



Alameda County Transportation Commission

Thursday, January 27, 2022 2:00 p.m.

Pursuant to AB 361 and the findings made by the Commission governing its meetings and the meetings of its Committees in light of the current statewide State of Emergency, the Commission and its Committees will not be convening at Alameda CTC's Commission Room but will instead convene remote meetings.

Members of the public wishing to submit a public comment may do so by emailing the Clerk of the Commission at vlee@alamedactc.org. Public comments received by 5:00 p.m. the day before the scheduled meeting will be distributed to Commissioners or Committee members before the meeting and posted on Alameda CTC's website; comments submitted after that time will be distributed to Commissioners or Committee members and posted as soon as possible. Submitted comments will be read aloud to the Commission or Committee and those listening telephonically or electronically; if the comments are more than three minutes in length the comments will be summarized. Members of the public may also make comments during the meeting by using Zoom's "Raise Hand" feature on their phone, tablet or other device during the relevant agenda item, and waiting to be recognized by the Chair. If calling into the meeting from a telephone, you can use "Star (*) 9" to raise/ lower your hand. Comments will generally be limited to three minutes in length, or as specified by the Chair.

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://us06web.zoom.us/j/83437873385?pwd=cFovdkJXV3YyRkphcm9QZ0JhNkk1QT09>
Webinar ID: 834 3787 3385
Password: 367270

For Public Access Dial-in Information: 1 (669) 900 6833
Webinar ID: 834 3787 3385
Password: 367270

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

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment		
4. Election of Commission Chair and Vice Chair	Page/Action	
4.1. Approve the election of the Commission Chair and Vice Chair	1	A
5. Chair and Vice Chair Report		
5.1. Recognition of Outgoing Chair Pauline Russo Cutter for her Leadership and service to the Alameda County Transportation Commission		
6. Executive Director Report		
7. Consent Calendar		
Alameda CTC standing committees approved all action items on the consent calendar, except Item 7.1 and 7.10.		
7.1. Approve December 2, 2021 Commission Meeting Minutes, December 12, 2021 and January 10, 2022 Special Commission Meeting Minutes	3	A
7.2. I-580 Express Lanes Operations Update	11	I
7.3. Approve actions associated with the Construction and Right of Way Phases of the I-80 Gilman Interchange Improvements Project	41	A
7.4. Award Plans, Specifications and Estimate Phase and Right of Way Phase Contract for the Oakland Alameda Access Project	49	A
7.5. Approve Amendment No. 2 to Agreement A19-0001 with HNTB Corporation, Inc. for Express Lanes System Manager and Program Support Services	55	A
7.6. Approve actions to facilitate advancement of the San Pablo Avenue Multimodal Corridor Project	59	A
7.7. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments	63	I
7.8. Approve the 2021 Priority Development Area Investment & Growth Strategy	67	A
7.9. Approve I-580 Transit and Multimodal Strategy Contract Award and Execution	71	A
7.10. Community Advisory Committee Appointments	75	A
8. Community Advisory Committee Reports (Report Included in Packet)		
8.1. Independent Watchdog Committee Summary Minutes	77	I
9. Regular Matters		
9.1. Federal, state, regional, and local legislative activities update	83	I/A

- 9.2. [Consider and Adopt Findings Pursuant to Government Code Section 54953\(e\) \(AB 361\) to Continue Remote Commission and Committee Meetings](#)

95 A

10. Adjournment

Next Meeting: February 24, 2022

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 (3-minute limit, or at the discretion of the chair), submit a speaker card to the clerk, or follow remote instructions listed in the agenda preamble.
- 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 is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.



Alameda CTC Schedule of Upcoming Meetings February 2022

Commission Chair

Mayor Pauline Russo Cutter
City of San Leandro

Commission Vice Chair

Mayor John Bauters
City of Emeryville

AC Transit

Board President Elsa Ortiz

Alameda County

Supervisor David Haubert, District 1
Supervisor Richard Valle, District 2
Supervisor Dave Brown, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART

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

Mayor Teddy Gray King

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.	I-680 Sunol Smart Carpool Lane JPA (I-680 JPA)	February 14, 2022
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	February 24, 2022

Advisory Committee Meetings

1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	February 10, 2022
5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	February 17, 2022
1:30 p.m.	Joint Paratransit Advisory and Planning Committee (PAPCO) and Paratransit Technical Advisory Committee (ParaTAC)	February 28, 2022

Pursuant to AB 361 and the findings made by the Commission governing its meetings and the meetings of its Committees in light of the current statewide State of Emergency, the Commission and its Committees will not be convening at Alameda CTC's Commission Room but will instead convene remote meetings.

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



Memorandum

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 20, 2022

TO: Alameda County Transportation Commission

FROM: Tess Lengyel, Executive Director
Vanessa Lee, Clerk of the Commission

SUBJECT: Approve the election of the Commission Chair and Vice-Chair

Recommendation

It is recommended that the Commission approve the election of the Chair and Vice-Chair of the Alameda County Transportation Commission.

Summary

Per the Alameda County Transportation Commission (Alameda CTC) Administrative Code, the elections of the Commission's Chair and Vice-Chair are to take place at the annual organizational Commission meeting and such elections are effective immediately. The Code also indicates that the term of the Chair and Vice-Chair is for a period of one year. The current Chair and Vice-Chair have just completed their second year of service.

Background

The Commission annually elects the Chair and Vice Chair at its organizational Commission meeting. The Administrative Code indicates that in selecting the Chair and Vice-Chair, members of the Commission should give reasonable consideration to rotating these positions among geographic areas.

Subsequent to the election, the Chair shall appoint all members of the Commission's six Standing Committees including the designation of the chair and vice-chair of each Committee. The Chair shall also make appointments to other local and regional transportation committees when these appointments are required from the Alameda CTC.

Fiscal Impact: There is no fiscal impact.

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Alameda County Transportation Commission Commission Meeting Minutes Thursday, December 2, 2021, 2 p.m.

7.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Call to Order

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioners Cox, Miley, Thao, Valle, and Woerner.

Commissioner Robinson attended as an alternate for Commissioner Droste.

Subsequent to the roll call:

Commissioner Hernandez arrived during item 4.

Commissioner Miley arrived during item 5.

Commissioner Woerner arrived during item 6.

Commissioner Miley left during item 8.

3. Public Comment

There were no public comments.

4. Chair and Vice Chair Report

Chair Cutter emphasized the progress and achievements of Alameda CTC, despite the significant challenges caused by the COVID-19 pandemic. The Chair highlighted programs and projects which have continued to make progress throughout the pandemic, including the NorCal Zero Emissions Project for the 2023 roll-out of 30 hydrogen fuel cell drayage trucks serving the Port of Oakland.

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

5. Executive Director Report

Tess Lengyel presented this item, noting that the report is also available on the website. Ms. Lengyel highlighted several projects including the opening of the South Bay Front Bridge in Emeryville and the conclusion of a successful financial audit for the agency.

6. Consent Calendar

- 6.1. Approve October 28, 2021 Commission Meeting Minutes and November 8, 2021 Special Commission Meeting
- 6.2. Approve Alameda CTC meeting schedule for the 2022 calendar year
- 6.3. FY2021-22 First Quarter Report of Claims Acted Upon Under the Government Claims Act
- 6.4. Annual Local Business Contract Equity Program Utilization Report for Payments Processed between July 1, 2020 and June 30, 2021

- 6.5. Approve the Alameda CTC FY2021-22 First Quarter Investment Report
- 6.6. Approve the Alameda CTC FY2020-21 First Quarter Consolidated Financial Report
- 6.7. Approve an Amendment to Agreement with the California Department of Tax and Fee Administration for State Administration of District Transactions and Use Taxes for Measure BB, an Agreement for Preparation to Administer and Operate Alameda CTC's Transaction and Use Tax Ordinance, and an Agreement for State Administration of District Transaction and Use Taxes, and adopt related resolutions
- 6.8. Approve the Fiscal Year 2022-23 Professional Services Contracts Plan
- 6.9. Approve the Bay Area Express Lanes Network Executive Steering Committee Memorandum of Understanding
- 6.10. Approve Amendment No. 6 to Agreement A17-0070 with Electronic Transaction Consultants, LLC for Operations and Maintenance of the I-580 Express Lanes
- 6.11. GoPort – Freight Intelligent Transportation System Project: Approve Actions to Facilitate Construction Completion and Project Status Update
- 6.12. Approve actions to facilitate advancement of the East Bay Greenway (from Lake Merritt BART to South Hayward BART) Project
- 6.13. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
- 6.14. Multimodal Corridor Project Updates: San Pablo Avenue and East 14th Street/Mission and Fremont Boulevard
- 6.15. Community Advisory Appointments

Commissioner Haubert stated that he had a Levine Act conflict for Item 6.8, and must recuse himself from the vote, as noted in the staff report for the item. He stated that he was informed that since the item is on the consent calendar, he may continue to participate in the meeting and vote on the consent calendar as a whole, and the minutes will reflect that he recused himself from the individual item.

Commissioner Ezzy Ashcraft moved to approve all items on the consent calendar. Commissioner Ortiz seconded the motion. The motion passed with the following roll call vote:

Yes: Bauters, Brown, Carson, Cavanaugh, Cutter, Dutra-Vernaci, Ezzy Ashcraft, Freitas, Halliday, Haubert, Hernandez, Kaplan, Mei, Miley, Nason, Ortiz, Robinson, Saltzman, Woerner
No: None
Abstain: None
Absent: Cox, Thao, Valle
Recusal: Haubert (Item 6.8)

7. Community Advisory Committees

- 7.1. Bicycle and Pedestrian Advisory Committee
The report was included in the packet.

- 7.2. Independent Watchdog Committee
The report was included in the packet.

8. Regular Matters

8.1. Approve the Alameda CTC Draft Audited Annual Comprehensive Financial Report for the Year Ended June 30, 2021

David Alvey, Maze & Associates, presented this item, which included financial highlights, as well as a statement of activities for FY 2020-2021 and a breakdown of Alameda CTC's revenue and expenses. He noted that Maze & Associates, reported what is considered to be an unmodified opinion or clean audit for Alameda CTC.

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

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

8.2. Approve Alameda CTC Staff and Retiree Benefits for Calendar Year 2022 and Salary Ranges for FY2022-23

Patricia Reavey presented this item, which outlined changes to the benefits for the following fiscal year including the addition of one floating holiday, an adjustment to the Cafeteria Plan's monthly benefit allowance as well as an adjustment to the monthly benefit for retirees through the Health Reimbursement Arrangement. Ms. Reavey noted that there are 4 positions in the classification list which are considered local agency executives including: the Executive Director, Deputy Executive Director of Projects, Deputy Executive Director of Finance and Administration, and Deputy Executive Director of Planning and Policy. This report does not affect the Executive Director's or the Deputy Executive Director's salaries. As with all employees, there will be a slight increase to the cafeteria plan allowance of \$255 as mentioned previously which could affect local agency executive's benefits and one additional floating holiday to recognize a culturally significant holiday.

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

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

8.3. Federal, state, regional, and local legislative activities update

Carolyn Clevenger and Maisha Everhart presented this item, which included an overview of the 2022 Legislative Program. The overview included a highlight of the core policy priorities of the 2022 Legislative Program, as guided by the 2020 Countywide Transportation Plan and include the following; advocacy for transportation funding, equity, safety, sustainability and effective project delivery and operations.

Commissioner Ortiz moved to approve this item. Commissioner Dutra-Vernanci seconded the motion. The motion passed with the following roll call vote:

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

8.4. Consider and Adopt Findings Pursuant to Government Code Section 54953(e) (AB 361) to Continue Remote Commission and Committee Meetings

Commissioner Cutter moved to approve the motion as recommended in staff report. Commissioner Ortiz seconded the motion. The motion passed with the following roll call vote:

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

9. Commission Member Reports

Commissioner Bauters noted the opening of the Bay Street Pedestrian Bridge in Emeryville.

Commissioner Ezzy Ashcraft commented on the Sea Level Rise webinar by the California League of Cities and San Francisco Bay Conservation and Development Commission.

Commissioner Dutra-Vernaci reminded the Commission the the Regional Measure 3 toll increase for the bridges will become effective in January 2022, as well as the reduction in fees for FastTrak violators.

10. Adjournment

The next meeting is Thursday, December 13, 2021, at 2:00 p.m.



Alameda County Transportation Commission Commission Meeting Minutes Thursday, December 13, 2021, 2 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Call to Order

2. Roll Call

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

Commissioner Cox attended as an alternate for Commissioner Brown.
Commissioner Kalb attended as an alternate for Commissioner Kaplan.
Commissioner Salwan attended as an alternate for Commissioner Mei.

Subsequent to the roll call:

Commissioner Thao arrived during item 3.
Commissioner Haubert arrived during item 4.2.

3. Public Comment

There were no public comments.

4. Regular Matters

4.1. Consider and Adopt Findings Pursuant to Government Code Section 54953(e) (AB 361) to Continue Remote Commission and Committee Meetings

*Commissioner Woerner moved to approve the findings as stated in the staff report.
Commissioner Ezzy Ashcraft seconded the motion. The motion passed with the
following roll call vote:*

Yes: Bauters, Brown, Cason, Cavanaugh Cox, Cutter, Droste, Dutra-Vernaci,
Ezzy Ashcraft, Freitas, Halliday, Hernandez, Kalb, Miley, Nason, Ortiz,
Saltzman, Thao, Valle, Woerner,

No: None

Abstain: None

Absent: Haubert

4.2. Federal, state, regional, and local legislative activities update

Emily Bacque Da Silva, CJ Lake, LLC and Jen Covino, Simon and Company, Inc. presented this item which provided an overview of major federal developments related to transportation in 2021, including the Bipartisan Infrastructure Law, the Build Back Better Act and initiatives from the US Department of Transportation's Federal Highway Administration.

5. Commission Member Reports

There were no Commission member reports.

6. Adjournment

The next meeting is Monday, January 10, 2022, at 11:15 a.m.



Alameda County Transportation Commission Commission Meeting Minutes Thursday, January 10, 2022, 11:15 a.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Call to Order

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioners Cavanaugh, Droste, Ezzy Ashcraft, and Mei.

Commissioner Cox attended as an alternate for Commissioner Brown.

Commissioner Freitas was present at the meeting; however, he experienced audio problems for the duration of the meeting.

3. Public Comment

There were no public comments.

4. Regular Matters

4.1. Consider and Adopt Findings Pursuant to Government Code Section 54953(e) (AB 361) to Continue Remote Commission and Committee Meetings

Commissioner Ortiz moved to approve the findings as stated in the staff report.

Commissioner Brown seconded the motion. The motion passed with the following roll call vote:

Yes: Bauters, Brown, Carson, Cox, Cutter, Dutra-Vernaci, Halliday, Haubert, Hernandez, Kaplan, Miley, Nason, Ortiz, Saltzman, Thao, Valle, Woerner

No: None

Abstain: None

Absent: Cavanaugh, Droste, Ezzy Ashcraft, Freitas, Mei

5. Commission Member Reports

6. Adjournment

The next meeting is Thursday, January 27, 2022, at 2:00 p.m.

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Memorandum

7.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 20, 2022

TO: Alameda County Transportation Commission

FROM: Ashley Tam, Associate Transportation Engineer

SUBJECT: I-580 Express Lanes Operations Update

Recommendation

This item is to provide the Commission with an update on the operation of the I-580 Express Lanes for the fourth quarter of fiscal year 2020-2021 and the first quarter of fiscal year 2021-2022. This item is for information only.

Summary

The purpose of this item is to provide the Commission with a Quarterly Operations Update of the existing I-580 Express Lanes for the fourth quarter of fiscal year 2020-2021 (April through June 2021) and the first quarter of fiscal year 2021-2022 (July through September 2021). The express lanes continue to provide higher speeds and lower average lane densities than the general purpose lanes, as well as travel reliability along the corridor. See Attachment A for more detail.

Background

The Alameda CTC is the project sponsor of the 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. Motorists using the I-580 Express Lanes facility benefit from travel time savings and travel reliability as the express lanes optimize the corridor capacity by providing a choice to drivers. Single occupancy vehicles (SOVs) may choose to pay a toll and travel within the express lanes, while carpools, clean-air vehicles, motorcycles, and transit vehicles using a FasTrak® flex toll tag may enjoy the benefits of toll-free travel in the express lanes. Efforts are underway to modify the toll system to implement the 50% toll discount for Clean-Air Vehicles (CAV) in accordance with the new policy adopted in

June 2020; implementation of the policy is expected in 2022 with prior outreach to notify the public of the change.

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.

Due to the COVID-19 public health crisis and state and regional Shelter-in-Place (SIP) orders, express lane use decreased significantly in spring 2020 and has slowly returned throughout 2020 and 2021. As of September 2021, express lane traffic volumes are rebounding, but still lower overall than traffic prior to the pandemic. The recovery is characterized by directional nuances; however, it is too early to assess potential long-term traffic impacts.

FY 2020-2021 Q4 Operations Update:

Performance of the I-580 Express Lane for the fourth quarter (Q4) of fiscal year 2020-2021 are highlighted below. Note that Q4 of FY19-20, which is referenced in year-over-year comparisons below, consists of data from June 2020, as Express Lane operations were suspended on March 20th through May 31st due to the COVID-19 pandemic. See Attachment A for more details.

- Motorists made over 1,997,000 express lane trips during operational hours in Q4. Daily express lane trips averaged 31,200, a 32% increase from the same quarter in the prior fiscal year.
 - Paid trips totaled 1,036,000, or 16,200 trips per day, which is a 27% increase over the same quarter of the previous fiscal year.
 - Toll-free trips made up 48% of all trips, which is an increase over the 46% observed in the same quarter of the previous fiscal year.
- Generally, express lane users experienced better traffic conditions than the general purpose lanes, particularly during peak commute hours.
 - Westbound peak period (6 AM - 9 AM) express lane speeds averaged 70 miles per hour (mph) and users experienced average level of service (LOS) B throughout the corridor.
 - Eastbound peak period (3 PM - 6 PM) express lane speeds averaged 61 mph and users experienced averaged LOS C throughout the corridor.
- The average assessed toll for SOV motorists was \$2.07 and \$3.21 for westbound and eastbound, respectively.
- CHP performed 613 hours of enforcement services and made 670 enforcement contacts during Q4.

FY 2021-2022 Q1 Operations Update:

Performance of the I-580 Express Lane for the first quarter (Q1) of fiscal year 2021-2022 are highlighted below. See Attachment A for more details.

- Motorists made over 2,157,000 express lane trips during operational hours in Q1. Daily express lane trips averaged 33,200, a 29% increase from the same quarter in the prior fiscal year.
 - Paid trips totaled 1,115,000, or 17,200 trips per day, which is a 24% increase over the same quarter of the previous fiscal year.
 - Toll-free trips made up 48% of all trips, which is an increase over the 46% observed in the same quarter of the previous fiscal year.
- Generally, express lane users experienced better traffic conditions than the general purpose lanes, particularly during peak commute hours.
 - Westbound peak period (6 AM - 9 AM) express lane speeds averaged 67 miles per hour (mph) and users experienced average level of service (LOS) B throughout the corridor.
 - Eastbound peak period (3 PM - 6 PM) express lane speeds averaged 61 mph and users experienced averaged LOS C throughout the corridor.
- The average assessed toll for SOV motorists was \$2.22 and \$3.17 for westbound and eastbound, respectively.
- CHP performed 559 hours of enforcement services and made 581 enforcement contacts during Q1.

COVID-19 Impacts:

After SIP orders were issued in March 2020, traffic volumes in the express lanes decreased by approximately 60 percent. In response to the decreased usage, toll rates were rolled back to January 2018 levels, with maximum tolls of \$13 for westbound travel and \$9.50 for eastbound travel, which were lower than the pre-COVID maximums of \$14 and \$13, respectively. Staff increased the eastbound dynamic pricing cap back to the January 2019 maximum of \$12 in February 2021 to manage rebounding express lane congestion. Staff returned the eastbound dynamic pricing cap back to the January 2020 level of \$13 in September 2021 to ensure continued management of the express lanes. Staff continue to monitor traffic volumes and manage congestion in both directions.

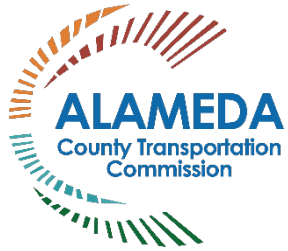
I-580 express lane usage in Q4 and Q1 is rebounding towards pre-COVID levels, however there are directional disparities. Total average daily traffic volumes increased 40% compared to Q4 of FY19-20, but remain 7% lower than Q4 FY18-19 levels. Westbound express lane traffic during the peak period saw the greatest decline from Q4 of FY 18-19 to FY 19-20 (a drop of 50%), yet also saw the largest percentage increase (+43%) from Q4 of 19-20 to FY 20-21 of either direction or facility. Eastbound express lane peak period traffic increased just 21% over Q4 of FY 19-20, but is now 6% lower than Q4 FY 18-19 levels compared to 17% lower in the westbound express lanes. Gains in express lane traffic volumes outpaced the year-over-year change in general purpose lane traffic for both

directions of travel. Traffic speeds have dropped from 2020 highs, yet remain elevated above pre-COVID levels in both directions, which accounts for the relative improvement in eastbound traffic density from pre-COVID levels despite comparable volumes.

