



Alameda County Transportation Commission

Thursday, March 24, 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: John J. Bauters,
Mayor City of Emeryville

Vice Chair: Elsa Ortiz,
AC Transit Board President

Executive Director: Tess Lengyel

Clerk of the Commission: [Vanessa Lee](#)

Location Information:

Virtual Meeting Information: <https://us06web.zoom.us/j/84049742330?pwd=aUZEbmc4aDFJbUZmbWd2K2VHODAydz09>
Webinar ID: 840 4974 2330
Password: 950425

For Public Access Dial-in Information: 1 (669) 900 6833
Webinar ID: 840 4974 2330
Password: 950425

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. Chair and Vice Chair Report

5. Executive Director Report

6. Consent Calendar Page/Action

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

- | | | |
|---|-----|---|
| 6.1. Approve February 24, 2022 Commission Meeting Minutes | 1 | A |
| 6.2. FY2021-22 Second Quarter Report of Claims Acted Upon Under the Government Claims Act | 5 | I |
| 6.3. Approve the Alameda CTC FY2021-22 Second Quarter Investment Report | 7 | A |
| 6.4. Approve the Alameda CTC FY2021-22 Second Quarter Consolidated Financial Report | 25 | A |
| 6.5. Approve Commissioners Travel to Sacramento and Washington D.C. for Legislative Related Activities, Travel for the California Association of Councils of Governments and the Self-Help Counties Coalition Focus on the Future Conference, to New York and Other East Coast Locations for Measure BB Bond Financing Related Activities, and Travel to Attend Caltrans Tour | 31 | A |
| 6.6. Approve the FY2021-22 Mid-Year Budget Update | 35 | A |
| 6.7. Approve an amendment to the Alameda CTC Administrative Code | 43 | A |
| 6.8. Approve an Update to the Commissioner Travel and Expenditure Policy | 67 | A |
| 6.9. Approve and authorize the Executive Director to execute Amendment No. 1 to Agreement A22-0002 with Electronic Transaction Consultants, LLC (ETC) | 81 | A |
| 6.10. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments | 85 | I |
| 6.11. Approve an update to the Independent Watchdog Committee Bylaws | 95 | A |
| 6.12. Approve an update to the Paratransit Advisory and Planning Committee Bylaws | 109 | A |
| 6.13. 2021 Multimodal Performance Report Update | 125 | I |

7. Community Advisory Committee Reports

- | | | |
|--|-----|---|
| 7.1. Bicycle and Pedestrian Advisory Committee | 129 | I |
| 7.2. Independent Watchdog Committee | | I |
| 7.3. Paratransit Advisory and Planning Committee | | I |

8. Regular Matters

- | | | | |
|------|---|-----|-----|
| 8.1. | Approve the San Pablo Avenue Multimodal Corridor Project Concept for Further Project Development | 133 | A |
| 8.2. | Selection Process for Bond Counsel, Disclosure Counsel, and Underwriter Services and Declaration of Official Intent to Reimburse Certain Measure BB Expenditures from Proceeds of Indebtedness Update | 217 | I |
| 8.3. | Federal, state, regional, and local legislative activities update | 225 | A/I |
| 8.4. | Approve Measure B, Measure BB and Vehicle Registration Fee Programs and Policies Updates | 233 | A |
| 8.5. | Consider and Adopt Resolution Pursuant to Government Code Section 54953(e) (AB 361) to Allow Hybrid and/or Remote Commission and Committee Meetings | 245 | A |

9. Adjournment

Next Meeting: April 28, 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 March through April 2022

Commission Chair
Mayor John J. Bauters
City of Emeryville

Commission Vice Chair
Board President Elsa Ortiz
AC Transit

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

BART
President Rebecca Saltzman

City of Alameda
Mayor Marilyn Ezy Ashcraft

City of Albany
Councilmember Rochelle Nason

City of Berkeley
Councilmember Rigel Robinson

City of Dublin
Mayor Melissa Hernandez

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Vice Mayor Regina Bonanno

City of Newark
Councilmember Luis Freitas

City of Oakland
Vice Mayor Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont
Mayor Teddy Gray King

City of Pleasanton
Mayor Karla Brown

City of San Leandro
Mayor Pauline Russo Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

Commission and Committee Meetings

Time	Description	Date
9:30 a.m.	Alameda CTC Commission Retreat	March 30, 2022
10:00 a.m.	Programs and Projects Committee (PPC)	April 11, 2022
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
2:00 p.m.	Alameda CTC Commission	April 28, 2022

Advisory Committee Meetings

1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	April 7, 2022
1:00 p.m.	Paratransit Program Plan Review	April 25-26, 2022
5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	April 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.



