachment D.
- Seniors and People with Disabilities Performance: The Special Transportation for Seniors and People with Disabilities (Paratransit) Program contains specific performance measures based on the types of services provided by the DLD recipient. These transportation services include ADA-mandated paratransit services and city-based non-mandated paratransit programs that provide vital transportation options for seniors and people with disabilities. The recipients' programs and anticipated DLD expenditures are reviewed annually through Alameda CTC's Annual Paratransit Program Plan process. A review of the

paratransit ADA mandated services performance summary is included in Attachment D.

During the IWC's review, the members focused on jurisdictions' expenditures and performance accomplishments. Members provided comments to the DLD recipients inquiring on areas (including but not limited to) local streets and road's investments, recipients' efforts to improve pavement condition index scoring, transit related operating cost per trip, and the program administration expenses. The IWC's assessment of the DLD programs will be included as part of the IWC's Annual Report to the Public in July 2021.

#### Program Compliance Determination

All twenty DLD recipients are found to be in-compliance with the financial reporting and expenditure requirements, and associated DLD policies for expenditures incurred during FY19-20 period. Alameda CTC will continue to monitor the DLD program expenditures to ensure adherence with the respective voter-approved Transportation Expenditure Plans.

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

#### **Attachments:**

- A. DLD Program Summary of Fund Balances
- B. DLD Balances and Encumbrances
- C. Summary of Measure BB LSR Expenditures on Bicycle/Pedestrian improvements
- D. Performance Summary - PCI and on-time performance

**Measure B/Measure BB/Vehicle Registration Fee  
Direct Local Distribution Fund Balances**

*(As of the end of Fiscal Year 2019-20)*

<b>Jurisdiction:</b>	<b>Measure B</b>	<b>Measure BB</b>	<b>VRF</b>	<b>Total</b>
AC Transit	\$5,132,647	\$5,683,611		\$10,816,258
BART	\$0	\$0		\$0
LAVTA	\$0	\$0		\$0
WETA	\$441,932	\$1,831,865		\$2,273,797
ACE	\$1,249,433	\$0		\$1,249,433
Alameda County	\$548,159	\$675,309	\$288,691	\$1,512,159
City of Alameda	\$1,584,438	\$2,106,231	\$327,616	\$4,018,284
City of Albany	\$1,869,387	\$2,181,219	\$254,541	\$4,305,146
City of Berkeley	\$3,910,084	\$8,322,884	\$1,209,914	\$13,442,882
City of Dublin	\$510,024	\$675,188	\$284,556	\$1,469,768
City of Emeryville	\$840,463	\$628,941	\$23,317	\$1,492,721
City of Fremont	\$954,934	\$2,897,536	\$372,349	\$4,224,819
City of Hayward	\$7,031,694	\$8,868,232	\$975,580	\$16,875,506
City of Livermore	\$2,821,310	\$2,650,689	\$415,504	\$5,887,503
City of Newark	\$724,329	\$1,304,242	\$117,045	\$2,145,615
City of Oakland	\$11,743,956	\$6,981,944	\$1,875,400	\$20,601,300
City of Piedmont	\$1,923	\$443	\$34,011	\$36,377
City of Pleasanton	\$1,476,987	\$2,060,049	\$1,047,601	\$4,584,638
City of San Leandro	\$2,232,539	\$2,277,469	\$1,122,480	\$5,632,488
City of Union City	\$2,446,102	\$1,711,141	\$795,965	\$4,953,208
<b>Total</b>	<b>\$45,520,341</b>	<b>\$50,856,993</b>	<b>\$9,144,570</b>	<b>\$105,521,904</b>

Notes:

1. Financials are from the Measure B/BB/VRF Direct Local Distribution Recipients' FY 2019-20 Audited Financial Statements.

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**Measure B/Measure BB/Vehicle Registration Fee  
Direct Local Distribution Encumbrances and Balances**

*(As of the end of Fiscal Year 2019-20)*

<b>Jurisdiction:</b>	<b>Total Balance</b>	<b>Total Encumbrance</b>	<b>Total Remaining (Bal. - Encumbered)</b>
AC Transit	\$10,816,258	\$10,816,258	\$0
BART	\$0	\$0	\$0
LAVTA	\$0	\$0	\$0
WETA	\$2,273,797	\$203,052	\$2,070,745
ACE	\$1,249,433	\$1,249,433	\$0
Alameda County	\$1,512,159	\$386,639	\$1,125,520
City of Alameda	\$4,018,284	\$1,976,975	\$2,041,309
City of Albany	\$4,305,146	\$743,000	\$3,562,146
City of Berkeley	\$13,442,882	\$3,523,461	\$9,919,422
City of Dublin	\$1,469,768	\$1,469,212	\$556
City of Emeryville	\$1,492,721	\$842,131	\$650,590
City of Fremont	\$4,224,819	\$1,311,758	\$2,913,061
City of Hayward	\$16,875,506	\$6,004,439	\$10,871,066
City of Livermore	\$5,887,503	\$4,295,000	\$1,592,503
City of Newark	\$2,145,615	\$519,950	\$1,625,665
City of Oakland	\$20,601,300	\$3,438,906	\$17,162,394
City of Piedmont	\$36,377	\$36,377	\$0
City of Pleasanton	\$4,584,638	\$3,888,623	\$696,015
City of San Leandro	\$5,632,488	\$2,931,097	\$2,701,391
City of Union City	\$4,953,208	\$2,958,862	\$1,994,346
<b>Total</b>	<b>\$105,521,904</b>	<b>\$46,595,174</b>	<b>\$58,926,730</b>