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

Attachment:

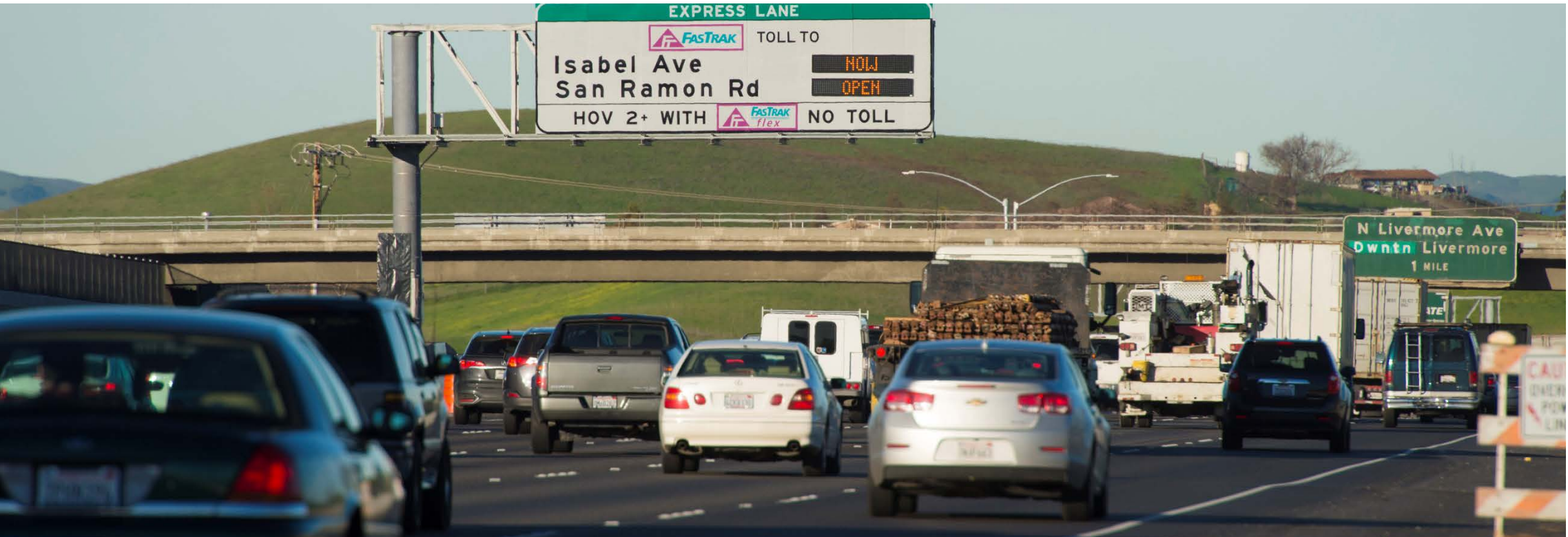
- A. I-580 Express Lane Operations Update (FY 2020-21 Q4 and FY 2021-22 Q1)



ALAMEDA COUNTY TRANSPORTATION COMMISSION

I-580 Express Lanes

Quarterly Operations Update

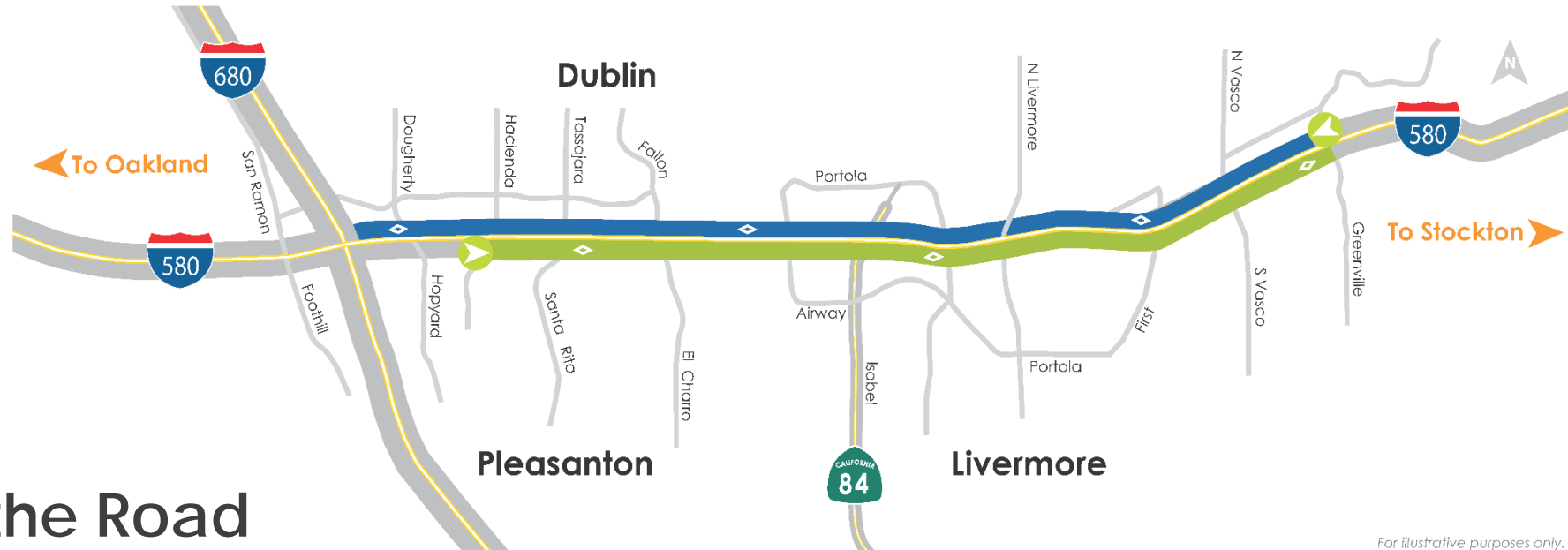


TOLL-PAYING
VEHICLES



TRANSIT

I-580 Express Lane Overview



Rules of the Road

- Hours are 5 AM – 8 PM, Monday through Friday
- FasTrak® is required for all users
- Carpools (2+), motorcycles, transit buses, and eligible Clean-Air Vehicles (CAV)* travel toll-free with FasTrak Flex set to HOV 2 or HOV3+

* Policy to charge single-occupant CAVs a 50% toll will be implemented in 2022 with prior outreach to notify the public of the change.

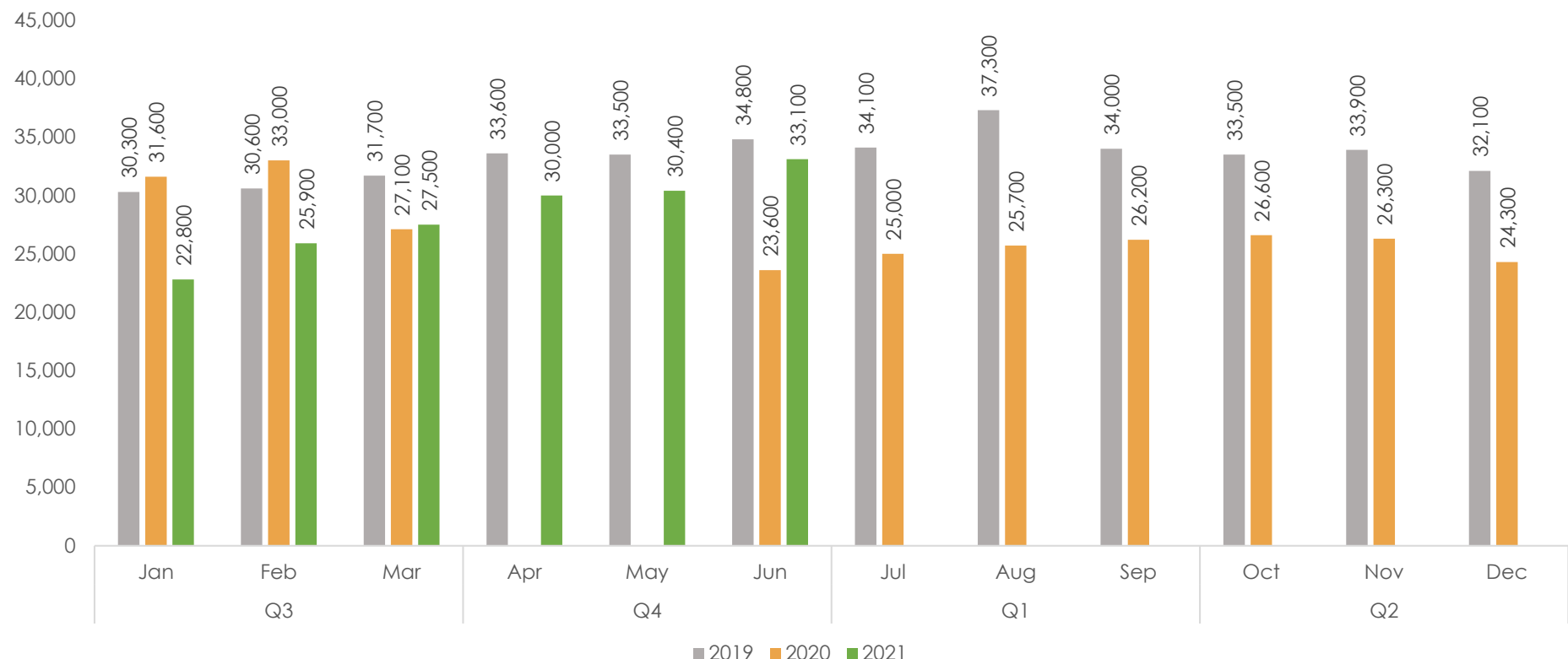
FY 20-21 Q4 Performance Highlights

- Motorists made over 1,997,000 express lane trips during operational hours in Q4. Daily express lane trips averaged 31,200, a 32% increase from the same quarter in the prior fiscal year.*
 - Paid trips totaled 1,036,000, or 16,200 trips per day, which is a 27% increase over the same quarter of the previous fiscal year.
 - Toll-free trips made up 48% of all trips, which is an increase over the 46% observed in the same quarter of the previous fiscal year.
- Generally, express lane users experienced better traffic conditions than the general purpose lanes, particularly during peak commute hours.
 - Westbound peak period (6 AM - 9 AM) express lane speeds averaged 70 miles per hour (mph) and users experienced average level of service (LOS) B throughout the corridor.
 - Eastbound peak period (3 PM - 6 PM) express lane speeds averaged 61 mph and users experienced average LOS C throughout the corridor.
- The average assessed toll for single occupancy vehicle (SOV) motorists was \$2.07 and \$3.21 for westbound and eastbound, respectively.
- CHP performed 613 hours of enforcement services and made 670 enforcement contacts during Q4.

**Q4 of FY19-20, which is referenced in year-over-year comparisons throughout this update, consists of data from June 2020, as Express Lane operations were suspended throughout April and May due to the COVID-19 pandemic.*

Average Daily Express Lane Trips

Through FY 2020-2021 Q4



Q4 of FY 2020-2021

1,997,000
Total Trips

Avg. Daily Trips compared to
Q4 of FY 2019-20

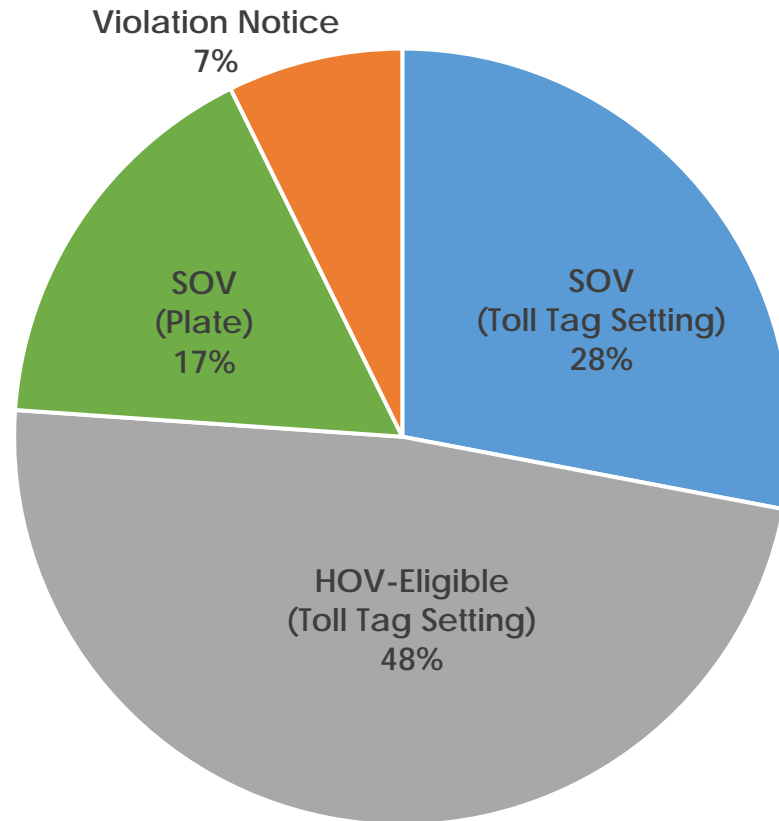
+32%

Note: Express Lane tolling operations were suspended between 3/20/20 and 6/1/2020 in response to the COVID-19 public health crisis.

Over 40.6 million express lane trips have been taken during tolling hours since the I-580 Express Lanes opened in February 2016. Of those, a total of 1,997,000 trips took place during Q4 of FY 2020-2021. Express Lanes saw an average of 31,200 trips per day, which represents a 32% increase compared to Q4 of FY 2019-2020.

Typical Express Lane Trip User Breakdown

FY 2020-2021 Q4

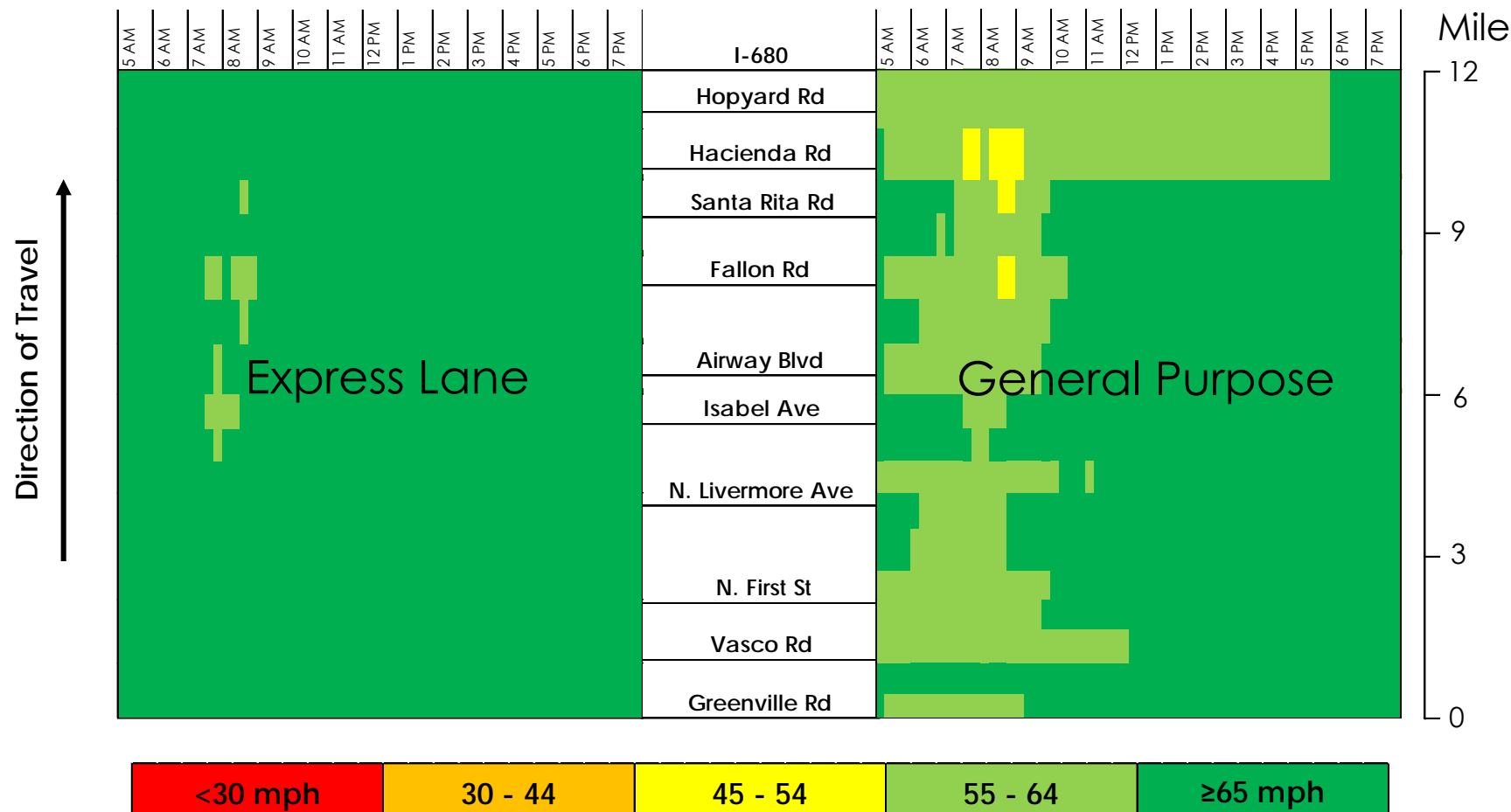


Toll-free trips made up 48% of all trips in Q4, a 2% increase from Q4 of the previous fiscal year. It is not yet clear if the pandemic will have a lasting impact on carpooling in the region.

During Q4, 69% of all trips taken by users without a toll tag were assessed tolls via FasTrak account. All others were issued violation notices.

Westbound I-580 Corridor Speed Heat Maps

FY2020-2021 Q4

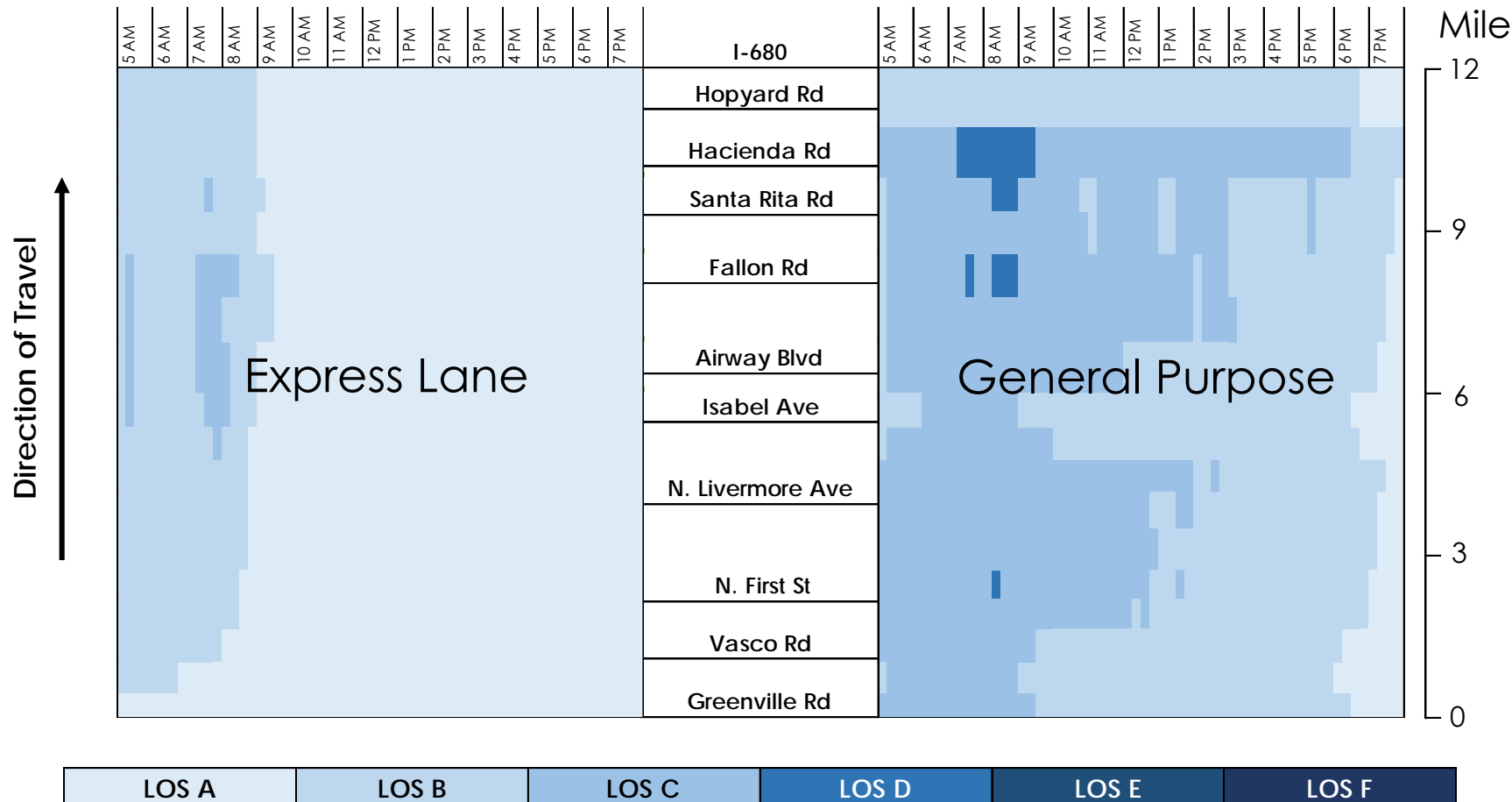


Express lanes average 6 – 9 mph faster than general purpose lanes depending on the time of day and location within the corridor.

Express Lane speeds average 70 mph during the morning commute period, versus 61.5 mph in the general purpose lanes, and remain elevated at all other times throughout the corridor.

Westbound I-580 Corridor LOS Heat Maps

FY2020-2021 Q4

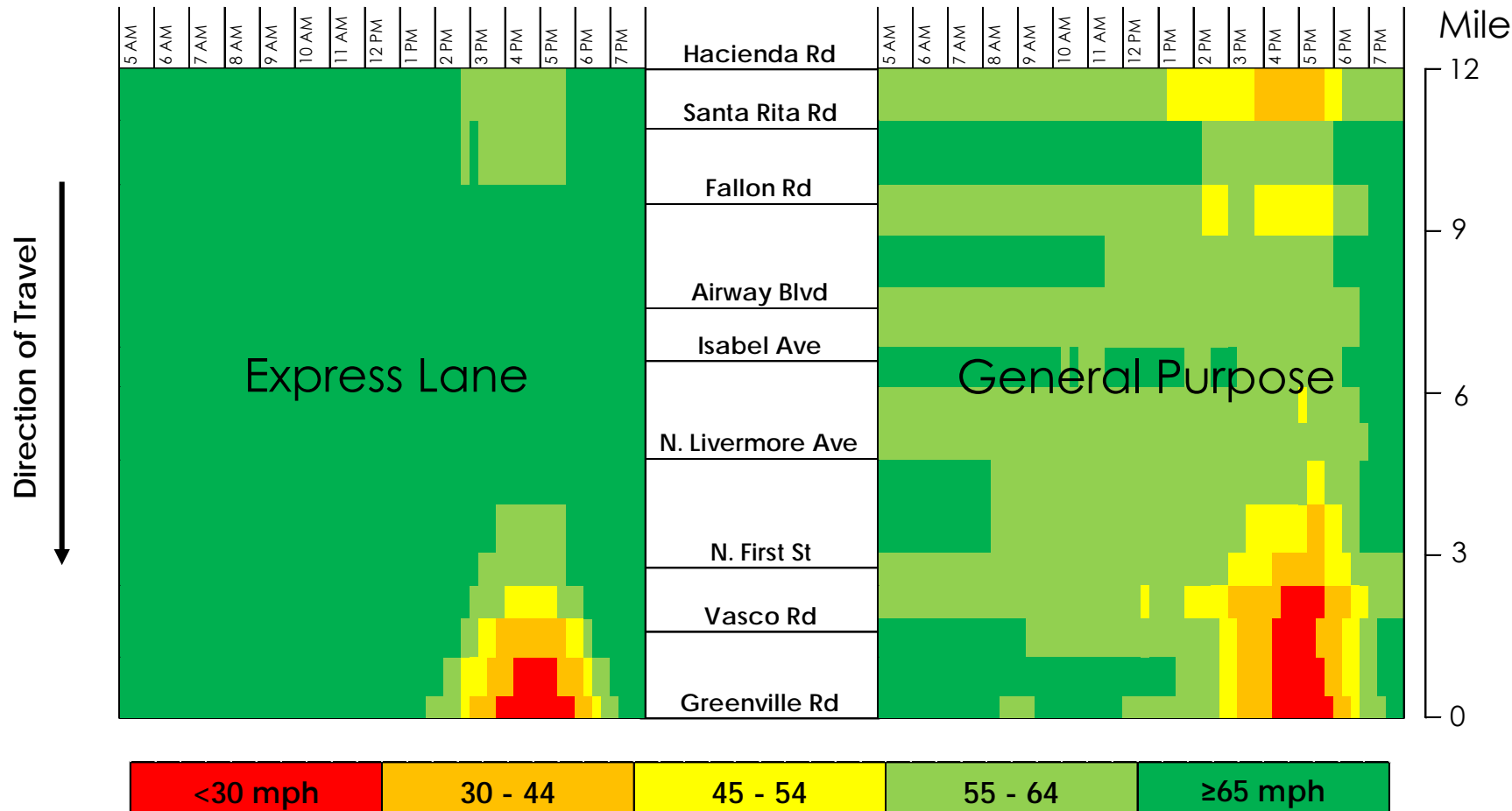


The westbound express lane generally performed at LOS A, except for the early morning hours when the lanes performed at LOS B. Comparatively, the general purpose lanes performed at LOS C during the morning peak.

Increased speeds and lower westbound express lane traffic volumes have contributed to low levels of congestion during the pandemic.

Eastbound I-580 Corridor Speed Heat Maps

FY2020-2021 Q4

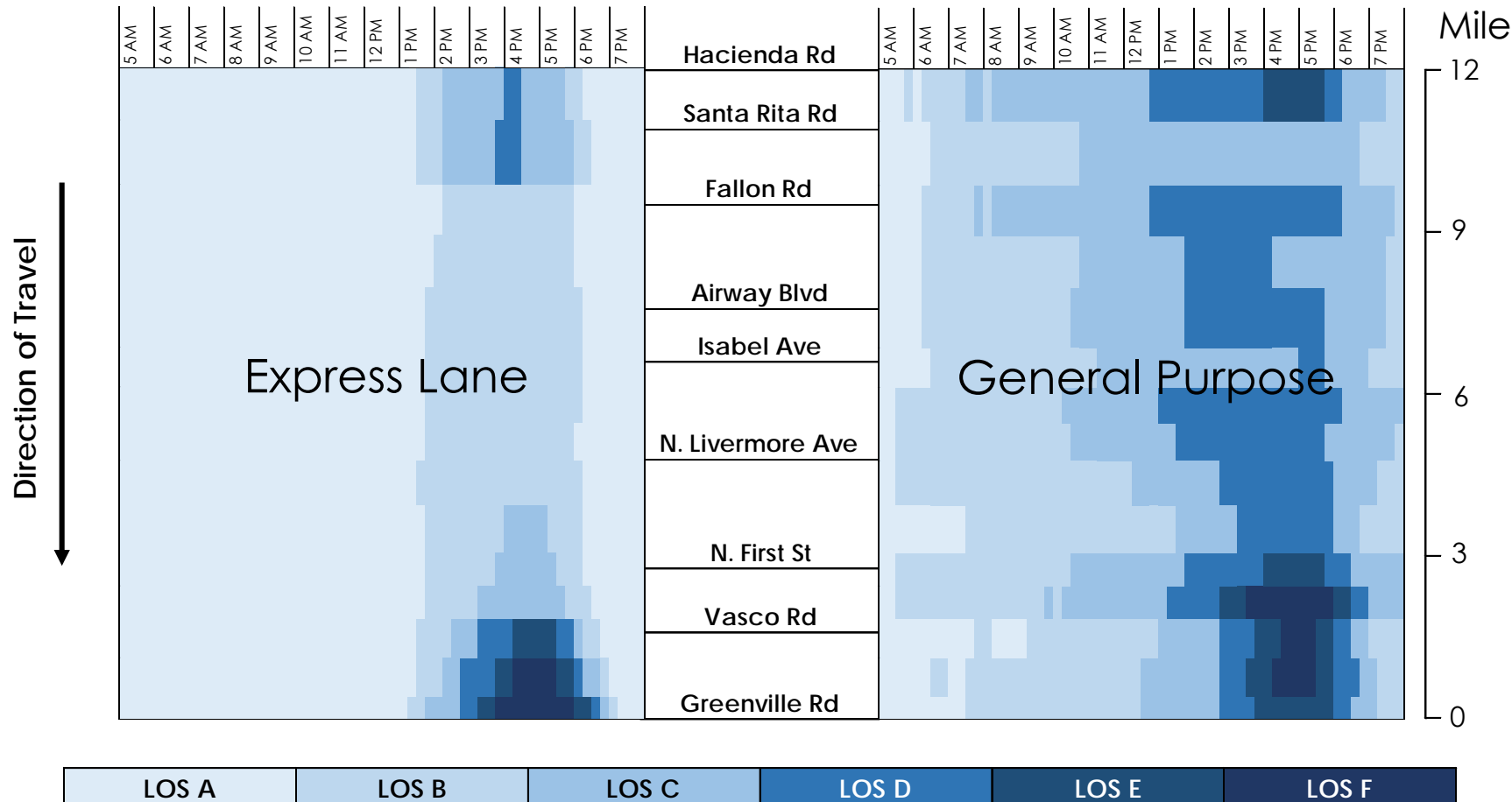


Express lanes average 8 – 12 mph faster than general purpose lanes depending on the time of day and location within the corridor.

Low speeds at Greenville Road result from congestion over the Altamont Pass that extends back along I-580 into the express lane corridor.

Eastbound I-580 Corridor LOS Heat Maps

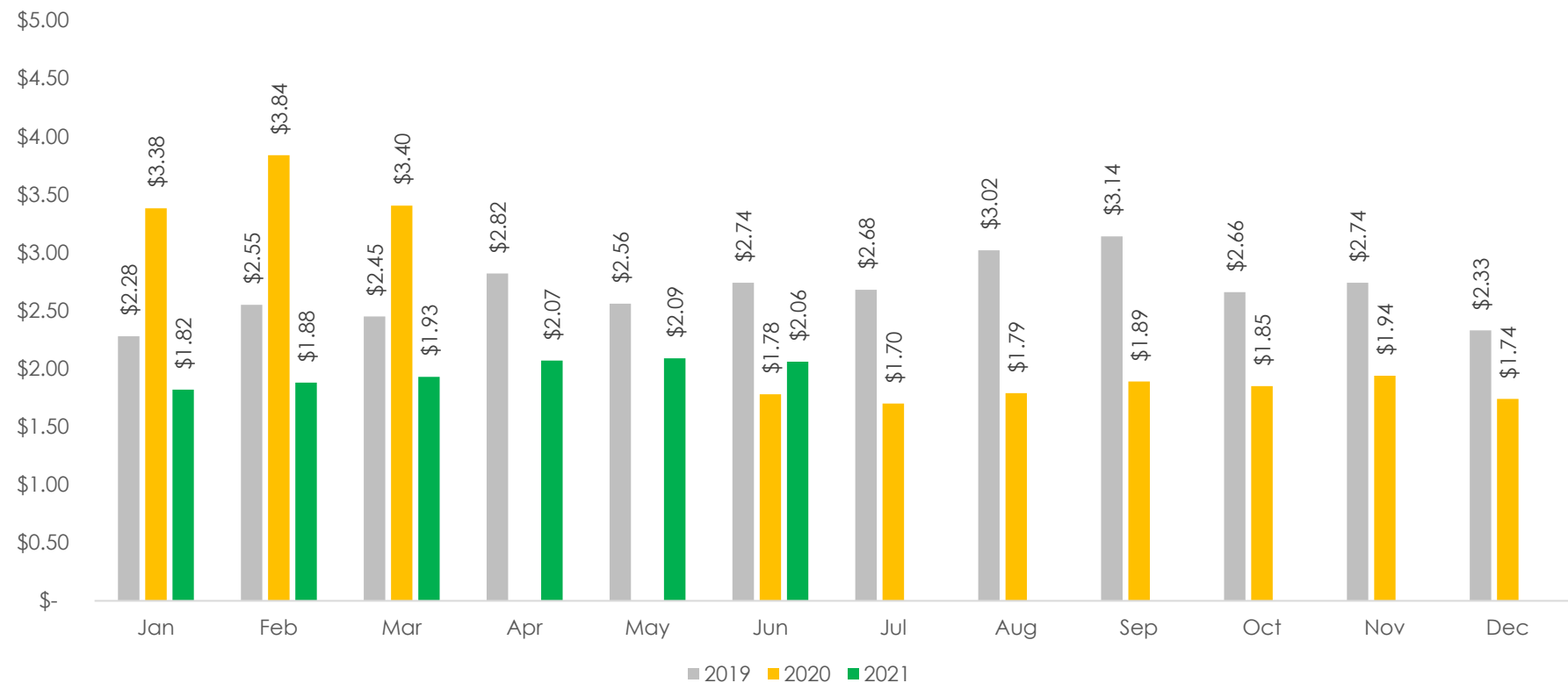
FY2020-2021 Q4



Express lanes performed at LOS C on average during the peak commute period, while the general purpose lanes averaged LOS D during the same period.

Heightened speeds have contributed to lower levels of traffic congestion during the pandemic despite the return of eastbound traffic volumes to pre-COVID levels.

I-580 Westbound Assessed Toll



The average toll paid during Q4 increased by 19 cents from Q3 of FY20-21, but remained lower than previous years with an average of \$2.07. The dynamic pricing algorithm reached the westbound cap of \$13 on one day during Q4.

FY 20-21 Q4:

Toll Cap:

\$13.00

Maximum Posted Toll Rate:

\$13.00

(1 of 64 days)

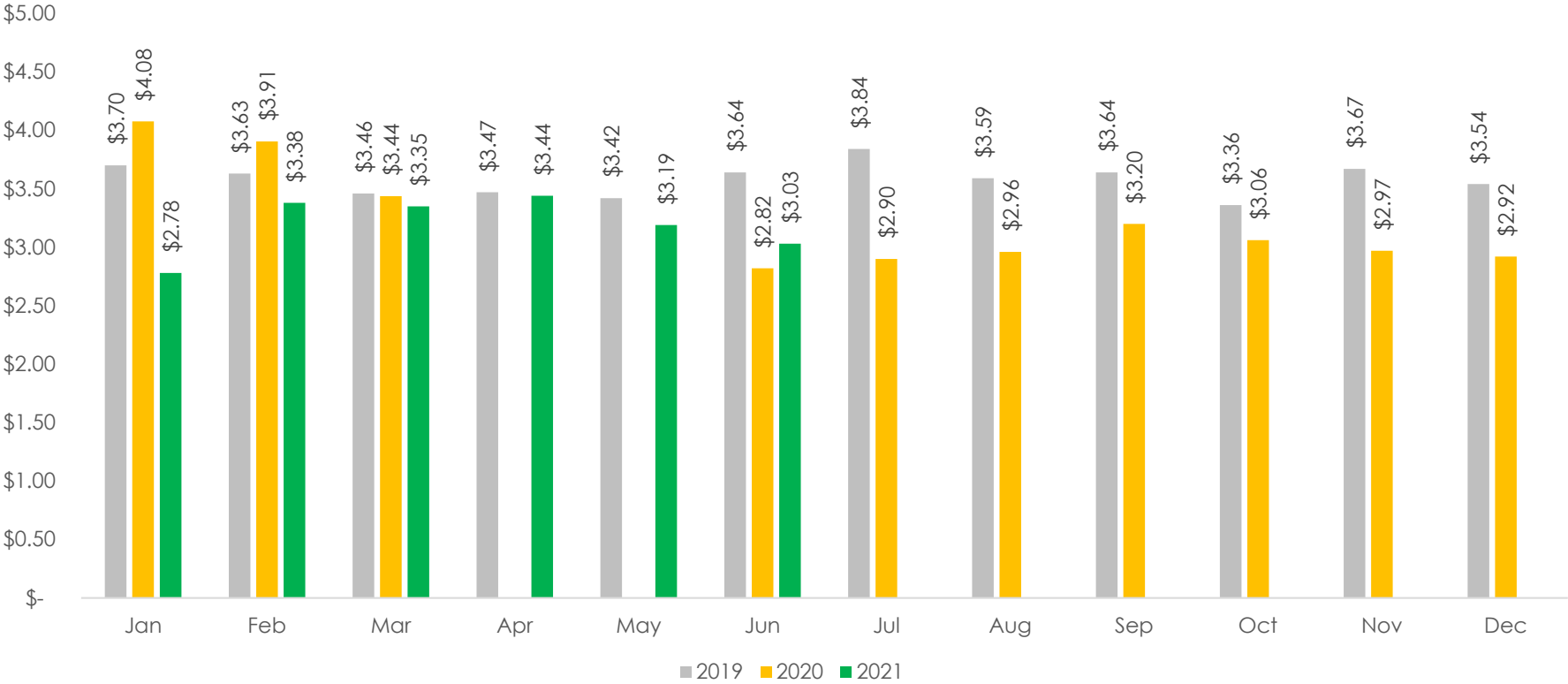
Percent paying \$13.00
(Maximum Toll):

0.01%

Average Assessed Toll:

\$2.07

I-580 Eastbound Assessed Toll



The average toll paid decreased slightly over the course of Q4, but remained roughly on par with pre-pandemic levels at an average of \$3.21 for the quarter. The pricing cap on eastbound tolls was raised to \$12 in February 2021; just 0.9% of toll-paying users paid this rate in Q4.

FY 20-21 Q4:

Toll Cap:

\$12

Maximum Posted Toll Rate:

\$12

(32 of 64 days)

Percent paying \$12.00
(Maximum Toll):

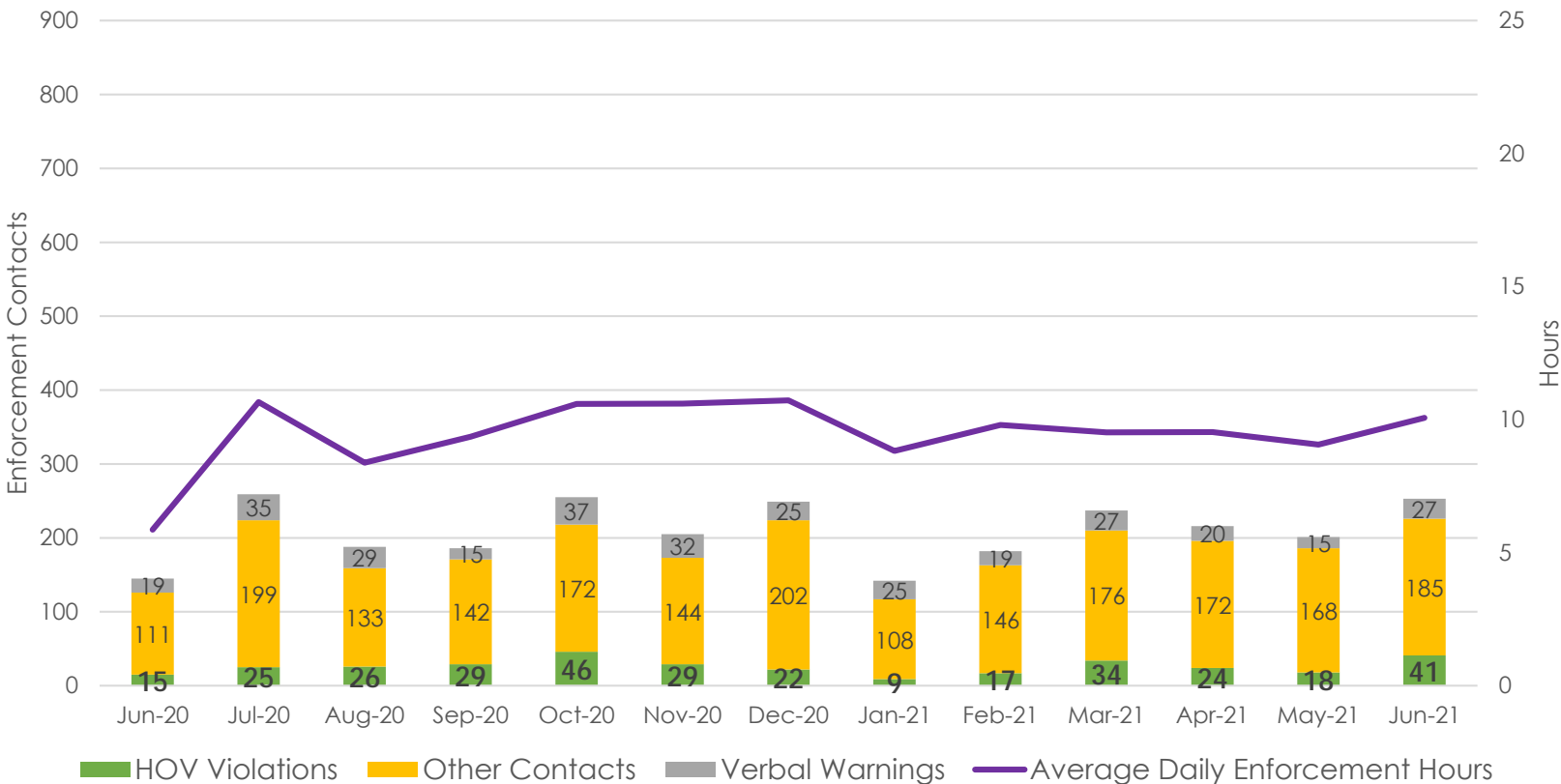
0.9%

Average Assessed Toll:

\$3.21

I-580 CHP Enforcement

June 2020 – June 2021



Note: Enforcement activities were put on hold when tolling operations were suspended in March 2020 due to the COVID-19 public health crisis, and resumed with the resumption of tolling in June 2020.



Average cost
per CHP contact in Q4:

\$110

The California Highway Patrol provides enforcement of the I-580 Sunol Express Lanes. CHP recorded 670 enforcement contacts in FY 20-21 Q4, 12% of which resulted in toll evasion violations.

COVID-19 Impacts: Daily Trips & Tolls

Averages	Apr – Jun 2020 (Q4 FY19-20)*	Apr – Jun 2021 (Q4 FY20-21)	% Change
Avg. Daily EL Traffic Volume	214,500	301,200	+40%
Avg. Daily EL Trips	23,600	31,200	+32%
Share of Toll-Free Trips	46%	48%	+2%
Average Assessed Toll	\$1.78 WB \$2.82 EB	\$2.07 WB \$3.21 EB	+16% +14%
Maximum Posted Toll	\$10.25 WB \$9.50 EB	\$13.00 WB \$12.00 EB	+27% +26%

*Excludes data from 4/1/20 – 5/31/20, when tolling operations were suspended due to the COVID-19 public health crisis.

The I-580 Express Lanes average daily traffic grew 40% from Q4 of the previous fiscal year, during the height of the region's first Shelter-in-Place (SIP) order.

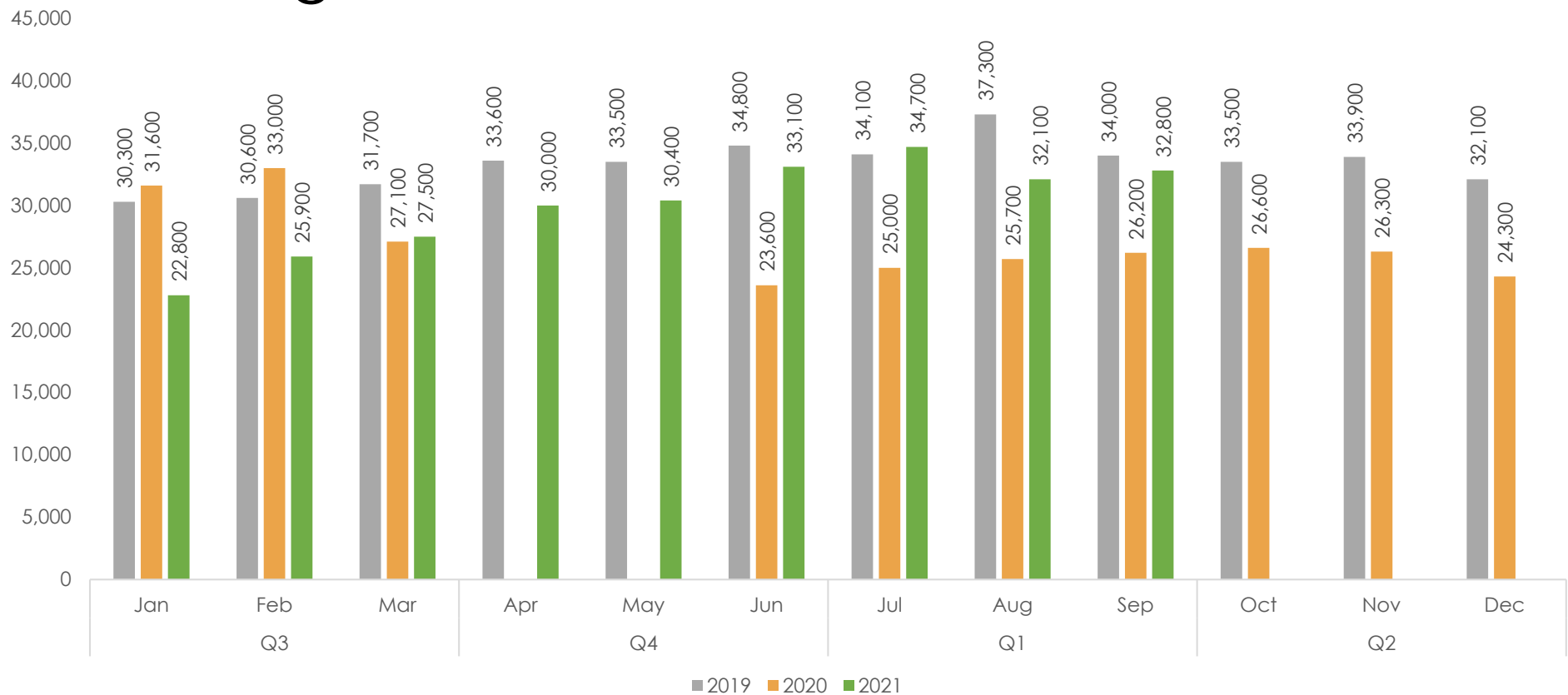
An increase in the number of daily express lane trips and traffic volumes combined with increased fares has raised average assessed tolls by approximately 15% for both directions from Q4 of FY 19-20.