Notes:

1. Financials are from the Measure B/BB/VRF Direct Local Distribution Recipients' FY 2019-20 Audited Financial Statements.
2. Encumbrances are towards active contracts and ongoing projects as reported by the jurisdictions.

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**Measure BB Local Streets and Roads Requirement**

*15% of Total LSR Expenditures must be towards benefiting bicylists/pedestrians.*

<b>Jurisdiction:</b>	<b>Total LSR Expenditures to Date</b>	<b>Total LSR Expenditures on Bike/Ped to Date</b>	<b>Percentage of LSR Expenditures on Bike/Ped over Total LSR Expenditures</b>	<b>15% minimum LSR achieved?</b>
ACPWA	\$12,402,139	\$11,468,926	92%	Yes
City of Alameda	\$8,162,250	\$5,535,892	68%	Yes
City of Albany	\$416,555	\$219,375	53%	Yes
City of Berkeley	\$8,854,487	\$2,553,032	29%	Yes
City of Dublin	\$1,984,641	\$698,054	35%	Yes
City of Emeryville	\$1,065,300	\$254,442	24%	Yes
City of Fremont	\$11,542,333	\$4,803,343	42%	Yes
City of Hayward	\$7,456,034	\$1,510,746	20%	Yes
City of Livermore	\$3,297,739	\$948,650	29%	Yes
City of Newark	\$1,768,169	\$713,356	40%	Yes
City of Oakland	\$53,418,708	\$9,029,774	17%	Yes
City of Piedmont	\$2,109,638	\$407,378	19%	Yes
City of Pleasanton	\$3,179,657	\$639,731	20%	Yes
City of San Leandro	\$6,005,063	\$1,430,679	24%	Yes
City of Union City	\$2,373,882	\$543,458	23%	Yes
<b>Total</b>	<b>\$124,036,597</b>	<b>\$40,756,837</b>	<b>33%</b>	<b>Yes</b>

Notes:

1. The table above reflects total Measure BB funds reported by jurisdictions.
2. Revenue and expenditure figures may vary due to number rounding.

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**DLD Performance Summary**

Fiscal Year 2019-20 Performance Monitoring

**Table 1: Pavement Condition Index**

**LSR Metric:** Alameda CTC's performance metric for DLD Local Streets and Road (LSR) recipients requires a minimum PCI of 60 (Fair Condition) for local roadways.

	<b>FY 16/17</b>	<b>FY 17/18</b>	<b>FY 18/19</b>	<b>FY 19/20</b>
Alameda County	71	71	72	71
City of Alameda	71	72	71	70
City of Albany	59	59	57	57
City of Berkeley	59	57	58	57
City of Dublin	85	85	85	85
City of Emeryville	79	77	75	74
City of Fremont	71	72	73	73
City of Hayward	70	70	70	70
City of Livermore	76	78	78	79
City of Newark	76	76	75	75
City of Oakland	56	54	54	53
City of Piedmont	64	61	62	64
City of Pleasanton	78	79	78	79
City of San Leandro	56	57	56	57
City of Union City	82	81	79	78

Source: MTC 2019 Pavement Condition of Bay Area Jurisdictions  
[https://mtc.ca.gov/sites/default/files/PCI\\_table\\_2019\\_data.pdf](https://mtc.ca.gov/sites/default/files/PCI_table_2019_data.pdf)

**Table 2: Transit On-time Performance**

**Transit Metric:** Alameda CTC monitors the reported transit operator's annual adopted on-time performance goals to actual on-time performance achieved as reported by the jurisdictions.