FY 21-22 Q1 Performance Highlights

- Motorists made nearly 2,157,000 express lane trips during operational hours in Q1. Daily express lane trips averaged 33,200, a 29% increase from the same quarter in the prior fiscal year.
 - Paid trips totaled 1,115,000, or 17,200 trips per day, which is a 24% increase over the same quarter of the previous fiscal year.
 - Toll-free trips made up 48% of all trips, which is an increase over the 46% observed in the same quarter of the previous fiscal year.
- Generally, express lane users experienced better traffic conditions than the general purpose lanes, particularly during peak commute hours.
 - Westbound peak period (6 AM - 9 AM) express lane speeds averaged 67 miles per hour (mph) and users experienced average level of service (LOS) B throughout the corridor.
 - Eastbound peak period (3 PM - 6 PM) express lane speeds averaged 61 mph and users experienced average LOS C throughout the corridor.
- The average assessed toll for single occupancy vehicle (SOV) motorists was \$2.22 and \$3.17 for westbound and eastbound, respectively.
- CHP performed 559 hours of enforcement services and made 581 enforcement contacts during Q1.

Average Daily Express Lane Trips

Through FY 2021-2022 Q1



Q1 of FY 2021-2022

2,157,000
Total Trips

Avg. Daily Trips compared to
Q1 of FY 2020-21

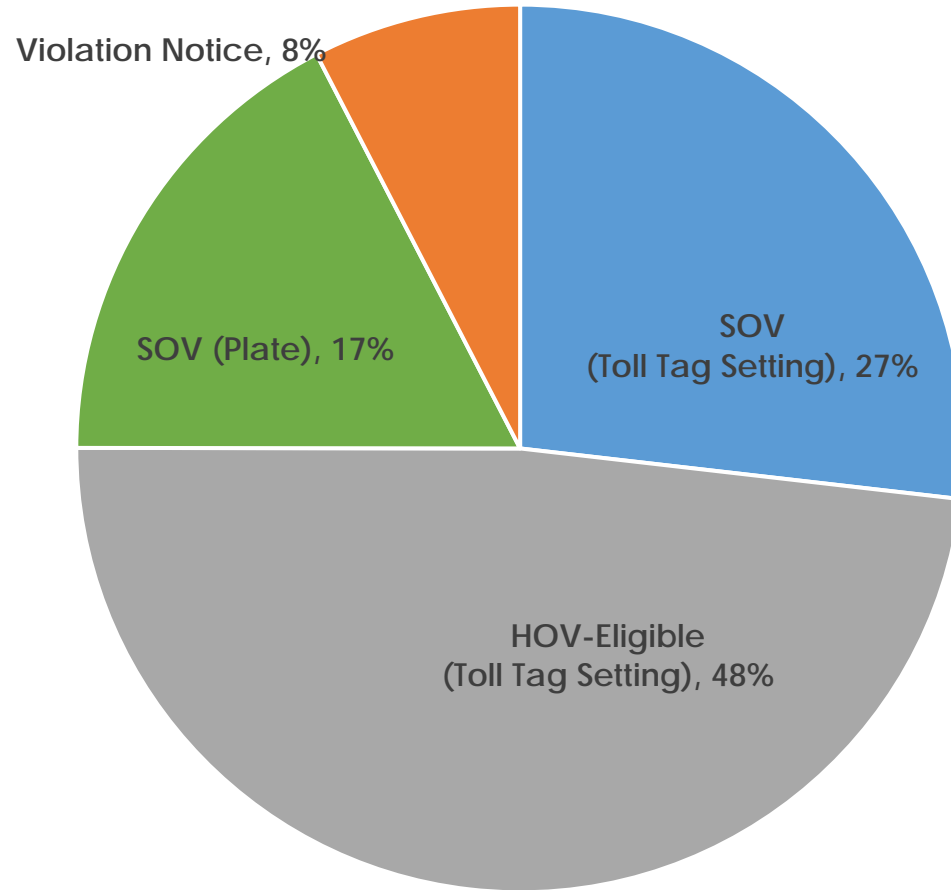
+29%

Note: Express Lane tolling operations were suspended between 3/20/20 and 6/1/2020 in response to the COVID-19 public health crisis.

Over 42.8 million express lane trips have been taken during tolling hours since the I-580 Express Lanes opened in February 2016. Of those, a total of 2,157,000 trips took place during Q1 of FY 2021-2022. Express Lanes saw an average of 33,200 trips per day, which represents a 29% increase compared to Q1 of FY 2020-2021.

Typical Express Lane Trip User Breakdown

FY 2021-2022 Q1

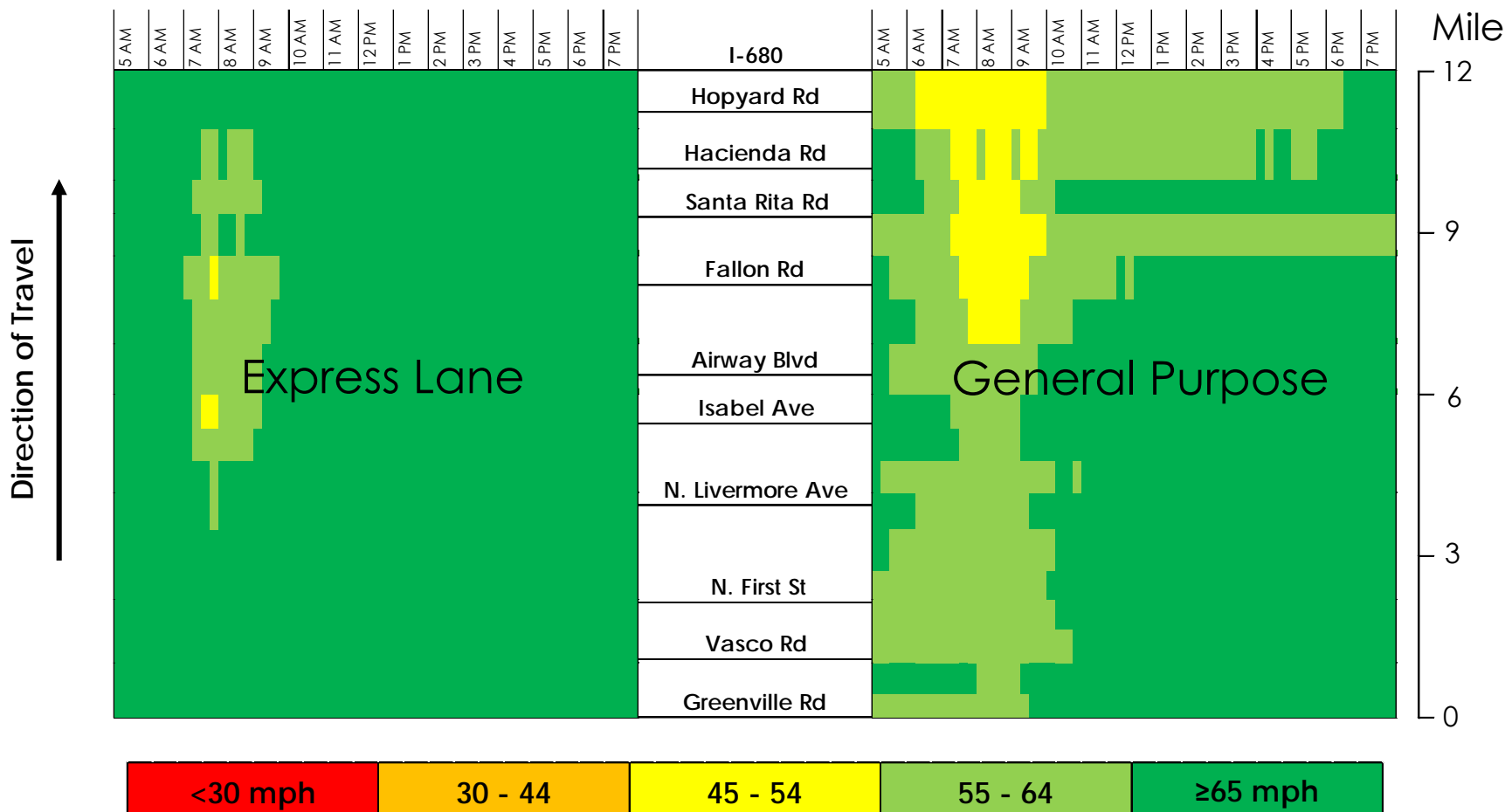


Toll-free trips made up 48% of all trips in Q1, a 2% increase from Q1 of the previous fiscal year.

During Q1, 70% of all trips taken by users without a toll tag were assessed tolls via FasTrak account. All others were issued violation notices.

Westbound I-580 Corridor Speed Heat Maps

FY2021-2022 Q1

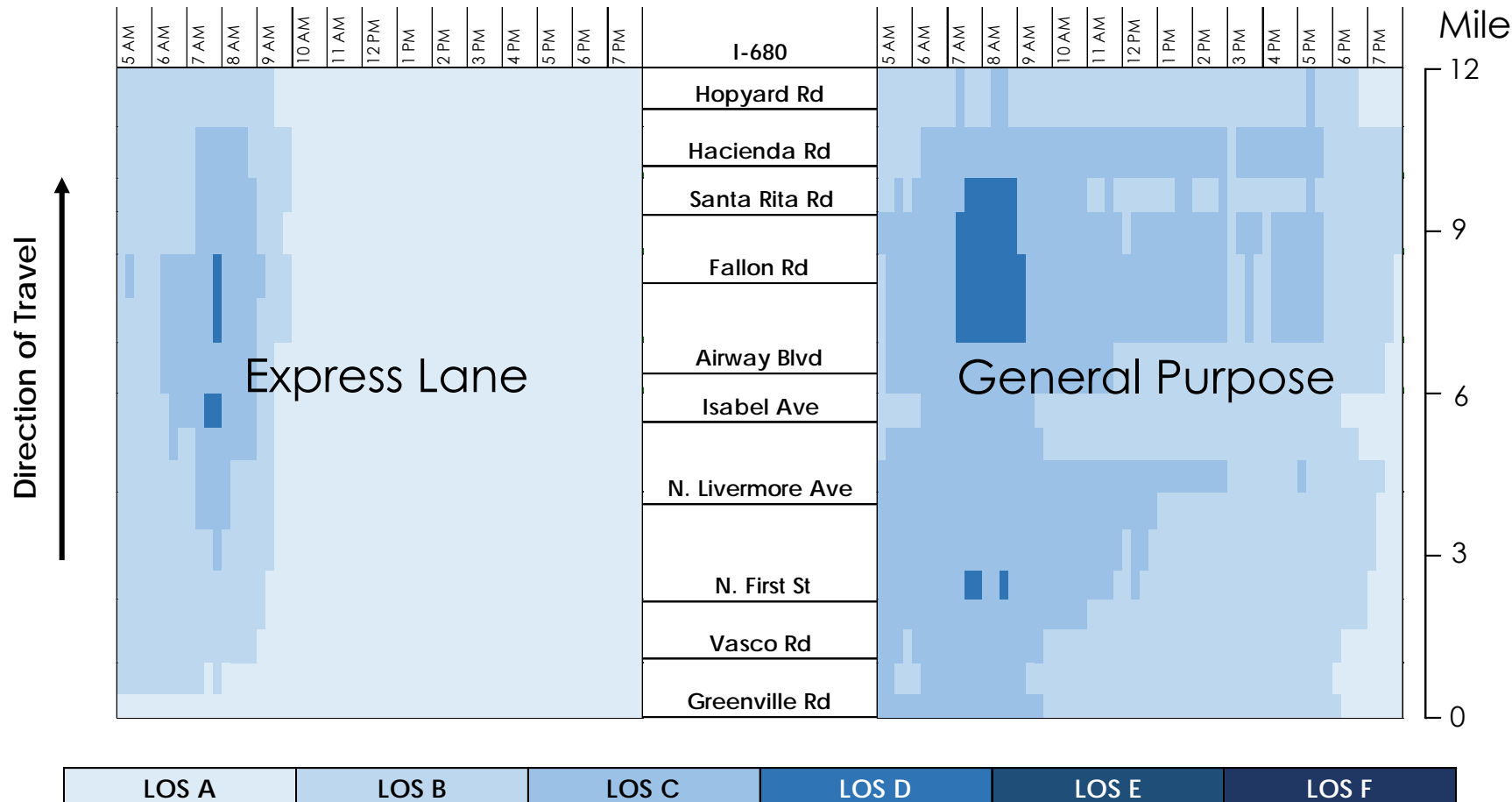


Express lanes average 6 – 9 mph faster than general purpose lanes depending on the time of day and location within the corridor.

Express Lane speeds average 67 mph during the morning commute period, versus 59 mph in the general purpose lanes, and remain elevated at all other times throughout the corridor.

Westbound I-580 Corridor LOS Heat Maps

FY2020-2021 Q4

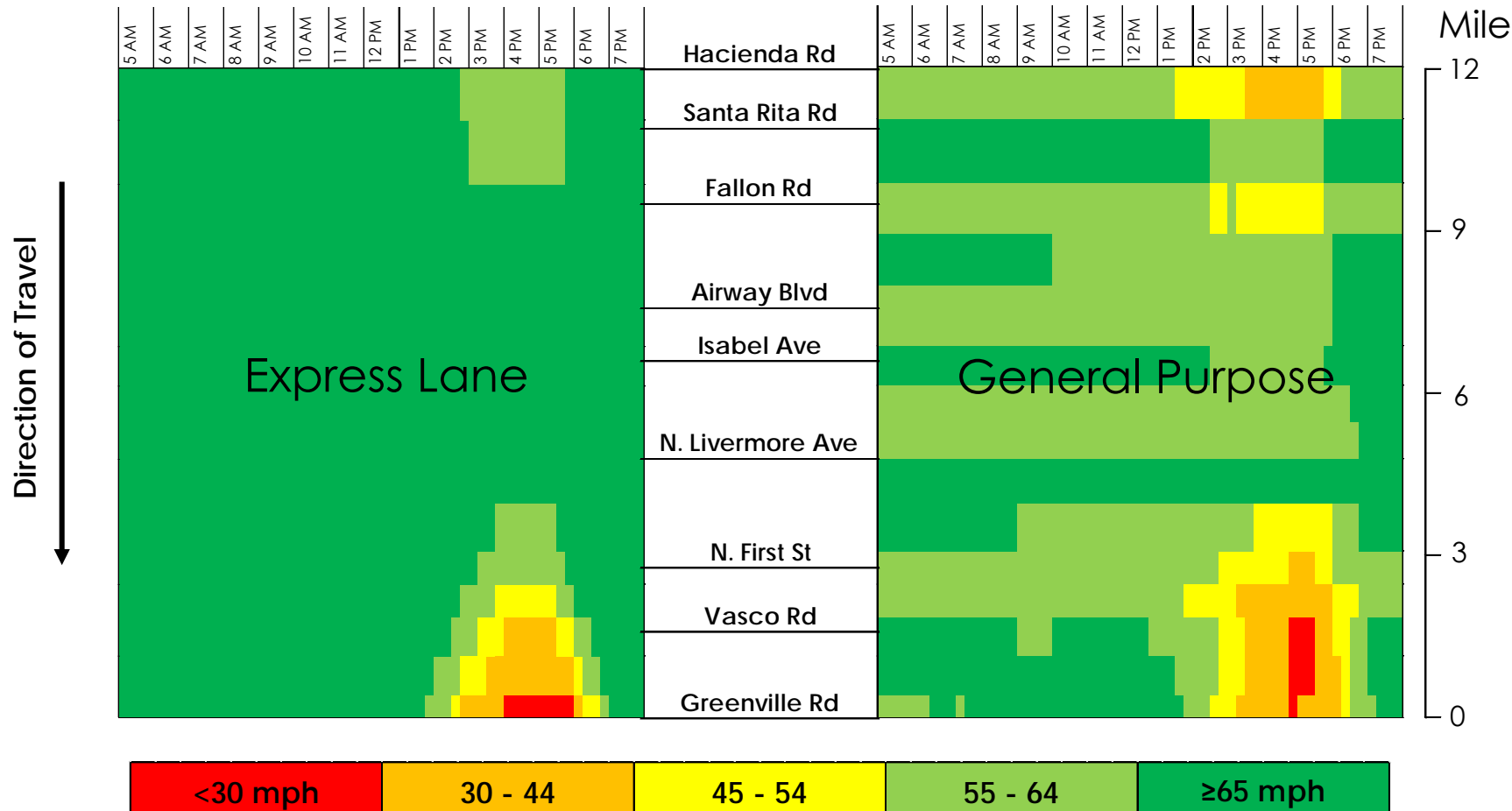


The westbound express lane generally performed at LOS A, except for the early morning hours when the lanes performed at LOS B. Comparatively, the general purpose lanes performed at LOS C during the morning peak.

Increased speeds and lower westbound express lane traffic volumes have contributed to low levels of congestion during the pandemic.

Eastbound I-580 Corridor Speed Heat Maps

FY2020-2021 Q4

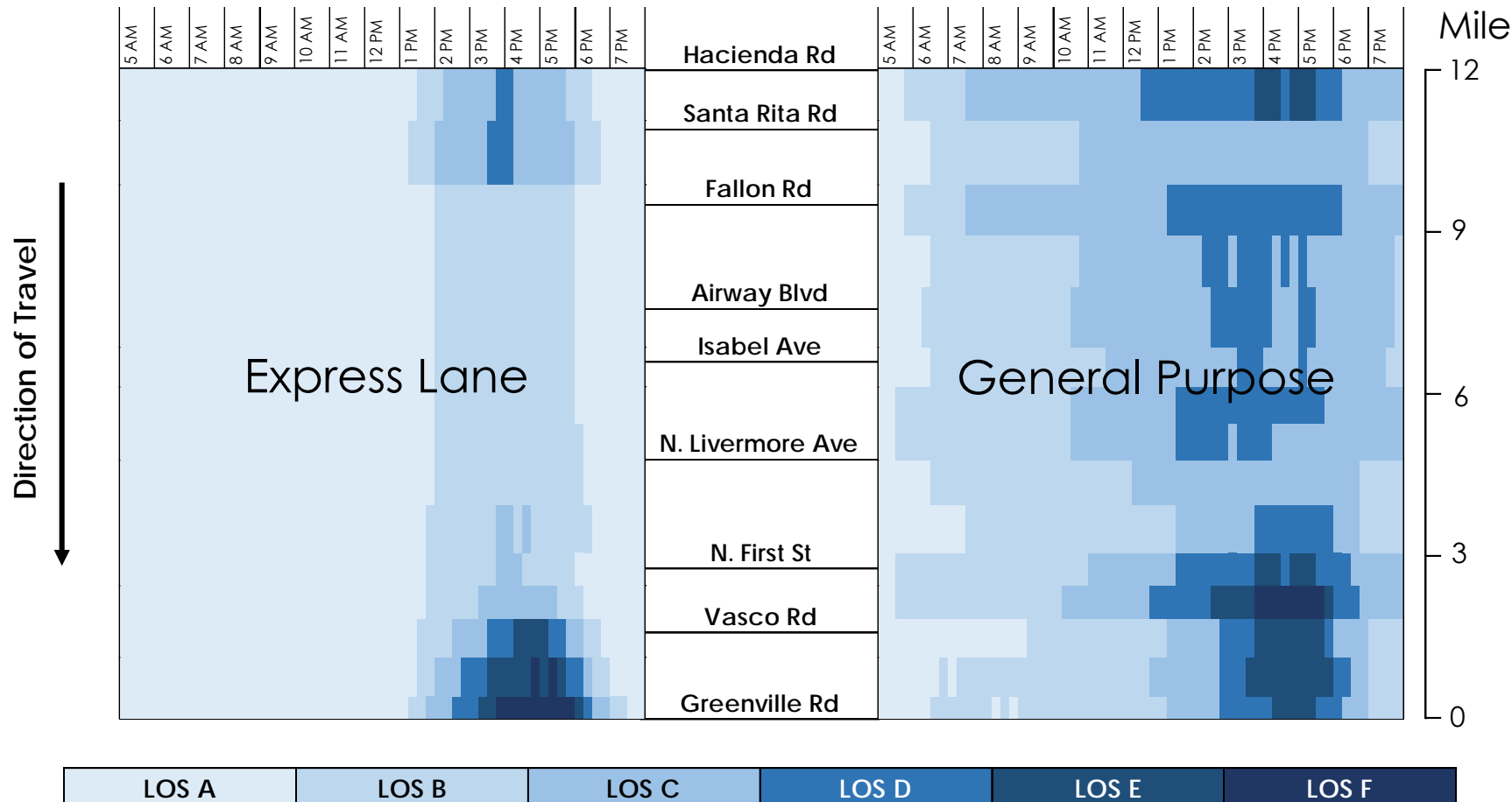


Express lanes average 6 – 10 mph faster than general purpose lanes depending on the time of day and location within the corridor.

Low speeds at Greenville Road result from congestion over the Altamont Pass that extends back along I-580 into the express lane corridor.

Eastbound I-580 Corridor LOS Heat Maps

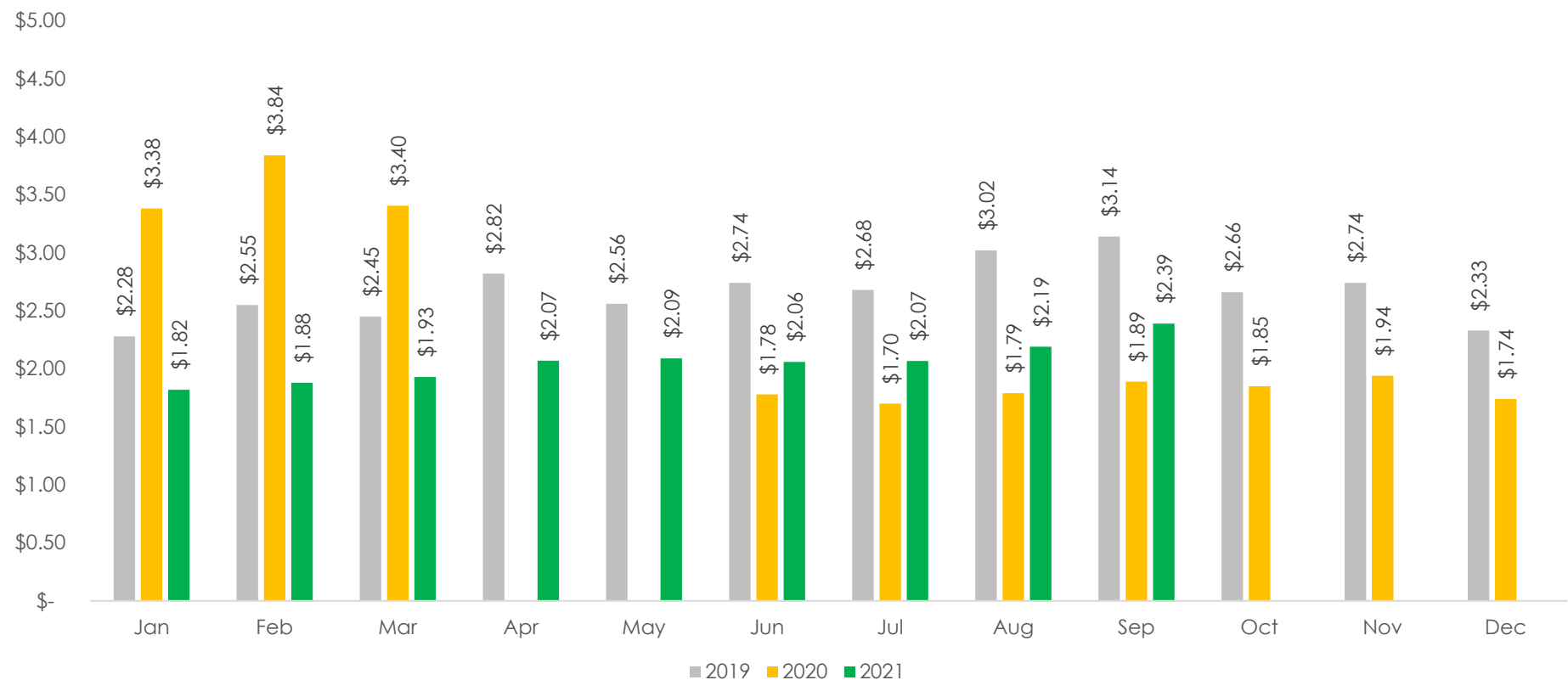
FY2020-2021 Q4



Express lanes performed at LOS C on average during the peak commute period, while the general purpose lanes averaged LOS D during the same period.

Heightened speeds have contributed to lower levels of traffic congestion during the pandemic despite the return of eastbound traffic volumes to pre-COVID levels.

I-580 Westbound Assessed Toll



The average toll paid during Q1 increased by 15 cents from Q4 of FY20-21, but remained lower than previous years with an average of \$2.22. The dynamic pricing algorithm reached it's highest toll of Q1, which was \$12.75, on one day.

FY 21-22 Q1:

Toll Cap:

\$13.00

Maximum Posted Toll Rate:

\$12.75

(1 of 65 days)

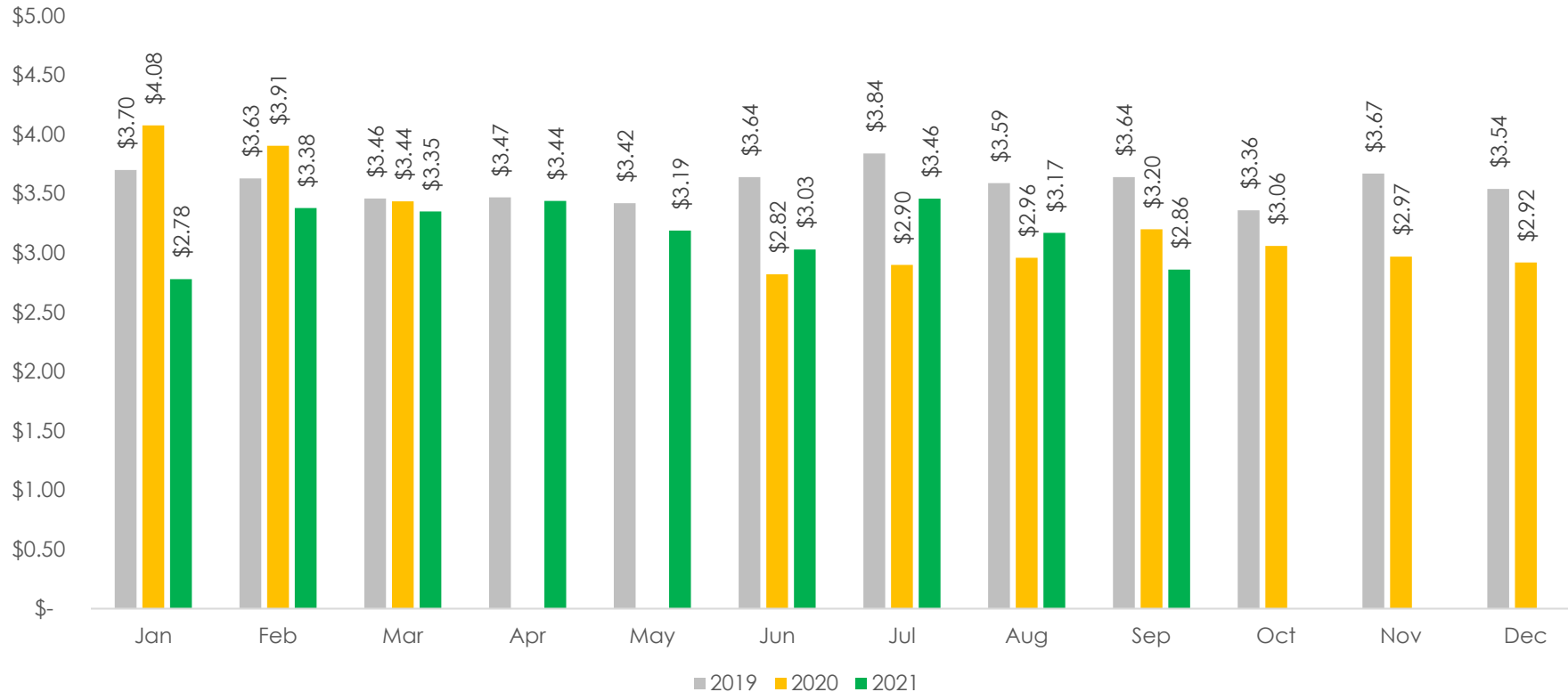
Percent paying \$12.72
(Maximum Toll):

0.04%

Average Assessed Toll:

\$2.22

I-580 Eastbound Assessed Toll



The average toll paid decreased slightly over the course of Q1, but remained roughly on par with pre-pandemic levels at an average of \$3.17 for the quarter. The pricing cap on eastbound tolls was raised to \$13 in September 2021, but the maximum posted rate reached \$12.00 for Q1.

FY 21-22 Q1:

Toll Cap:

\$13.00

Maximum Posted Toll Rate:

\$12.00
(28 of 65 days)

Percent paying \$12.00
(Maximum Toll):

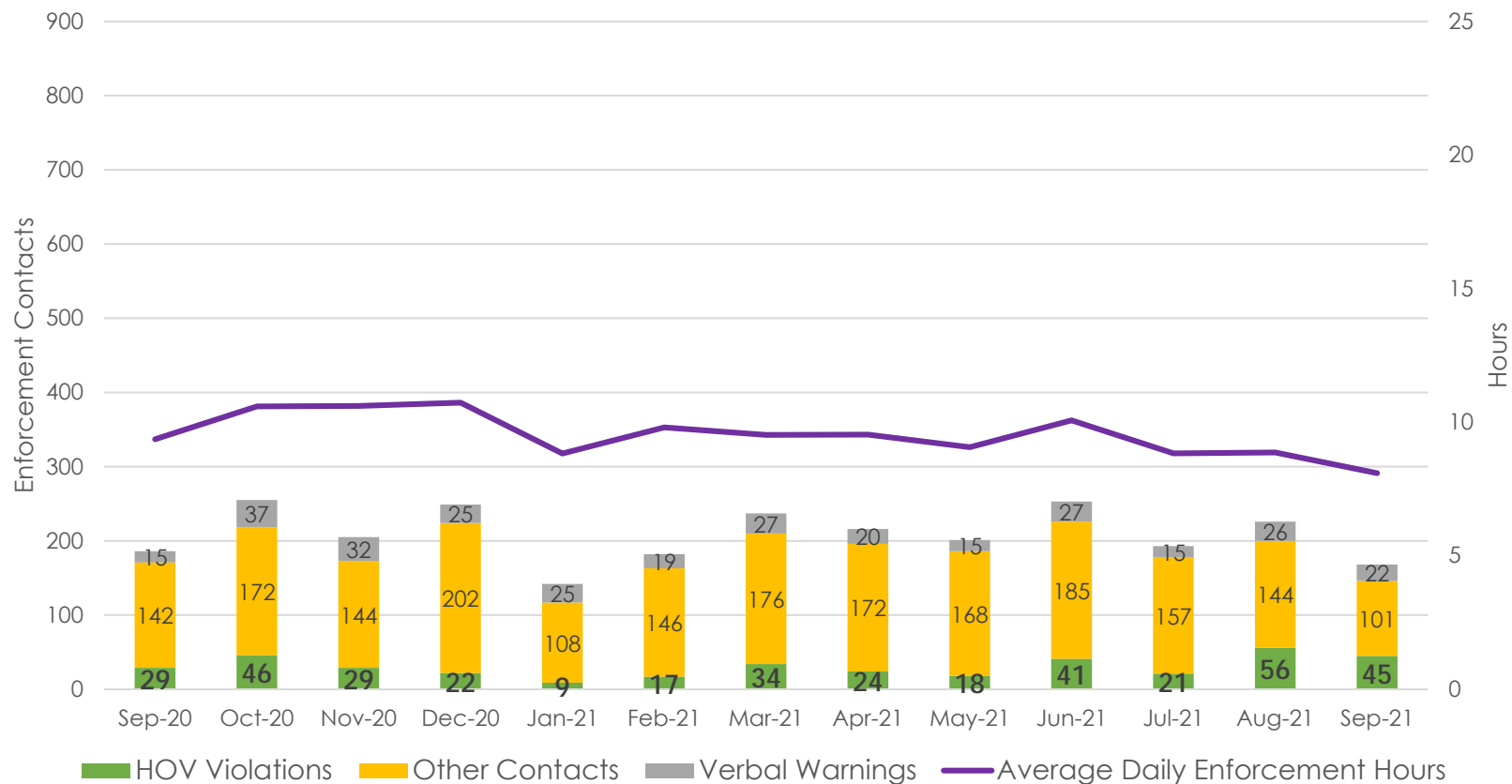
0.8%

Average Assessed Toll:

\$3.17

I-580 CHP Enforcement

Sep 2020 – Sep 2021



Average cost
per CHP contact in Q1:

\$120

The California Highway Patrol provides enforcement of the I-580 Sunol Express Lanes. CHP recorded 581 enforcement contacts in FY 21-22 Q1, 21% of which resulted in toll evasion violations.

COVID-19 Impacts: Daily Trips & Tolls

Averages	Jul – Sep 2020 (Q1 FY20-21)	Jul – Sep 2021 (Q1 FY21-22)	% Change
Avg. Daily EL Trips	25,600	33,200	+30%
Share of Toll-Free Trips	46%	48%	+2%
Average Assessed Toll	\$1.79 WB \$3.02 EB	\$2.22 WB \$3.17 EB	+24% +5%
Maximum Posted Toll	\$12.00 WB \$9.50 EB	\$12.75 WB \$12.00 EB	+6% +26%

An increase in the number of daily express lane trips combined with increased fares has raised average assessed tolls for both directions from Q1 of FY 20-21.

For more information, visit
www.AlamedaCTC.org/expresslanes



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Memorandum

7.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 20, 2022

TO: Alameda County Transportation Commission

FROM: Gary Huisingsh, Deputy Executive Director of Projects
Wajahat Nyaz, Project Delivery Manager

SUBJECT: Approve actions associated with the Construction and Right of Way Phases of the I-80 Gilman Interchange Improvements Project

Recommendation

It is recommended that the Commission approve the following actions to facilitate construction of the I-80 Gilman Interchange Improvements Project:

1. Approve allocation of \$4,682,334 of Measure BB funds from the Congestion Relief, Local Bridge, Seismic Safety program (TEP-26) for the project as follows: \$3,499,871 for Right-of-Way (R/W), \$800,000 for Construction Capital, and \$382,463 for Construction Support.
2. Authorize the Executive Director or designee to enter into all necessary agreements to achieve Project commitments.

Summary

Alameda CTC is the project sponsor for the I-80 Gilman Interchange Improvements project, a named capital project in the 2014 Transportation Expenditure Plan. The Project proposes to reconfigure the I-80 Gilman Interchange, located in northwest Berkeley near its boundary with the City of Albany, to improve mobility through the Gilman Street corridor and close the gap in local and regional bicycle facilities through the I-80/Gilman Interchange. The project fact sheet is included as Attachment A.

The Project is being constructed in two phases. Phase 1 of the project is constructing the Pedestrian/Bicycle bridge over I-80 and is actively in construction and is about 27% complete. Phase 2 of the project will construct two roundabouts at the Gilman Interchange and the associated connecting elements and include two partnership elements: A City of Berkeley sewer line and an East Bay Municipal Utility District (EBMUD) recycled water line. Phase 2 construction contract bids were opened on November 4, 2021, and Caltrans received seven bids ranging from \$25,231,718 to \$30,662,037. The low bidder is at \$25,231,718 which is \$1,894,723 or 8.1% above the Engineer's Estimate of \$23,336,997. Caltrans has reviewed the bid results for mathematical or material unbalancing and found no evidence of material unbalancing in the low bid. The contractor was awarded to the lowest responsive and responsible bidder, OC Jones, on January 4, 2022.

In addition to the Phase 2 cost increase, Phase 1 has been impacted due to challenges with pile installation on the west side of I-80. Both issues have prompted a reassessment of the Project budget and risks and have additional needs in both capital and support costs.

A total need of \$2,784,343 in Construction Capital over the approved budget has been identified. It is recommended that the Commission fund \$800,000 of this need using local measure funds to replenish the contingency of Phase 1 to a recommended minimum of 5%. The Phase 1 contingency will be depleted by a pending differing site condition construction change order.

A total need of \$3,499,871 in Right-of-Way over the approved budget has been identified. It is recommended that the Commission fund this need using local measure funds as follows:

1. Allocate an additional \$3,027,996 to reflect the recent increase in PG&E overhead and underground electric line relocation cost. The increase is due to underestimating costs by PG&E in the utility agreements and wildfire response/emergency repairs that forced PG&E to piecemeal the work and work at night and on weekends. PG&E has stopped work pending an amended utility agreement.
2. Allocate an additional \$76,875 to reflect the updated AT&T fiber-optic line relocation cost. The AT&T fiber line is in a joint trench with PG&E and is impacted by the PG&E delays.
3. Allocate an additional \$395,000 for other right of way and eminent domain-related activities. The right of way acquisition process has extended longer than anticipated.

A total need of \$1,987,000 has been identified in Construction Support. It is recommended that the Commission fund \$382,000 of this need using local measure funds to increase the budget to the industry-accepted range for capital to support ratio of 13% to 18%. The allocated budget for Caltrans Phase 1 construction support is 8% of construction capital, which is low.

Approval of the requested actions, in partnership with Caltrans, will allow Phase 1 construction contract contingency to regain a healthy status and PG&E to resume work in January 2022.

Discussed at PPC: The increase in PG&E's utility relocation cost over the approved utility agreement is very concerning and was discussed by commissioners at the PPC meeting earlier this month. Although the PPC approved the item, staff was instructed to develop a parallel path to ensure more accountability from PG&E by elevating the matter to PG&E agency liaison and management and bringing the Commission concerns to Caltrans right-of-way management and California Public Utility Commission (CUPC). Staff is also developing a new approach for future PG&E agreements to prevent large increases and work stoppages after signing the agreement.

Background

Alameda CTC is the project sponsor for the I-80 Gilman Interchange Improvements Project located in northwest Berkeley near its boundary with the City of Albany. The purpose of the project is to improve navigation and traffic operations on Gilman Street between West Frontage Road and 2nd Street through the I-80 interchange so that safety is increased, congestion is reduced, queues are shortened, and merging and turn conflicts are minimized. In addition to improving mobility through the Gilman Street corridor, the Project aims to close the gap in local and regional bicycle facilities through the I-80/Gilman Interchange; provide access for bicycles and pedestrians traveling between the Bay Trail and North Berkeley/Albany; and improve safety for all modes of transportation.

The main project features include a pair of roundabouts and a new pedestrian/bicycle bridge (POC) over I-80. In total, the project will provide approximately 2.0 miles of new or improved

bicycle/pedestrian components. These include Class I, II, III, and IV bike lanes that provide access to and from the overcrossing to the Bay Trail, nearby recreational facilities, and surrounding businesses.

Alameda CTC is the implementing agency for the environmental, design, R/W acquisition, and utility relocation phases. Caltrans is the implementing agency for the construction phase and is responsible for the Advertisement, Award, and Administration (AAA) of construction contracts. The project is being delivered in two phases to deliver improvements as soon as possible. Phase 1 is constructing the POC over I-80, and Phase 2 will construct the two roundabouts at the Gilman Interchange and the associated connecting elements, including the safety improvements at the UPRR crossing on Gilman Street and the Golden Gate roadway and the completion of the bicycle network components of the project.

Construction Capital Budget Analysis

Phase 1 (\$800,000 Request): Phase 1 contract construction contract was awarded with the minimum required 5% contingency of \$1,070,550 in January 2021. The project is about 27% complete and currently constructing the Cast in Drilled Hole (CIDH) pile foundation for the POC and retaining walls. When all executed and pending CCOs are accounted for, the current contingency balance for remaining work has dropped to well below 1%, which is extremely low. A minimum of 5% contingency for the remaining work is required to minimize potential work disruptions and delay-related cost increases, particularly when ground-disturbing activities such as excavations and foundation pile installation occur. A large portion (\$800,000) of the allotted contingency will be used to address site condition, and replenishment of the contingency by \$800,000 is requested. Table 1 below summarizes the Phase 1 current construction allocation, expenditure, estimate at completion, and additional need.

TABLE 1: PHASE 1 CONSTRUCTION CAPITAL FUNDING & EXPENDITURE SUMMARY

Construction Items	Current Allocation	Current* Expenditure	Estimate at Completion (EAC)	Additional Need
Bid Item Cost	\$21,046,290	\$5,307,356	\$21,046,290	\$0
Supplemental Work	\$362,060	\$236,200	\$362,060	\$0
State Furnished Materials	\$361,600	\$1,220	\$361,600	\$0
Contingency (5% @ allocation and EAC)	\$1,070,550	\$1,050,000	\$1,861,259	\$790,709
Total	\$22,840,500	\$6,594,776	\$23,631,209	\$790,709 <i>Rounded to \$800K</i>

*As of December 2021

The contractor is installing the foundation piles for the POC and retaining walls and has encountered a different site condition than expected. While drilling the 24-inch diameter CIDH piles for retaining wall number 13, the contractor encountered a layer of man-made material about 20 feet below the ground surface that was not identified in the Log of Test Borings (LOTB). This unexpected subsurface layer consists of buried man-made debris (trash) mixed with soft soil, spans the retaining wall's entire length, and impacts 35 CIDH piles. Drilled holes for the CIDH pile at retaining wall 13 were caving/collapsing along with loss of drilling fluid. The unanticipated subsurface conditions forced the contractor to modify his construction method and incur delays. The contractor had to procure casings to case the drilled holes, get a larger crane to install/pull the casing, and change the concrete mix. The overall delay to the critical path schedule, including necessary approvals, is estimated to be 27 days. The contractor is owed compensation for material, equipment, additional labor, and time-related overhead at the rate of \$30,000 per

day for a total cost of \$800,000. The project geotechnical engineer, construction engineer, and engineer of record concur with this assessment.

Phase 2 bids, which opened on November 4, 2021, were higher than the approved construction allocation, but the contract can be awarded to the lowest bidder (B1) with the available state and local funds (see Table 2), but a coop amendment with Caltrans will be required.

TABLE 2: PHASE 2 CONSTRUCTION CAPITAL FUNDING & ADDITIONAL NEED FOR LOWEST BID (B1)

Cost, Funding, Need /Partner	State	ACTC	EBMUD	Berkeley	Total
Lowest Bid (B1) Cost	\$21,084,204	\$4,473,711	\$1,200,145	\$682,283	\$27,440,343
Current Construction Allocation	\$19,258,000	\$3,964,200	\$1,624,300	\$609,500	\$25,456,000
Additional Need	\$1,826,204	\$509,511	(\$424,155)	\$72,783	\$1,984,343
Available Funds (State funds & Local Contingencies)	\$1,826,204	\$609,600	\$0	\$110,500	\$2,546,304
Request	\$0	\$0	\$0	\$0	\$0

Right of Way Budget Analysis

Right-of-Way (\$3,499,871 Request): The project has four utility agreements with PG&E, one with AT&T, and property in eminent domain proceedings. The total utility relocation cost has increased by \$3,104,871 from \$3,600,944 to \$6,705,815. (the PG&E cost has increased by \$3,027,996, and AT&T cost has increased by \$76,875. The R/W cost related to eminent domain proceedings has increased by \$395,000).

The most significant increase is in one PG&E utility agreement for relocating overhead and underground electric lines, which has increased from \$1,886,446 at the time of the agreement in May 2020 to \$3,259,000 in April 2021 to the current cost of \$6,198,540. This agreement accounts for 95% of the total increase in utility cost. PG&E has provided a detailed breakdown of the cost for this relocation, including the amounts and reasons for the increase from the utility agreement, as follows:

- PG&E's direct capital cost (Contracts and Materials) for relocating overhead and underground electric lines has increased by \$1,680,854 (173%) from \$969,148 to \$2,650,02 due to gross underestimation by PG&E in the utility agreement estimate. The PG&E's contracts (civil, electrical, others) cost has increased by \$1,478,388 from \$725,744 to \$2,204,132. The executed contracts are for \$1,752,950, but the cost is expected to increase to \$2,204,132 upon completion due to changes related to conflicts with drainage systems, higher than normal road pavement thickness encountered in trench excavations (4 inches versus 18 inches), increased traffic control because of night work and delays due to groundwater handling, and disposal. The material cost has also increased by \$202,466 (from \$243,404 to \$445,870)
- PG&E's support cost for relocating overhead and underground electric lines has increased disproportionately by \$949,195 (237%) from \$400,611 to \$1,349,806. PG&E costs went up due to resource constraints directly affected by the wildfire response. This resulted in limited availability and crews having to work at night, on weekends.
- The PG&E's overhead cost also increased disproportionately by \$1,682,045 (326%) from \$516,687 to \$2,198,732 due to overhead rate increase. The overhead rates are determined as a PG&E policy matter unrelated to the project. The issue has been raised with Caltrans, but no relief is anticipated for this project during its construction timeframe.

PG&E has incurred an expenditure of \$4,393,306 and has stopped work in November 2021 pending an agreement on their increased cost and requested an amendment to the utility agreement. PG&E has agreed to the amended utility agreement estimated cost of \$6,198,540 and to resume work in January 2022. Since the utility relocation and Phase 1 construction are concurrent, it is recommended that the commission approve the additional funding so staff can amend the utility agreement and PG&E resumes work in January 2022 and not delay construction. Delay in PG&E work will impact the construction of Phase 1 and potentially Phase 2 construction contracts. The financial impact of such delays could be significant and can easily exceed the increase in utility relocation cost.