		<b>On-Time Performance Actual</b>				
<b>Jurisdiction:</b>	<b>On-Time Goal</b>	<b>FY 16/17</b>	<b>FY 17/18</b>	<b>FY 18/19</b>	<b>FY 19/20</b>	<b>Under/Over Goal</b>
AC Transit	72%	69%	70%	70%	73%	1%
ACE	95%	94%	89%	89%	76%	-19%
BART	91%	89%	92%	92%	89%	-2%
LAVTA	85%	81%	85%	85%	88%	3%
Union City Transit	90%	94%	92%	92%	92%	2%
WETA	95%	89%	96%	95%	97%	2%

## DLD Performance Summary

Fiscal Year 2019-20 Performance Monitoring

Table 3: ADA Mandated Services											
<b>Paratransit Metric:</b> Alameda CTC monitors programs mandated by the American's with Disabilities Act. Comparing annually the number of one-way trips/passenger ridership provided by the programs, and cost effectiveness of those trips (Measure B/BB costs by program divided by the number of passengers) as reported by the jurisdictions.											
	FY 16/17		FY 17/18			FY 18/19			FY 19/20		
Agency	No. of one-way Trips	MB/BB Cost Per Trip	No. of one-way Trips	MB/BB Cost Per Trip	Total Costs Per Trip (all Sources)	No. of one-way Trips	MB/BB Cost Per Trip	Total Costs Per Trip (all Sources)	No. of one-way Trips	MB/BB Cost Per Trip	Total Costs Per Trip (all Sources)
AC Transit	502,755	\$22.92	531,840	\$23.18	\$48.65	511,357	\$26.07	\$57.86	383,937	\$33.23	\$70.32
BART	225,876	\$17.73	238,942	\$18.13	\$18.13	229,740	\$20.45	\$58.07	172,493	\$25.30	\$70.99
LAVTA	50,433	\$9.18	50,967	\$9.77	\$9.77	46,108	\$12.19	\$39.44	34,687	\$15.19	\$46.56
Union City	21,375	\$24.48	18,028	\$28.57	\$28.57	15,382	\$38.23	\$62.13	14,638	\$38.11	\$65.77



# Memorandum

8.3

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510.208.7400

www.AlamedaCTC.org

**DATE:** June 17, 2021

**TO:** Alameda County Transportation Commission

**FROM:** Seung Cho, Director of Procurement and Information Technology  
Vanessa Lee, Senior Administrative Analyst

**SUBJECT:** Approve the release of a Request for Proposals (RFP) and/or Request for Qualifications (RFQ) for professional services for audio-visual (AV) technology upgrades and system integration services for Alameda CTC's conference rooms and authorize the Executive Director or designee to enter into negotiations and execute a professional services contract with the top ranked firm

## Recommendation

It is recommended that the Commission approve the release of a Request for Proposals (RFP) and/or Request for Qualifications (RFQ) for professional services for audio-visual (AV) technology upgrades and system integration services for Alameda CTC's conference rooms and authorize the Executive Director or designee to enter into negotiations and execute a professional services contract with the top ranked firm.

## Summary

At the direction of the Commission and to maintain Alameda CTC's commitment to public participation and transparency, staff is seeking to modernize all of Alameda CTC's conference rooms to allow for hybrid meeting environments to facilitate both in-person and remote meetings. The intent is for all conference rooms in the agency to be upgraded by converting its existing system to one that provides an integrated experience for live streaming and recorded viewing of its meetings, including audio and video conferencing, remote access, and screen sharing among meeting participants.

Staff seeks to release an RFP and/or RFQ that solicits professional services for AV system upgrades and system integration services. The top ranked firm will be expected to assess and evaluate Alameda CTC's existing system, and provide system design and upgrades to all elements of the current system, including, but not limited to:

- Microphones
- Projectors
- Screens and video displays
- High-definition cameras

- Audio and video production equipment
- AV cables, plates, and infrastructure
- AV switching
- Streaming and live broadcasting

The integrator will design the system for maximum interoperability across all components and conference rooms and will ensure flexibility in leveraging the system for future applications, as needed.

## **Background**

Alameda CTC staff has been working remotely and facilitating public and internal meetings virtually since March 13, 2020, in compliance with Alameda County's Shelter-in-Place Order (Order). Prior to the Order, Alameda CTC utilized a static audio-video system to facilitate all meetings in person, across eleven conference rooms, including the Mary V. King Conference Room, in which the Commission and its committees meet on a monthly basis. The current system and equipment in place is over eight years old and requires a modified design, replacement of all antiquated equipment, and procurement of any new or additional hardware and software required to transition to, and accommodate, hybrid meetings, as well as streaming and live broadcasting.

Staff considered several options for facilitating the upgrades in the conference rooms and determined that upgrading the current system with procurement of additional software and equipment was necessary and the most cost effective and timely option. The proposed conference room AV enhancements will provide the agency with the flexibility to facilitate both in person and remote meetings, as the State continues to update rules and regulations around COVID-19 recovery.

**Fiscal Impact:** There is adequate funding in the approved FY2021-22 adopted budget for contracts that would be procured and executed as a result of approving this item. If additional funding for office expenses is needed throughout the fiscal year, that funding will be requested during the FY2021-22 mid-year budget update process.