The eminent domain proceedings have extended longer than anticipated, and the revised right of way cost has increased by \$395,000.

Support Budget Analysis

Construction Support (\$382,000 Request): Cooperative agreements 04-2763 and 04-2825 were executed between Alameda CTC and Caltrans to fund the contract administration for Phase 1 and Phase 2, respectively. Phase 1 Agreement (04-02763) was fully funded with state funds (\$1,897,000) and Phase 2 agreement (04-2825) is funded by state funds (\$2,7100,00) and local measure funds (\$637,000). These amounts represent a construction administration budget of approximately 8.3% and 12.2% of construction capital costs, respectively. Industry-standard for construction administration services varies between 13%-18% of the capital cost depending upon the size and complexities of a project. The Gilman project is fairly complex because of its urban location in high-traffic corridors, partnership agreements (City of Berkeley and EBMUD) that require a high level of coordination, and utility relocations during construction. Caltrans has requested that the construction administration budget for Phase 1 be increased from 8% to 13.6% or by \$1,216,000 using a combination of state and local funds. The local share is \$826,300. The current construction contingency balance can only cover \$743,837, and an additional \$82,463 is needed to amend Caltrans Phase 1 agreement (04-2763). An additional \$300,000 is needed for ACTC's design services during construction (DSDC) for a total of \$382,463. Caltrans will increase Phase 2 construction support by \$471,000 with available state funds to increase the Phase 2 budget from 12.2% to 13.9% of construction capital costs.

A lower budget was initially established in agreement 04-2763 based on the expectation that Phase 1 and Phase 2 contracts would begin within months of each other and create the opportunity for efficiencies. The efficiency of having the same Caltrans staff manage both contracts will not be possible due to the extended gap between the start of Phase 1 and Phase 2, which will be over one year. Similarly, the estimate for the DSDC budget was based on shorter contract duration and should be augmented.

Despite many challenges, the overall project delivery schedule has not changed significantly from the schedule reported to the commission in April 2021. Phase 1 construction completion is anticipated in spring 2023. Phase 2 contract award and completion are expected to slip at least two and six months, respectively. The delay in the contract award is due to challenges in finalizing the utility relocation agreements and bid protest. The delay in construction is due to a longer than anticipated lead time for construction materials (such as electrical equipment, steel, etc.) procurement due to the supply chain issues facing the industry.

Phase 2 Delivery Milestone	Status – January 2021	Status – December 2022
R/W Certification	May 2021	May 2021
Ready- to- List (RTL)	May 2021	May 2021
CTC construction allocation	June 2021	June 2021
Construction Contract Award	November 2021	January 2022
Construction Anticipated Complete	Summer 2023	Spring 2024

Fiscal Impact: The action will authorize the encumbrance of \$4,682,334. This requested amount is included in the project funding plan, and a sufficient budget is included in the Alameda CTC adopted FY 2020-2021 Capital Program.

Attachment:

- A. I-80 Gilman Interchange Improvement Project Fact Sheet

Interstate 80/Gilman Street 7.3A Interchange Improvement Project

DECEMBER 2021

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans) and the cities of Berkeley and Albany, proposes to reconfigure the Interstate 80 (I-80)/Gilman interchange, located in northwest Berkeley near the City of Albany. The main component of this project is a pair of roundabouts at Gilman Street intersections on both sides of I-80, as well as new pedestrian and bicycle facilities at and near the interchange.

The purpose of the project is to increase safety and improve navigation, mobility and traffic operations on Gilman Street between West Frontage Road and 5th Street through the I-80 interchange. The project will reduce congestion, shorten queues and minimize merging and turning conflicts. In addition to the roundabouts, the project provides:

- A pedestrian and bicycle overcrossing over I-80
- An at-grade pedestrian/bicycle path through the interchange
- A two-way cycle track on Gilman Street, from the interchange to Fourth Street
- A new traffic signal at Gilman and 4th Streets
- A Bay Trail gap closure at the foot of Gilman Street

This project will be constructed in two phases:

Phase 1: Pedestrian and Bicycle Overcrossing

Phase 2: Interchange Improvements and Local Street Improvements; pedestrian and bicycle Improvements through interchange; Bay Trail gap closure; safety improvements at the Gilman/Union Pacific Railroad at-grade crossing

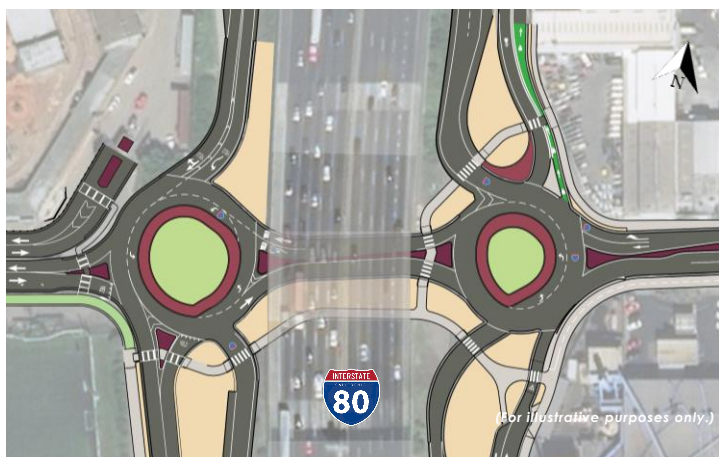


PROJECT NEED

- Higher than average rates of injury collisions
- Significant roadway deficiencies
- Excess left turn vehicle queue lengths on Gilman Street
- Gap in the San Francisco Bay Trail
- Lack of safe pedestrian and bicycle routes to access recreation areas west of I-80

PROJECT BENEFITS

- Provides safe access for pedestrians and bicyclists
- Reduces congestion and improves mobility
- Simplifies traffic operations, navigation and mobility at the interchange
- Shortens queues
- Reduces turning conflicts and improves merging
- Improves local and regional biking facilities



Overlay of the roundabouts at the project location.



Conceptual rendering of the I-80 Gilman Interchange Improvements project looking north along Eastshore Highway before Gilman Street.

STATUS

Implementing Agency: Caltrans

Current Phase: Construction

- Contract was awarded for Phase 1 in early 2021.
- Phase 1 construction began in spring 2021.
- Phase 2 bids opened in November 2021.

PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC, cities of Berkeley and Albany, East Bay Regional Park District, East Bay Municipal Utility District (EBMUD) and various bicycle groups

COST ESTIMATE BY PHASE¹ (\$ x 1,000)

Planning/Scoping	\$794
PE/Environmental	\$4,809
Final Design (PS&E)	\$8,106
Right-of-Way/Utility	\$8,114
Construction	\$63,119
Total Expenditures	\$84,942

FUNDING SOURCES¹ (\$ x 1,000)

Measure BB	\$26,089
Federal	\$1,077
State (ATP) ²	\$4,152
State (STIP) ³	\$45,620
Other (Local, State and EBMUD) ⁴	\$3,322
TBD	\$4,682
Total Revenues	\$84,942

¹ An additional \$2,637,692 on top of the total revenue is being requested as "contingency reserve" to award the construction contract to the second-lowest bidder in the event the lowest bidder is disqualified.

² Active Transportation Program.

³ State Transportation Improvement Program.

⁴ City of Berkeley and East Bay Municipal Utility District (EBMUD).

SCHEDULE BY PHASE⁵

	PHASE 1		PHASE 2	
	Begin	End	Begin	End
Scoping	Spring 2012	Fall 2014	Spring 2012	Fall 2014
Preliminary Engineering/Environmental	Fall 2015	Summer 2019	Fall 2015	Summer 2019
Final Design	Fall 2018	Fall 2020	Fall 2018	Fall 2021
Right-of-Way	Fall 2018	Fall 2020	Fall 2018	Fall 2021
Construction	Spring 2021	2023	Spring 2022	2024

⁵ Schedule subject to funding availability.

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



Memorandum

7.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 20, 2022

TO: Alameda County Transportation Commission

FROM: Gary Huisingsh, Deputy Executive Director of Projects
Wajahat Nyaz, Project Delivery Manager
Jhay Delos Reyes, Principal Transportation Engineer

SUBJECT: Award Plans, Specifications and Estimate Phase and Right of Way
Phase Contract for the Oakland Alameda Access Project

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Professional Services Agreement (PSA) A22-0058 with Parsons Transportation Group, Inc. (PTG) for a not-to-exceed amount of \$10,000,000 to provide professional services for the Plans, Specifications and Estimate (PS&E) and Right of Way phases for the Oakland Alameda Access Project.

Summary

Alameda CTC is the project sponsor and implementing agency for the Oakland Alameda Access Project (Project) (Project Number 1196.00) in partnership with the California Department of Transportation (Caltrans) and the Cities of Oakland and Alameda. Caltrans is the lead agency for the environmental document. The Project is a named capital project in the 2000 Measure B and the 2014 Measure BB Transportation Expenditure Plan (TEP).

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

Currently, the Project is completing the Project Approval & Environmental Document (PA&ED) phase. Caltrans circulated the Draft Environmental Document which is a combined Environmental Impact Report in accordance with the California Environmental Quality Act and Environmental Assessment in accordance with the National

Environmental Policy Act in September 2020, and the comment period closed on November 30, 2020. Caltrans approved the Final Environmental Document in August 2021. The supporting Project Report is expected to be approved by the end of January 2022.

Alameda CTC's selection process to procure services for the PS&E phase of the project began in May 2021 with Commission approval to release the Request for Proposal (RFP).

RFP 22-0001 was released in July 2021. Proposals were received from three firms. An independent selection panel comprised of representatives from the Cities of Oakland and Alameda, and Alameda CTC reviewed the three proposals submitted and proceeded to interviews with two firms. Interviews with those firms were conducted in October 2021.

Based on those interviews, the selection panel concluded that PTG was the top-ranked firm.

Alameda CTC negotiated the contract with PTG for a not-to-exceed amount of \$10,000,000. The estimated duration to complete the required scope with Parsons Transportation Group, Inc. is 40 months.

The contract will be funded from Alameda CTC Measure BB funds. PTG is a Local Business Enterprise (LBE).

Background

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

In November 2014, the Project was revived with the passage of Measure BB. The 2014 TEP included \$75 million for the I-880 Broadway/Jackson multimodal transportation and circulation improvements. Subsequently, Project proceeded to the PA&ED phase involving completion of preliminary engineering, environmental and traffic studies necessary for the completion of an environmental document and a project report. California Department of Transportation (Caltrans) approved the final environmental document (Environmental Impact Report/ Environmental Assessment) in August 2021. The Project Report is expected to be approved by end of January 2022.

The Project improvements include:

- Removal and modification of existing freeway ramps;

- Construction of a new horseshoe ramp from Posey Tube that would connect to the existing I-880;
- Modification of the Posey Tube exit in the City of Oakland;
- Construction of approximately 3.0 miles of new bicycle/pedestrian facility;
- Implementation of various safety and “complete streets” improvements to facilitate mobility across I-880 between downtown Oakland and Jack London neighborhoods.
- Improvements that address pedestrian/bicycle safety and connectivity (e.g. lighting improvements, sidewalks, bulb-outs and signal pre-emption).

Alameda CTC's selection process to procure services for the PS&E phase of the project began in May 2021 with Commission approval to release the RFP. RFP 22-0001 was released in July 2021. A pre-proposal meeting was held on July 28, 2021 and attended by 16 firms and included 4 firms identified as potential primes. Proposals were received from three (3) firms.

An independent selection panel comprised of representatives from the Cities of Oakland and Alameda, and Alameda CTC reviewed the three proposals submitted and short-listed two firms. Interviews with those firms were conducted in October 2021. Based on those interviews, the selection panel concluded that PTG was the top-ranked firm.

Alameda CTC negotiated the contract with Parsons Transportation Group, Inc. for a not-to-exceed amount of \$10,000,000. The estimated duration to complete the required scope with Parsons Transportation Group, Inc. for PS&E services is 40 months.

The RFP set a Disadvantage Business Enterprise goal due to the possibility of receiving a federal earmark. However, the earmark request was not granted and the contract will be fully funded with local, Alameda CTC Measure BB funds. The DBE goal no longer applies. Proposers were encouraged to consider vendors in the LBCE program as well, while meeting the DBE goal, and PTG's contract includes 95% LBE and 22% Small Local Business Enterprise.

Funds necessary for the PS&E and Right of Way phases of work were allocated in May 2021.

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

Fiscal Impact: The fiscal impact for awarding the contract A22-0058 to PTG is \$10,000,000. This amount is included in the adopted FY2021-2022 Capital Program Budget.

Attachment:

- A. Project Fact Sheet

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PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) is currently working to identify potential freeway access and arterial roadway improvements as part of the Oakland Alameda Access Project, formerly the Broadway-Jackson Interchange Improvements Project. Today, motorists traveling between the I-880 and I-980 freeways and the Webster and Posey Tubes, which connect the cities of Oakland and Alameda, must travel along congested city streets causing heavy bottlenecks, long delays and potential vehicle-pedestrian-bicycle conflicts. A proposed alternative that best meets the project's purpose and need has been selected. This alternative will be documented in the Final Environmental Document and will be carried into the final design phase.

PROJECT NEED

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



PROJECT BENEFITS

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



Aerial view of Oakland-Alameda Access Project.

STATUS

Implementing Agency: Alameda CTC

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

Environmental Document: Environmental Impact Report/
Environmental Assessment

- Project Study Report-Project Development Support (PSR-PDS) approved in spring 2011
- Public scoping meeting held on September 28, 2017
- Reached consensus on one alternative in late 2019
- Draft Environmental Document/Draft Project Report (DED/DPR) completed on September 29, 2020
- Virtual public hearing held on October 20, 2020
- Public Comment Period, which began September 29, 2020, ended on November 30, 2020
- Final Environmental Document approval on August 16, 2021
- Final Project Report anticipated in January 2022

PARTNERS AND STAKEHOLDERS

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

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

Scoping	\$2,172
Preliminary Engineering/ Environmental	\$11,729
Final Design (PS&E)	\$12,000
Right-of-Way	\$5,966
Construction	\$98,033
Total Expenditures	\$129,900

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$73,445
Measure B	\$8,101
Federal	\$0
State	\$50
Regional	\$0
TBD	\$48,304
Total Revenue	\$129,900

SCHEDULE BY PHASE

	Begin	End
Scoping	Late 2014	Fall 2017
Preliminary Engineering/ Environmental	Fall 2017	Fall 2021
Final Design	Early 2022	Spring 2024
Right-of-Way	Early 2022	Spring 2024
Construction	Summer 2024	Late 2027

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



Memorandum

7.5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 20, 2022

TO: Alameda County Transportation Commission

FROM: Gary Huisingsh, Deputy Executive Director of Projects

SUBJECT: Approve Amendment No. 2 to Agreement A19-0001 with HNTB Corporation, Inc. for Express Lanes System Manager and Program Support Services

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 2 to Agreement A19-0001 with HNTB Corporation, Inc (HNTB) for an additional \$3,500,000 for a total not-to-exceed amount of \$7,500,000, and a two-year and two-month time extension to December 31, 2025 for Express Lanes System Manager and Program Support Services.

Summary

The Alameda CTC operates and maintains both the I-580 Express Lanes and the I-680 Sunol Express Lane, the latter on behalf of the Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA). In coordination with Alameda CTC staff, a System Manager provides technical oversight of the Toll System Integrator (TSI) during the design, development, testing, and implementation of the toll system. In addition, a System Manager may provide support during operations to ensure key performance metrics are met throughout the life of the toll system and program support relating to express lane system expansion efforts.

HNTB was selected through competitive processes in 2018 to provide Express Lanes System Manager and Program Support Services. Due to the retirement of the Director of Express Lanes Implementation and Operations, additional support is needed for ongoing operations oversight and to ensure the continued delivery of planned express lane toll systems. The contract is structured such that additional on-call services can be authorized via task order. The anticipated task order needs through 2025 include an increase in the not-to-exceed budget by \$3,500,000 to a total of \$7,500,000 and require a contract extension of twenty-six (26) months.

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.

HNTB was selected through competitive processes in 2018 to provide System Manager and Program Manager support services for Alameda CTC's express lanes program. In the initial three years of the agreement, just over \$2.4 million of the original \$4 million budget has been authorized for a variety of tasks to support the expanding express lanes program. Additional services to oversee the I-680 Sunol Express Lanes and I-680 Gap project toll system design, development, and deployment, as well as provision of operations and maintenance support to ensure the toll system is meeting key performance metrics and general program management support, will exceed the remaining budget. Staff have reviewed with HNTB the anticipated task orders and negotiated preliminary cost estimates for this work and extended program management support. Extension of the contract term to the end of 2025 will allow for the consultant to complete oversight of the I-680 Gap toll system implementation and the overall I-680 toll system implementation.

A summary of all contract actions related to Agreement No. A19-0001 is provided in Table A.

Table A: Summary of Agreement No. A19-0001			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with HNTB (A19-01) <i>Approved May 2017</i>	Express Lanes System Manager and Program Support Services. Term of agreement was 5 years.	\$4,000,000	\$4,000,000
Amendment No. 1 (Administrative Amendment) <i>Executed June 22, 2020</i>	Modification of indemnification and insurance requirement provisions	N/A	\$4,000,000
<i>Proposed Amendment No. 2</i> <i>January 2022 – (This Agenda Item)</i>	\$3.5 million additional budget and 26-month time extension	\$3,500,000	\$7,500,000
Total Amended Contract Not-to-Exceed Amount			\$7,500,000

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

Fiscal Impact: There is no fiscal impact. The additional budget will be authorized via individual task orders utilizing previously authorized express lanes operations and/or specific project budgets.

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Memorandum

7.6

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 20, 2022

TO: Alameda County Transportation Commission

FROM: Cathleen Sullivan, Director of Planning
Colin Dentel-Post, Principal Transportation Planner

SUBJECT: Approve actions to facilitate advancement of the San Pablo Avenue Multimodal Corridor Project

Recommendation

It is recommended that the Commission approve the following actions related to the San Pablo Avenue Multimodal Corridor Project (Project):

1. Allocate \$700,000 of 2014 Measure BB Congestion Relief, Local Bridge, Seismic Safety program funds (TEP-26) for the Planning/Scoping Phase;
2. Allocate \$1.4 million of 2014 Measure BB Congestion Relief, Local Bridge, Seismic Safety program funds (TEP-26) for the Preliminary Engineering / Environmental (PE/ENV) Phase;
3. Allocate \$1.4 million of 2014 Measure BB Congestion Relief, Local Bridge, Seismic Safety program funds (TEP-26) for the Plans, Specifications and Estimates (PS&E) Phase; and
4. Authorize the Executive Director to execute Amendment No. 5 to the Professional Services Agreement A17-0073 with Kimley-Horn Inc. to extend the contract by 20 months to complete Phase 2 of the Project and to add an additional amount of \$2,841,470.00 for a not-to-exceed amount of \$12,513,598.

Summary

Alameda CTC initiated the San Pablo Avenue Corridor Project in 2017 as one of the agency's high priority multimodal corridor projects. The goals of the San Pablo Avenue Corridor Project are to improve the safety, comfort, and quality of trips while supporting the local economy, accommodating growth, respecting local contexts, and promoting equitable solutions for the corridor's diverse communities.

Phase 1 of the project concluded in summer 2020. This phase considered potential long-term concepts for the corridor, narrowed the range of options, and identified potential for a

smaller-scale near-term project in the Alameda County section of the corridor which fed into the current phase of work. The Commission approved a contract amendment for Phase 2 of the project in September 2020 which included advancement of near-term safety enhancements in all four cities, bus bulbs at Rapid bus stops and improvements to parallel bike facilities in Berkeley and Albany, and a bus/bike lane project in Oakland and Emeryville. Alameda CTC staff has been working closely with agency partners, including AC Transit, Caltrans, and the cities of Oakland, Emeryville, Berkeley, and Albany to develop these projects.

Based on project changes that were identified during 2021, staff is requesting a contract amendment to cover scope changes required for project completion, including a scope expansion that was endorsed by the Planning, Policy and Legislation Committee in November 2021, as well as additional outreach. The funding requested also covers staff time and a Coop agreement with Caltrans.

Background

The San Pablo Avenue Corridor Project includes the following near-term project components:

- **Safety Enhancements:** Safety enhancements are planned for all four cities in Alameda County. These are targeted small-scale changes to improve pedestrian, bicyclist, and transit rider safety in particular focused on improving crossing conditions.
- **In Berkeley and Albany,** the project includes targeted transit and bike improvements. For transit efficiency and reliability, the project includes bus bulbs at Rapid stops on San Pablo Avenue, which allow buses to stop in the traffic lane and not pull into and out from the curb. For bicycle safety, the project includes targeted bicycle enhancements on parallel streets to ensure continuous quality bike facilities along the corridor in the near-term. This does not preclude more substantial changes to the corridor in these cities in the future. An expansion into Berkeley is discussed below.
- **In Oakland and Emeryville,** where support was highest in Phase 1 for a substantial change to the right-of-way, the near-term project is advancing designs with side-running bus lanes and consideration of protected bike lanes. Implementing bus lanes would require eliminating one of the two existing traffic lanes in each direction, while bike lanes would require conversion of the existing parking and loading spaces on each side of the street and relocation of nearly all parking and loading to side streets. Following near-term project implementation, the project team will conduct a robust evaluation, including seeking public feedback, to understand the project's benefits and impacts, for example how it affects safety, use of the corridor, and bus and auto speed and reliability.

Current Activities

Given the importance of loading to many of the businesses and other streetfront uses in the corridor, the team is currently conducting direct one-on-one engagement with merchants and other storefront uses to ensure that designs under consideration meet critical loading, ADA and access needs. Alameda CTC staff will summarize results of this engagement and share the results with cities, AC Transit, and the Commission to support defining a design

concept to advance into engineering and environmental. We anticipate recommending a single design concept to the Commission for approval in March 2022, and will work closely with city partners and AC Transit to brief local city councils and Boards as appropriate. The project will include additional targeted stakeholder engagement as designs are further developed.

Expansion to Berkeley

In fall 2021, Alameda CTC received requests from elected leaders and advocates in Berkeley to expand the near-term bus and bike lanes into Berkeley, at a minimum the bike lanes to the Russell/Heinz bike boulevard crossing in South Berkeley and the bus lanes to just north of Ashby Avenue at the current 72 bus stop. The expansion to Russell/Heinz was discussed at the November 2021 PPLC meeting and endorsed by the Committee. Staff believes this is possible without major schedule impacts to the current near-term project, but does require additional budget for design, outreach, traffic analysis and other analyses.

The team will also work with Berkeley staff on their San Pablo Avenue Specific Plan which will kick off in 2022. This will provide the opportunity for the community to more fully discuss the potential for additional future transportation concepts along San Pablo Avenue in Berkeley in relationship to future planned land uses along the corridor. The alignment of long-range land use planning and transportation improvements in the corridor is critically important, and Alameda CTC can support city staff utilizing the extensive work we have completed to date.

Contract Amendment

This contract amendment will address the following:

- Expansion of bus lanes and bike lanes into South Berkeley as described above
- Addition of more bus islands to ensure no mixing between buses and bicyclists
- Additional outreach to include community-based organizations and more community engagement during the bus and bike lane design phase
- Transition from a “paint and posts” pilot design to a design with more hardscape elements, which requires additional civil engineering and related efforts; hardscape examples include protected intersections for bicyclists and cycle track connectors across San Pablo and other curb or median changes at particularly constrained locations
- Additional technical studies such as equity analysis, Title VI analysis and other analyses and studies to support decision-making
- Additional project cost estimating and cost benefit analyses to support grant applications
- Additional time and effort for project definition and development
- Additional staff time
- Additional budget for Caltrans Coop

Staff recommends amending the contract to include budget for these items.

Levine Act Statement: The Kimley-Horn team did not report any conflicts in accordance with the Levine Act.

Fiscal Impact: The action will authorize the encumbrance of \$3.5 million of Measure BB funds to the Project. Sufficient budget has been included in the Alameda CTC Adopted FY2021/22 Operating and Capital Program Budget. The total addition to contract A17-0073 with Kimley-Horn Inc. is \$2,841,470 for a total not-to-exceed amount of \$12,513,598. The remainder of the funds will support the Caltrans Cooperative Agreement and Alameda CTC staff time.



Memorandum

7.7

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 20, 2022

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.

Alameda CTC submitted comments on one Draft EIR since the last update on November 8, 2021.

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

Attachment:

- A. Response to the Draft Environmental Impact Report (DEIR) for the Ashby and North Berkeley BART Stations TOD Zoning Project

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December 1, 2021

Alisa Shen, Principal Planner
City of Berkeley
Department of Planning & Development
1947 Center St, 2nd Floor
Berkeley, CA 94704

SUBJECT: Response to the Draft Environmental Impact Report (DEIR) for the Ashby and North Berkeley BART Stations TOD Zoning Project

Dear Alisa Shen,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Ashby and North Berkeley BART Stations TOD Zoning Project. The proposed project would involve the adoption of new zoning standards and land use classifications at the Ashby and North Berkeley Bay Area Rapid Transit (BART) Stations, in the City of Berkeley. The Ashby BART Station site includes two parcels: a 4.4-acre parcel, currently the BART station and surface parking lot, and a 1.9-acre parcel that is presently a surface parking lot on the east side of Adeline Street. The North Berkeley BART Station site encompasses seven parcels totaling 9.93 acres. The site currently includes the BART station, operations building, and surface parking lots as well as three parcels northwest of the station, two of which are surface parking lots, while the third is used as a community garden. The proposed project would allow up to 1,200 new residential units and up to 100,000 sq ft of non-residential space at the Ashby BART station, and 1,200 residential units and 25,000 sq ft of non-residential space at the North Berkeley BART station. The new development would replace existing surface parking at both locations.

Since the proposed project would generate more than 100 new PM-peak trips, it 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:

- On page 4.11-2, the DEIR references the City of Berkeley's Pedestrian High Injury Network (HIN). This addresses safety for pedestrians, but does not address safety issues for bicycles. In Alameda CTC's response to the project's Notice of Preparation dated December 21, 2020, Alameda CTC requested an analysis of impacts to the Countywide Pedestrian and Bicycle HINs as well. Please review the HINs contained in the 2019 Countywide Active Transportation Plan and consider impacts to additional segments identified in this network.
- On page 4.11-34, Table 4.11-5 indicates that the project is compliant with Alameda CTC's CMP, as it would have a "less than significant impact on CMP and MTS roadways" because "the proposed project would have[sic] less than five percent to the peak hour traffic volume on study

roadway segments.” Please clarify whether this refers to an increase or decrease of five percent, and specify which significance criteria were used to reach this conclusion.

- Table 4.11-5 demonstrates project compliance with relevant BART policies. Given that several AC Transit lines operate within a half-mile of the Ashby site (the 12, 18, 80, 688, 800 and F) and the North Berkeley site (the 51B, 52, 604, 688, 800 and J), the EIR should also determine if the project is consistent with applicable AC Transit policies, including but not limited to their Multimodal Design Guidelines.
- The Appendix H Transportation Analysis Methodology Memorandum uses the West Berkeley Circulation Master Plan to adjust ITE trip generation estimates for all modes at South and North Berkeley sites, but does not provide an explanation of why this adjustment was deemed appropriate for either site. Please provide an explanation of why that factor was used, or preferably, use the most recent version of the Countywide Travel Demand Model to determine the number of new trips generated and corresponding mode splits.
- On page 4.11-44, the DEIR describes efforts to prioritize plans that are inclusive of residents with disabilities at the Ashby BART Station site. However, the DEIR does not consider potential impacts to accessible transportation services such as East Bay Paratransit.
- On page 4.11-46, the DEIR notes that the Joint Vision and Priorities document identifies a connection from the Ohlone Greenway to the North Berkeley BART Station as a priority for future development under the project. Alameda CTC highly encourages direct connections from existing high quality bicycle facilities to transit service. The 2019 Countywide Active Transportation Plan identified barriers to transit access as an issue of countywide significance.

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,



Cathleen Sullivan
Director of Planning



Memorandum

7.8

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 20, 2022

TO: Alameda County Transportation Commission

FROM: Kristen Villanueva, Principal Transportation Planner
Shannon McCarthy, Associate Transportation Planner

SUBJECT: Approve the 2021 Priority Development Area Investment & Growth Strategy

Recommendation

It is recommended that the Commission approve the 2021 Priority Development Area Investment & Growth Strategy (PDA IGS), which provides information on planned transportation projects in Priority Development Areas (PDAs) in Alameda County and documents housing data, for submittal to MTC by their deadline of January 30, 2022. The 2021 PDA IGS is a reporting requirement for the Metropolitan Transportation Commission's (MTC) One Bay Area Grant Program (OBAG).

Summary

The OBAG Program guides how MTC distributes federal transportation funding throughout the Bay Area. The program is designed to support the regional growth framework, which is centered around better integrating transportation and land use. As such, the program requires county transportation agencies (CTAs) to develop and update a PDA IGS, a document that describes transportation and housing trends within PDAs, on a regular basis. Alameda CTC has submitted several PDA IGS reports on behalf of Alameda County jurisdictions since the first OBAG program in 2013. Previous submittals are located [here](#). The most recently adopted PDA IGS was in 2017.

As part of the 2021 PDA IGS, MTC is requiring the following three elements to be reported for PDAs in each county:

1. Housing and mobility trends in PDAs
2. Planned transportation projects in PDAs
3. Affordable housing pipeline in PDAs

Overall, jurisdictions throughout Alameda County and Alameda CTC have emphasized PDAs and the importance of integrating transportation and land use in order meet mobility and climate goals, support local economies, and provide much-needed housing. These policy priorities are reflected in the vision and goals of the 2020 Countywide Transportation Plan (2020 CTP), and are integrated into planning, project development and programming activities. The PDA IGS is an opportunity to highlight examples of these connections in Alameda County for MTC.

Last summer, MTC provided baseline data on housing and mobility trends in PDAs for use in the PDA IGS. From September through November of 2021, staff worked closely with ACTAC members to update the data from MTC and develop a list of planned transportation projects in PDAs as well as a comprehensive list of affordable housing developments in the pipeline within the county. Our jurisdictions and transit agencies provided valuable input, which has been incorporated to ensure that staff's analysis of projects and trends in PDAs is current and accurate. Should any additional adjustments be submitted by member jurisdictions following the January ACTAC meeting, those updates will be incorporated by the January Commission meeting.

ACTAC and PPLC

At their January meetings, ACTAC and PPLC moved to approve the 2021 PDA IGS contingent on several final revisions to the document. These revisions have been incorporated in the 2021 PDA IGS included in Attachment A. In summary, these revisions include incorporating additional permitted units and affordable housing development projects in the pipeline as provided by ACTAC members, updating maps to reflect corrections to PDA boundaries and transit systems serving these PDAs, as well as minor additions and corrections to the project tables. This memo reflects changes to data summaries as a result of the land use changes provided by ACTAC.

It is recommended that the Commission approve the 2021 PDA IGS that is included as Attachment A. Subsequent to Commission approval, staff will submit the 2021 PDA IGS to MTC by the deadline of January 30, 2022.

Background

Jurisdictions within Alameda County have identified 48 PDAs, which are locally nominated areas for new development near high quality transit. The regional goal is for these PDAs to accommodate the majority of future housing in the county and region in order to reduce the amount of automobile travel and greenhouse gas emissions associated with new development. Chapter 1 of the 2021 PDA IGS provides an overview of Alameda County's PDAs and their role within the regional context.

As of the development of the most recent regional transportation plan, Plan Bay Area 2050 (PBA 2050), there are two types of PDAs:

- Transit-Rich PDAs have high-quality transportation infrastructure already in place to support additional growth in their communities. The transit-rich designation requires that 50% of the area is within ½ mile of an existing rail station or ferry terminal (with

bus or rail service), a bus stop with peak service frequency of 15 minutes or less, or a planned rail station or ferry terminal in the Regional Transportation Plan.

- Connected Community PDAs offer basic transit services and have committed to policies that increase mobility options and reduce automobile travel. This type of PDA is further described as either being in a High Resource Area or not.

The vast majority (83%) of Alameda County's PDAs are considered transit-rich due to the extensive network of high-quality transit. A list of Alameda County's PDAs as defined in Plan Bay Area 2050 (PBA 2050) and maps of their locations and the county's high-quality transit networks are included in the 2021 PDA IGS (Attachment A).

Key Findings of the 2021 PDA IGS

The 2021 PDA IGS (Attachment A) reviews recent housing and mobility trends in PDAs, which make up the first element required of the IGS by MTC. Key findings include:

- In Alameda County, the vast majority (77%) of the approximately 38,000 units permitted between 2014 and 2019 have been located in PDAs. Almost half of the county's units within PDAs were located in Oakland.
- During this time period, only 10% of all permitted units countywide were affordable to low-income households, defined as households earning less than 80% of the Area Median Income (AMI).¹ This is a consistent finding across the region.
- Commute mode share in Alameda County's PDAs is significantly more multimodal than in the county's non-PDAs, which is consistent with regional trends. MTC's assessment showed that the lower rate of single-occupancy vehicle (SOV) commutes in the region's PDAs (51%) compared to non-PDAs (69%) was primarily driven by increased shares of transit and walking commutes.
- Overall, the county's PDAs saw a larger mode shift than the region away from SOVs and toward transit between 2013 and 2018. This shift was also more substantial in the county's PDAs as compared to non-PDAs, suggesting PDAs are successfully providing access to high quality transit for commute purposes, and may be playing a role in accelerating mode shift to more sustainable modes.

Planned Transportation Projects and Affordable Housing in PDAs

The 2021 PDA IGS includes a detailed list of planned transportation and affordable housing projects in PDAs, which make up the second and third elements required of the 2021 PDA IGS, respectively. Key findings highlighted include:

- Given the prominence of PDAs in transportation and land use planning across Alameda County, 90 percent of the projects in the priority list of the 2020 CTP are located in or provide access to PDAs. These 91 projects represent a needed investment of over \$8 billion over the next 10 years.

¹ In Alameda County in 2019, the AMI was \$111,700 for a 4-person household.

- A majority (58%) of the planned projects serving PDAs are also located in Equity Priority Communities, while over three-quarters (82%) are located on the County's bicycle and pedestrian High-Injury Network (HIN).
- Across the county, 68 deed-restricted development projects have been identified in the pipeline, which will produce over 5,550 new affordable units. Alameda, Fremont, and Oakland each have over 1,000 affordable units in the pipeline.
- Alameda County jurisdictions are poised to continue successfully connecting affordable development in PDAs with planned transportation projects; the vast majority (90%) of planned affordable housing developments identified fall within PDAs, and a majority (67%) of planned transportation projects serving PDAs are within ½ mile of at least one development in the pipeline.

Next Steps

It is recommended that the Commission approve the 2021 PDA IGS that is included in Attachment A. Subsequent to Commission approval, staff will submit the 2021 PDA IGS to MTC by the deadline of January 30, 2022.

Fiscal Impact: There is no fiscal impact.

Attachment:

- A. [2021 Priority Development Area Investment & Growth Strategy](#)



Memorandum

7.9

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 20, 2022

TO: Alameda County Transportation Commission

FROM: Cathleen Sullivan, Director of Planning
Kristen Villanueva, Principal Planner

SUBJECT: Approve I-580 Transit and Multimodal Strategy Contract Award and Execution

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Professional Services Agreement A22-0057 with Fehr & Peers for a not-to-exceed amount of \$1,250,000 to provide services for the I-580 Transit and Multimodal Strategy (I-580 Strategy).

Summary

Interstate 580 (I-580) is one of Northern California's key transportation routes, carrying over 200,000 vehicles per day in its most heavily-used segments and providing an interregional freight connection between the Central Valley and industrial areas along I-880 and the Port of Oakland. In September of 2018, staff presented an informational item on a work program for the I-580 and I-680 corridors that described several planning and project development activities for each segment of I-580. The action today makes progress toward implementing the recommendations in that work program.

In May 2021, the Commission approved release of a Request for Proposals (RFP) for professional services for an I-580 planning effort focused on serving existing and growing travel demand in the corridor, from the Bay Bridge to the San Joaquin County line. This strategy will be rooted in county, regional and state policy guidance around pricing, equity and climate and "ground truth" these policies along one of Alameda County's most heavily-travelled interstates.

RFP 21-0006 was released on June 29, 2021. Proposals were received from five firms. An independent selection panel comprised of representatives from the City of Oakland, Caltrans, AC Transit and Alameda CTC reviewed the five proposals submitted and proceeded to interview four firms. Interviews with those firms were conducted in October

2021. Based on those interviews, the selection panel concluded that Fehr & Peers was the top-ranked firm.

Alameda CTC negotiated the contract with Fehr & Peers for a not-to-exceed amount of \$1,250,000. The estimated duration to complete the required scope with Fehr & Peers for this planning phase is 24 months.

This contract is locally funded. As such, the Alameda CTC Local Business Contract Equity Program requirements apply. The negotiated agreement meets contract equity goals, with 30 percent of the fee for very small local business entities (VSLBE).

Background

The I-580 corridor in Alameda County is a significant corridor serving both inter-regional and inter-county commute trips, as well as trips within Alameda County. This corridor is part of the National Primary Highway Freight Network, connecting the Port of Oakland with agricultural producers and warehousing the Central Valley, and also serving as a key local delivery corridor for Alameda County consumers and businesses. It is also a core Alameda County corridor, carrying significant intra-county flows, serving the Tri-Valley, central county area and north county. Alameda CTC has made significant investments and constructed improvements along I-580 over the past two decades including construction and operation of express lanes in the Tri-Valley.

In September 2018, staff presented a summary of planning and project development efforts [along I-580 and I-680](#) as part of a work program for the I-580 and I-680 corridors. For I-580, this included several efforts completed or underway at the time. Key efforts, including their current status, are:

- A managed lanes feasibility assessment from the Bay Bridge to I-238 called a "Design Alternatives Assessment" (completed by MTC in partnership with Alameda CTC and presented to the Commission in [September 2019](#)),
- A Project Study Report for the I-580/I-680 Interchange (completed in 2009),
- The I-580 Express Lanes implementation in the Tri-Valley and its After Study (presented to the Commission in [September 2018](#) and finalized for the [state legislature](#)),

In addition, partner agencies are also advancing major initiatives along I-580, including the Tri-Valley – San Joaquin Valley Regional Rail Authority's development of the Valley Link project, and the San Joaquin Council of Governments and Caltrans District 10 are advancing the I-205 Managed Lanes Project.

The Alameda CTC work program recommended advancing planning in subsequent years for two additional segments – the Dublin Grade (from I-238 to I-680) and Altamont Pass (from Greenville Road in Livermore to I-205 in San Joaquin County) – to ultimately create a connected network of managed lanes and supportive transit services and Transportation Demand Management programs.

At the May 2021 meeting of PPLC, staff presented this background information and requested authorization to release an RFP for professional services for a new strategy document that would provide an opportunity to understand what is required to sustainably and equitably reduce VMT, support multimodal options, and improve safety along this interstate. This directly speaks to policy goals at the state, regional and local levels, including a renewed focus on reducing VMT and greenhouse gas emissions and more robust consideration of equity and safety. The I-580 Strategy will help staff and the Commission understand what is truly required to achieve these goals.

The Alameda CTC selection process to procure services began in May 2021 with Commission approval to release the RFP. RFP 21-0006 was released on June 29, 2021. A pre-proposal meeting was held on July 13, 2021 and was attended by 18 firms, of which there were eight self-identified prime consultants. Alameda CTC received a total of five proposals.

An independent selection panel comprised of representatives from the City of Oakland, Caltrans, AC Transit and Alameda CTC reviewed the five proposals and proceeded to interview four firms. Interviews with those firms were conducted in October 2021. Based on those interviews, the selection panel concluded that Fehr & Peers was the top-ranked firm.

Alameda CTC negotiated the contract with Fehr & Peers for a not-to-exceed amount of \$1,250,000. The estimated duration to complete the required scope with Fehr & Peers for this planning phase is 24 months.

This contract is locally funded. As such, the Alameda CTC Local Business Contract Equity Program requirements applicable to such contracts apply. The negotiated agreement meets contract equity goals, with 30 percent of the fee for very small local business entities (VSLBE).

Approach for the I-580 Transit and Multimodal Strategy

Through negotiations with Fehr & Peers, staff and the consultant team developed an approach for advancing the strategy. The work will include an assessment of long-term pricing strategies, such as managed lanes and/or all-lane tolling that are included in Plan Bay Area 2050, as well as strategy development on express bus, TDM, multimodal improvements on parallel arterials such as MacArthur Blvd, and an exploration of clean fueling opportunities along the corridor. The Strategy will help us understand what is feasible as far as mode-shift over the long-term and will inform definition of mid-term strategies for implementation. There will be focused outreach through this strategy phase, including regular meetings with staff at local agencies, AC Transit, Caltrans, BART, and MTC. Community outreach will be done with local agencies and focus on equity communities.

Given its centrality to I-580, a separate but interrelated task will develop multimodal recommendations along MacArthur Blvd in Oakland. This will be done in partnership with the City of Oakland and AC Transit and will include direct engagement with local communities that will be funded by the City of Oakland. The objectives of this task are to advance recommendations from AC Transit's Major Corridor Study, Alameda CTC's Countywide Transit

Plan, and Oakland's Bike Plan, and to complement and/or mitigate strategies, such as managed lanes and pricing, that could be recommended for I-580. Active transportation safety, transit reliability, and community accessibility and connectivity are the goals of this work.

Levine Act Statement: The Fehr & Peers Team did not report any conflicts in accordance with the Levine Act.

Fiscal Impact: The fiscal impact for awarding the contract A22-0057 to Fehr & Peers is \$1,250,000. This amount is included in the adopted FY2021-2022 agency budget.

Application for the Alameda CTC Independent Watchdog Committee (IWC)



Alameda CTC invites Alameda County residents to serve on its **Independent Watchdog Committee**, which generally meets quarterly on the evening of the second Monday of the month. Each member is appointed for a two-year term.

Membership qualifications:

Each IWC member must be an Alameda County resident and must not be an elected official at any level of government or a public employee of an agency that oversees or benefits from the proceeds of the sales tax or have any economic interest in any Measure B or Measure BB-funded projects or programs.

Name: Lenore McDonald

Home Address: [REDACTED]

Mailing Address (if different): _____

Phone: (home) _____ (work) _____ (cell) _____

Email: _____

Please respond to the following sections on a separate attachment:

- I. Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on the IWC and why you are qualified for this appointment.
- III. Relevant Work or Volunteer Experience:** Please list your current employer and relevant volunteer experience including organization, address, position and dates.
- IV. Bio or Resume:** Please include your current biography or resume.

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

Signature [Signature] Date November 18, 2021

Return the application to your appointing party for signature (see www.alamedactc.org/app_pages/vlew/8), or fax (510.893.6489) or mail it to Alameda CTC.

Appointing Party:

Signature: [Signature]

Date: 11/29/2021

November 18, 2021

Lenore McDonald

Applicant appointed by the League of Women Voters- Alameda County Council

Responses to Application dated November 18, 2021.

I. I served on the Marin County Commission on Aging in 2016-2019 where I helped the City of San Rafael become a member of the AARP/WHO Livable Communities network. I also served on the committee for the San Rafael School District Measure A Parcel Tax passed in 2004. In 2019 I was elected to the Board of the League of Women Voters of Oakland where I served on the Fundraising Committee and served on the budget committees. I also assisted in a successful initiative to increase voter participation in underserved communities in Districts 5, 6 and 7.

II. My personal mission over the past 20 years has been to make cycling a safe and accessible means of transportation for people of all ages. I have a keen interest in helping to oversee the proper and prudent use of funding for safe pedestrian and cycling infrastructure. Additionally, I have spent the past 10 years advocating for creating safe, healthy, age-friendly communities that enable older adults to live independently in their homes and communities in Alameda County. Having safe, convenient accessible public transportation is key.

III. As Director of Government Relations and Fund Development since 2011 at Center for Elders' Independence, headquartered in Downtown Oakland, I have advocated for more and better high-quality services for seniors, including as a member of the Alameda County Age-Friendly Council. I have been active in the Age-Friendly Communities committee and assisted the City of San Leandro and the County of Alameda to join also and we are actively supporting additional communities to come onboard. I retired from CEI in March 2021 and am continuing to support the Council and Commission as a consultant while CEI finds a new director to take my place. I bring the voice of seniors forward to civic leaders who are responsible for allocating resources equitably and effectively.

IV. I co-lead a cycling Meetup group for women over 50 years old called Gals With Gears which we founded in 2016 and we currently have over 800 members from across the Bay Area. We are sponsored by the San Francisco Bicycle Coalition where I previously served on the Board of Directors from 2011-2014. Our advocacy played a critical role in establishing a network of dedicated bike lanes designed to increase safety for cyclists and pedestrians and for more convenient safe public transportation by bus, BART, bikeshare, rideshare and other means of transportation. Several of our leaders are now engaged in Vision Zero, an international initiative to end pedestrian fatalities and the Safe Streets program in the City of Oakland.



Independent Watchdog Committee
Meeting Minutes
Monday, November 8, 2021, 5:30 p.m.

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Call to Order

Independent Watchdog Committee (IWC) Vice Chair Murphy McCalley called the meeting to order.

2. Roll Call

A roll call was conducted and all members were present with the exception of Oscar Dominguez, Glenn Nate, Hale Zukas, and Herb Hastings.

Subsequent to the Roll Call:

Hale Zukas arrived during item 4.1.

Herb Hastings arrived during item 6.1.

Keith Brown left during item 8.1

3. Public Comment

There were no public comments.

4. Election of Officers

4.1. Reaffirm, by Roll Call Vote, the Election of Pat Piras as IWC Chair and Murphy McCalley as Vice Chair for FY 2021-22

At the July 12, 2021 IWC meeting, officers were elected; however, a roll call vote did not take place for the Chair and Vice Chair elections. The IWC reaffirmed, by roll call vote, the election of Pat Piras as the IWC Chair and Murphy McCalley as the Vice Chair.

Curtis Buckley made a motion to approve this item. Keith Brown seconded the motion. The motion passed with the following votes:

Yes: Brown, Buckley, Exner, Hernandez, McCalley, Rubin, Tilchen

No: None

Abstain: Piras

Absent: Dominguez, Nate, Zukas

5. Meeting Minutes

5.1. Approve July 12, 2021 IWC Meeting Minutes

Pat Piras made a correction to change the word "affirmation" to "acclamation" and the word "vote" to "election."

Murphy McCalley made a motion to approve minutes with the above correction. Tom Rubin seconded the motion. The motion passed with the following votes:

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

6. Independent Auditor Financial Report

6.1. Presentation of the Alameda CTC Draft Audited Annual Comprehensive Financial Report for the Year Ended June 30, 2021

David Alvey, Alameda CTC's independent auditor from Maze & Associates, presented the audit and Annual Comprehensive Financial Report for the Year Ended June 30, 2021. He stated that the audit team reviewed the financial statements provided by Alameda CTC and found no weaknesses in internal controls, required no adjustments to the financial statements, and experienced no difficulties in the performance of the audit. He then reviewed key financial aspects of the financial statements and pointed out that Maze and Associates issued a clean, or unmodified, audit opinion for the year ended June 30, 2021.

7. IWC Annual Report Outreach Summary and Publication Costs Update

7.1. IWC Annual Report Outreach Summary and Publication Cost Update

Patricia Reavey gave an update on the publishing and outreach efforts for the 19th IWC Annual Report to the Public. She summarized the work Alameda CTC did, which was based on the direction of the IWC, to produce and distribute the report and place online banner advertisements in the media. She informed the committee that the estimated total cost for the 19th IWC Annual Report to the Public was \$47,912.49, which is \$647.43 less than the prior year, and this is an estimate because the agency is still awaiting three final invoices.

8. Discussion of Performance Measures

8.1. IWC Discussion of Performance Measures - Supported by a Presentation from Staff on Measure B and Measure BB Direct Local Distribution Performance Measures

Pat Piras led this discussion and indicated the purpose of this item is to discuss the Measure B and Measure BB Direct Local Distribution (DLD) Performance Measures. She noted that based on the Committee's 19th Annual Report to the Public published last July, it was noted that DLD performance measures and monitoring could be improved. She also said that she attended the July Commission meeting and shared the Committee's perspective regarding performance measures and compliance.

John Nguyen gave a presentation to the IWC to provide information on Measure B and Measure BB DLD Performance Measures, including background on the Transportation Expenditure Plan's requirements, metrics development, and the performance compliance monitoring process. He explained that the DLD performance measures were developed with input from multiple agencies and advisory committees and represent best practice metrics that help provide information on the use of DLD funds during the compliance review process.

As a result of the discussion, IWC Members suggested that they develop specific recommendations for new performance measures and bring them to the Commission. Ms. Reavey stated that recommendations can be made by the IWC to the Commission; however, per the bylaws, they must be made in the form of a resolution.

Ms. Piras requested staff to include this item on the next IWC agenda for further discussion.

9. IWC Bylaws

9.1. Review IWC Bylaws

Pat Piras noted that the Bylaws are reviewed annually; however, the Committee already reviewed them earlier this year; she indicated that this item is included in the packet to see what the bylaws say with regard to performance measures. Ms. Piras requested that staff include the review of the Bylaws on the Agenda for the next IWC Meeting.

10. IWC Member Reports/Issues Identification

10.1. Chair's Report

Chair Pat Piras stated that she did not have new items to report.

10.2. IWC Issues Identification Process and Form

Pat Piras explained the use of these forms for the benefit of the new member.

10.3. Member Reports

Ed Hernandez requested more information on the Meals-on-Wheels program because it appears that every city is not listed on the report. Mr. Nguyen stated that every jurisdiction uses its DLD funds at its discretion; however, the cities that have used DLD funds on this program so far are Alameda, Fremont, Hayward, Newark, and San Leandro.

11. Staff Reports

11.1. Staff Reports

Patricia Reavey noted that at the last IWC meeting, the Chair asked when the Alameda CTC website will be updated. Ms. Reavey informed the Committee that there are no plans to update the website at this time.

Tom Rubin asked when committees will meet in person. Ms. Reavey informed the Committee that the Commission meetings are expected to be held in-person beginning in January 2022, and the January IWC meeting is expected to continue to be a remote meeting.

11.2. IWC Calendar

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

11.3. IWC Roster

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

12. Adjournment

The meeting was adjourned. The next meeting is scheduled for January 10, 2022.

Alameda County Transportation Commission
Independent Watchdog Committee
Member Roster - Fiscal Year 2021-2022

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires
1	Ms.	Piras, Chair	Pat	San Lorenzo	Sierra Club	Jan-15		N/A
2	Mr.	McCalley, Vice Chair	Murphy	Castro Valley	Alameda County Supervisor Nate Miley, D-4	Feb-15	Mar-17	Mar-19
3	Mr.	Brown	Keith	Oakland	Alameda Labor Council (AFL-CIO)	Apr-17		N/A
4	Mr.	Buckley	Curtis	Berkeley	Bike East Bay	Oct-16		N/A
5	Mr.	Dominguez	Oscar	Oakland	East Bay Economic Development Alliance	Dec-15		N/A
6	Mr.	Exner	Alfred	Pleasanton	Alameda County Mayor's Conference, D-4	Jun-21		Jun-23
7	Mr.	Hastings	Herb	Dublin	Paratransit Advisory and Planning Committee	Jul-21		Jul-23
8	Mr.	Hernandez	Ed	San Leandro	Alameda County Mayors' Conference, D-3	Feb-21		Feb-23
9	Ms.	McDonald	Lenore	Oakland	Pending Commission Approval League of Women Voters	Jan-22		Jan-24
10	Mr.	Naté	Glenn	Union City	Alameda County Supervisor Richard Valle, D-2	Jan-15	Jan-20	Jan-22
11	Mr.	Rubin	Thomas	Oakland	Alameda County Taxpayers Association	Jan-19		N/A
12	Mr.	Tilchen	Carl	Dublin	Alameda County Supervisor David Haubert, D-1	Oct-18		Oct-20
13	Mr.	Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09	Jan-20	Jan-22

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Memorandum

9.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 20, 2022

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.

Background

The Commission approved the 2022 Legislative Program in December 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 2022 adopted Legislative Program.

Federal Update

The \$1.2 trillion Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act (IIJA) was signed by President Biden on November 15, 2021. The law reauthorizes federal surface transportation and water infrastructure programs. It also provides \$550 billion worth of new, additional spending for transportation, resiliency, energy, environment, broadband, and water investments over five years (FY 2022-2026). The law requires many programs to be established within 180 days, which will be May 14, 2022.

The \$1.75 trillion Build Back Better Act is still pending consideration in the Senate.

Congress passed a Continuing Resolution to fund the government through February 18, 2022, as discussions continue regarding Fiscal Year 2022 Appropriations and Budget.

State Update

The state legislature returned from recess on January 3, 2022. Two-year bills must be out of their house of origin by January 31, 2022.

The Governor's budget proposal was released on January 10th. The budget proposes investing \$9.1 billion in transportation programs, and includes significant focus on climate programs, transit, equity, and active transportation.

For more information on the Governor's budget, please see Attachment B, prepared by Platinum Advisors, summarizing key details of the budget. Staff will provide an overview of key transportation elements at the Commission meeting.

Fiscal Impact: There is no fiscal impact.

Attachment:

- A. Alameda CTC 2022 Legislative Program
- B. Memo on Governor's 2022-2023 State Budget Proposal

2022 Legislative Program

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

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

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

Core Legislative Priorities
Transportation Funding: Advocate for increased transportation funding to support projects, programs, and operations and seek to 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.
Equity: Advocate for resources, legislation, and initiatives that provide accessible, affordable and equitable transportation opportunities and elevate the needs of equity priority communities. Prioritizing and advancing equity will be considered throughout each policy area of this legislative program.
Safety: Advocate for resources and legislation that enable Alameda CTC to deliver safe, multimodal infrastructure that prioritizes the safety of all users and advances Vision Zero policies and strategies.
Sustainability: Support legislation, strategies and investments that reduce greenhouse gas (GHG) emissions to create sustainable and healthy communities and increase the resiliency of our transportation system and communities, especially for historically impacted equity communities; support investments and funding for alternative fuels and technology to reduce GHG emissions and pollution.
Effective Project Delivery and Operations: Support policies that facilitate efficient and expedited project development and delivery processes, effective operations of the transportation system including Express Lane and HOV operations, and support innovative project delivery.

Transportation Funding: Advocate for increased transportation funding to support projects, programs, and operations and seek to 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.

- Seek, acquire, accept and implement grants to advance project and program delivery.
- Support efforts to increase transportation funding and advance priority projects and programs in Alameda County.
- Support efforts that protect against transportation funding diversions.
- Ensure fair share of sales tax allocations from new laws and regulations.
- Protect and enhance voter-approved funding. Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures.
- Support rewarding Self-Help Counties and states that provide significant transportation funding.
- Support efforts to increase funding and advance policies that support transit, paratransit, and multimodal transportation.
- Support efforts to increase funding to advance safety and active transportation.
- Support policies and funding that enhance Bay Area goods movement and passenger rail funding, delivery and advocacy that enhance the economy, local communities, and the environment.
- Support policies and programs that improve transportation services and infrastructure and do not create unfunded mandates.

Equity: Advocate for resources, legislation, and initiatives that provide accessible, affordable and equitable transportation and elevate the needs of equity priority communities and youth, seniors, disabled, low income and communities of color.

- Providing accessible, affordable and equitable transportation resources will be considered throughout each policy area of this legislative program.
- Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education.
- Support means-based fare programs while being fiscally responsible.
- Support projects and programs that reduce emissions with a particular emphasis on communities historically disproportionately burdened by pollution from the transportation sector.
- Expanding economic opportunities for small and local businesses by leveraging our procurement, contracting and hiring processes and supporting those historically disenfranchised such as women and minority owned businesses.

Safety: Advocate for resources and legislation that enable Alameda CTC to deliver safe, multimodal infrastructure that prioritizes the safety of all users and advances Vision Zero policies and strategies.

- Expand multimodal options, shared mobility and innovative technology.

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

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

- Support funding for infrastructure, operations, and programs to relieve congestion, improve air quality, reduce emissions, expand resiliency and support economic development, including to support transitioning to a zero-emission transportation system.
- Support emerging technologies such as alternative fuels and technology to reduce GHG emissions.
- Support legislation to modernize the Congestion Management Program, supporting the linkage between transportation, housing, and multi-modal performance monitoring.
- Support efforts to increase transit priority throughout the transportation system, such as on freeway corridors and bridges.
- Support efforts to address sea level rise adaptation including planning, funding and implementation support.
- Support legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County, including data sharing that will enable long-term planning.
- Support legislation that increases flexibility and reduces barriers for infrastructure improvements that support the linkage between transportation, housing and jobs and leverage opportunities for TOD and PDA implementation, including transportation corridor investments that link PDAs.

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

- Advance innovative and cost-effective project delivery.
- Support environmental streamlining, efforts that reduce project and program implementation costs, and expedited project delivery, including contracting flexibility and innovative project delivery methods.

- Support funding and policies to implement transportation projects that create jobs and economic growth, including for apprenticeships and workforce training programs.
- Support HOV/managed lane policies and efforts that promote effective and efficient lane implementation and operations, protect toll operators' management of lane operations and performance, toll rate setting and toll revenue reinvestments, deployment of new technologies and improved enforcement.
- Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.



January 12, 2022

TO: Tess Lengyel, Executive Director
Alameda County Transportation Commission

FR: Steve Wallauch
Platinum Advisors

RE: Budget Update

Governor Gavin Newsom submitted his 2022-23 State Budget proposal to the Legislature January 10 – a \$286 billion spending plan that estimates a \$45.7 billion surplus, of which \$20.6 billion is discretionary, \$16.1 billion is mandated by Proposition 98 for K-14 education, and \$9 billion is set aside for reserve and supplemental pension payments. The surplus forecast by the Governor is lower than the LAO's outlook from November, which pegged discretionary general fund revenue at \$31 billion.

With the growth in revenue, the Budget reflects \$34.6 billion in total budgetary reserves. These reserves include: \$20.9 billion in the Proposition 2 Budget Stabilization Account (Rainy Day Fund); \$9.7 billion in the Public School System Stabilization Account; \$900 million in the Safety Net Reserve; and \$3.1 billion in the state's operating reserve. The Rainy Day Fund is now at its constitutional maximum (10 percent of General Fund revenues) requiring \$2.4 billion to be dedicated for infrastructure investments in 2022-23.

The State Appropriation Limit, aka the Gann Limit, is once again in play this year. While Governor Newsom acknowledge that the Gann Limit will likely be triggered for the 2020-21 and 2021-22 fiscal years by a total of \$2.6 billion once the accounting dust has settled. The final calculation will not be complete until the May Revise, which will contain what if any proposals will be needed to address the limit.

As always, the release of the Governor's proposed spending plans marks the begging of the subcommittee hearing season, and the surplus marks the beginning of the frenzy.

Transportation Funding Proposals

The Budget proposes investing \$9.1 billion in the transportation programs. This includes \$4.9 billion General Fund and \$4.2 billion Proposition 1A High Speed Rail bond funds. The funding is allocated as follows:

- \$4.2 billion in bond funds for High-Speed Rail

- \$2 billion for transit and rail infrastructure projects that will be allocated through the Transit and Intercity Rail Capital Program (TIRCP)
- \$1.25 billion for Southern California transit and rail projects. This year the funds are not limited to projects needed to host the Olympics.
- \$750 million for Active Transportation Projects, divided as follows:
 - \$500 million for Active Transportation Program projects. These funds will likely be used to fund the bicycle and pedestrian projects that were not funded in the last round, which encourage increased use of active modes of transportation such as walking and biking, and increase the safety and mobility of non-motorized users.
 - \$150 million to establish the Reconnecting Communities: Highways to Boulevards Pilot Program, which is intended for projects that remove transportation barriers by investing in the conversion of underutilized highways into multi-modal corridors.
 - \$100 million for bicycle and pedestrian safety projects, allocated through the Highway Safety Improvement Program.
- \$500 million for High Priority Grade Separation Projects.
- \$400 million for state and local Climate Adaptation Projects that support climate resiliency and reduce risks from climate impacts.

Comparing this proposal with the 2021-22 transportation funding proposal there are some significant differences. Last year the Governor proposed an \$11 billion funding package, of which only \$1.4 billion in zero emission truck and bus funding was approved. This year the funding proposal does not include the \$407 million for zero emission intercity train and bus projects, and a proposal to dedicate a total of \$2 billion in accrued interest and federal funds for local and state highway projects has been dropped.

Program	2021 Proposal	2022 Proposal
High Speed Rail	\$4.2 billion	\$4.2 billion
Priority Transit Projects	\$1 billion	\$2 billion
Southern California Projects	\$1 billion	\$1.25 billion
Active Transportation Projects	\$500 million	\$750 million
Grade Separation Projects	\$500 million	\$500 million
Climate Adaptation Projects		\$400 million
Zero Emission Transit & Rail Equipment	\$407 million	\$0
	\$7.607 billion	\$9.1 billion

Goods Movement/Port Funding

The budget includes a \$2.3 billion investment to address supply chain issues and modernization at California's ports. The spending plan includes the following elements:

- \$1.2 billion for Port Infrastructure and Goods Movement projects that increase goods movement capacity on rail and roadways serving ports and at port terminals.
- \$875 million for zero emission equipment and infrastructure for zero emission drayage trucks and port equipment.
- \$110 million for workforce training programs. These funds would be allocated over three years to develop a Goods Movement Training Center in southern California, to support workforce resilience in the face of supply chain disruption and accelerate the deployment of zero emission equipment and technologies.
- \$40 million to enhance California's capacity to issue Commercial Driver's Licenses.
- \$30 million for the Governor's Office of Business and Economic Development to provide funding for operational and process improvements at the ports.

Zero Emission Vehicle Funding

The budget proposes appropriating \$6.1 billion for various zero emission vehicle programs. The funding source is a combination of general fund (\$3.5 billion), Prop 98 (\$1.5 billion), Green House Gas Reduction fund (\$676 million), federal funds (\$383 million). This appropriation would be allocated over five years. Combining this proposal with the funds appropriated in the 2021-22 budget totals a \$10 billion investment over the next few years.

In particular, the proposal includes an additional \$460 million for zero emission transit buses and infrastructure with the goal of replacing 1,700 transit buses, and \$475 million to replace 1,000 drayage trucks. The plan also provides \$419 million for a new Zero Emission Mobility program. The intent of the Mobility program is to support community-based transportation equity projects that increase access to zero-emission mobility in low-income communities. This includes supporting clean mobility options, sustainable transportation, and equity projects. The entire zero emission vehicle investment plan is outlined in the DOF chart below.

Zero-Emission Vehicle Investments

(Dollars in Millions)

Investment Category	Program	2021 ZEV Package Multi-Year Investment	2022 ZEV Package Multi-Year Investment	ZEV Package Totals
Passenger Vehicles	Clean Vehicle Rebate Project	\$525	\$0	\$525
	Clean Cars 4 All & Other Equity Projects	\$400	\$256	\$656
	ZEV Fueling Infrastructure Grants	\$300	\$600	\$900
	Equitable At-home Charging	\$0	\$300	\$300
Big ZEVs	Drayage Trucks & Infrastructure	\$470	\$475	\$945
	Drayage Trucks & Infrastructure Pilot Project	\$65	\$0	\$65
	Transit Buses & Infrastructure	\$290	\$460	\$750
	School Buses & Infrastructure	\$450	\$1,500	\$1,950
	Clean Trucks, Buses and Off-Road Equipment	\$700	\$1,100	\$1,800
	Ports	\$0	\$400	\$400
	Near-Zero Heavy Duty Trucks	\$45	\$0	\$45
Other	ZEV Consumer Awareness	\$5	\$0	\$5
	ZEV Manufacturing Grants	\$250	\$0	\$250
	Community-Based Plans, Projects and Support / Sustainable Community Strategies	\$0	\$419	\$419
	Emerging Opportunities	\$0	\$200	\$200
	Transportation Package ZEV	\$407	\$383	\$790
Totals		\$3,907	\$6,093	\$10,000

State Transit Assistance

The estimate for State Transit Assistance (STA) allocations for the 2022-23 fiscal year basically match the current year forecast. For the 2022-23 fiscal year total funds allocated pursuant to the STA formula totals \$854 million.

Clean California Initiative: The Budget proposes \$100 million General Fund to continue the Clean California Local Grant Program providing grants to cities, counties, transit agencies, tribal governments and other government agencies to beautify their communities.

Gas Tax Inflation Adjustment Suspended

With the passage of SB 1 the state annually estimates the inflation adjustment for fuel excise taxes. The inflation adjustment then takes effect on July 1st of each year. In an effort to provide some relief to consumers, the budget proposes to suspend the adjust for the 2022-23 fiscal year. The estimated inflation adjustment of 5.6% would have totaled about 3 cents per gallon, or about \$523 million for the fiscal year. The Administration will consider using State Highway Account funds to backfill the local share of this lost revenue.

Workforce Development

The Budget includes over \$2 billion over three years for numerous workforce development programs, with a focus on three sectors: climate, the care economy, and education. In

addition, to the training programs mentioned in other sections of this report, the budget proposes workforce funding in the following areas.

- Low Carbon Economy Program—\$60 million General Fund in total over three years, to restart the California Workforce Development Board’s Low Carbon Economy Workforce grant program. This High Road Training Partnership model is designed to: 1) address the critical needs emerging as that industry or sector faces the challenges of climate change and environmental sustainability; 2) increase the capacity of firms and workers to adapt and compete in a carbon-constrained economy; and 3) help California communities prosper by creating accessible local pathways into safer, healthier, and more highly skilled jobs.
- University of California Climate-Focused Incubators and Workforce Development and Training Hubs—As part of a total investment of \$185 million one-time General Fund for UC climate initiatives, the Budget includes \$50 million to support regional climate-focused incubators and competitive grants to incentivize and expand climate innovation and entrepreneurship, and \$35 million to support establishment of regional climate-focused workforce development and training hubs to reskill, upskill, and expand California’s climate resiliency workforce

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MEMORANDUM

January 18, 2022

TO: Alameda CTC

FROM: R. Zachary Wasserman and Neal Parish

RE: Consider and Adopt Findings Pursuant to Government Code Section 54953(e) (AB 361) to Continue Remote Commission and Committee Meetings

As has been discussed at previous Commission meetings beginning in September of last year, AB 361 requires that each local agency make appropriate findings at least every 30 days if the agency wishes to continue holding remote meetings of its legislative bodies. This requirement will apply throughout the duration of the current state of emergency declared by the Governor, until and unless the Brown Act is further amended or clarified pursuant by Governor Newsom through an Executive Order. The Commission last made these findings at a special meeting held on January 10, 2022.

In order to hold the regularly scheduled February 24, 2022 meeting of the Commission on a remote basis, and also to hold remote meetings of certain Alameda CTC Advisory and Standing Committees scheduled for the days between January 27 and February 24, 2022, the Commission must approve a motion making the following findings:

Pursuant to Government Code Section 54953(e)(1), the Alameda County Transportation Commission hereby (i) determines that there continues to be a state of emergency proclaimed by the State of California and the County of Alameda based upon the COVID-19 Pandemic; (ii) finds that the Commission has reconsidered the circumstances of the state of emergency and the findings previously adopted by the Commission pursuant to said Section 54953(e)(1); (iii) determines that today's meeting is held less than 30 days after January 10, 2022, the date Alameda CTC most recently reconsidered the circumstances of the state of emergency pursuant to said Section 54953(e)(1); and (iv) further finds that the state of emergency continues to directly impact the ability of the Commission and other legislative bodies of Alameda CTC to meet safely in person; and therefore Alameda CTC will continue to follow the provisions of Government Code Section 54953(e)(2) with respect to meetings of the Commission and any other legislative body of Alameda CTC, including but not limited to each of the Standing Committees and any Advisory Committee, subject to continued compliance and review pursuant to Section 54953(e)(3).

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