Alameda County Transportation Commission Commission Meeting Minutes Thursday, February 24, 2022, 2 p.m.

6.1

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 Brown, Ezzy Ashcraft, Hernandez, Mei, Miley and Thao.

Commissioner Cox attended as an alternate for Commissioner Brown.

Subsequent to the roll call:

Commissioners Ezzy Ashcraft and Mei arrived during item 4.

Commissioner Miley arrived during item 6.

Commissioner Thao arrived during item 5 and left during item 8.1.

3. Public Comment

There were no public comments.

4. Chair and Vice Chair Report

Chair Bauters provided information on his priorities for the upcoming year, including focusing on equity in transportation, sustainability, and Vision Zero advancements. Commissioner Bauters made note that on February 7, 2022, Alameda CTC and several agencies hosted the California Department of Transportation Director and now State Secretary of Transportation, Toks Omishakin, on a bicycle and bus tour to highlight projects in the County, including the Emeryville Greenway, AC Transit's zero emission bus program, the Port of Oakland projects, the Oakland Alameda Access Project, East Bay Greenway/E 14th Multimodal Project, and projects that enhance safety.

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

5. Executive Director Report

Tess Lengyel presented an update on Alameda CTC's efforts to prepare for the Bipartisan Infrastructure Bill grant opportunities to gain additional funding for projects. The complete Executive Director's Report is available on the Alameda CTC website.

6. Consent Calendar

6.1. Approve January 27, 2022 Commission Meeting Minutes

6.2. Approve Transportation Fund for Clean Air (TFCA) FY 2022-23 Expenditure Plan Application

6.3. Approve the Administrative Amendment to Grant Funding Agreement to Extend Agreement Expiration Date

- 6.4. Approve actions to facilitate advancement of the East Bay Greenway Phase 1: E14th/Mission project
- 6.5. Approve Amendment No. 2 to Cooperative Agreement with the Bay Area Toll Authority for Regional Customer Service Center Services for the I-580 Express Lanes
- 6.6. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
- 6.7. Federal, state, regional, and local legislative activities update
- 6.8. Community Advisory Committee Appointments

Commissioner Ortiz pulled item 6.2 for discussion regarding the Oakland Broadway Shuttle. She noted that due to the shuttle's service being paused for the pandemic, funding for this project was returned to the Air District and inquired whether it would be possible to get more funding in the future when the service resumes. Tess Lengyel responded that she will follow up with the eligibility with Commissioner Ortiz.

Commissioner Dutra-Vernaci moved to approve all items on the consent calendar. Commissioner Woerner seconded the motion. The motion passed with the following roll call vote:

Yes: Bauters, Carson, Cox, Cutter, Dutra-Vernaci, Ezzy Ashcraft, Freitas, Halliday, Haubert, Kaplan, King, Mei, Miley, Nason, Ortiz, Robinson, Saltzman, Thao, Valle, Woerner

No: None

Abstain: None

Absent: Brown, Hernandez

7. Community Advisory Committees

7.1. Paratransit Advisory and Planning Committee

The Paratransit Advisory and Planning Committee Report was included in the packet.

7.2. Bicycle and Pedestrian Advisory Committee

Matt Turner, Chair of BPAC, stated that the Committee met on February 17, 2022. The Committee received updates on the San Pablo Corridor project, the Metropolitan Transportation Commission's Regional Active Transportation Plan, their Complete Streets policy update, and the City of Dublin's Bicycle and Pedestrian Master Plan. Mr. Turner also mentioned that there are currently openings on the Committee, which the members are eager to have filled.

8. Regular Matters

8.1. One Bay Area Grant Cycle 3 and 2024 Comprehensive Investment Plan Update

John Nguyen and Jacki Taylor presented this item highlighting the OBAG 3 Grant Cycle key provisions, eligibility requirements, and updates from the previous OBAG cycle. Mr. Nguyen and Ms. Taylor noted that while a broad range of project types will be allowed with the OBAG 3 funding cycle, there will be an emphasis on bicycle

and pedestrians focused projects, equity focused projects, and transit access focused projects.

Dave Campbell, Advocacy Director of Bike East Bay, gave a public comment to inform the Commission of the Contra Costa Transportation Authority's proposed plans for the OBAG 3 Funding Cycle.

Matt Turner, BPAC Chair, gave a public comment noting that organizations are working to provide advance warnings to identify dangerous areas instead of using lagging indicators to address dangerous areas that have resulted in injuries or fatalities.

8.2. 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 recommended action as noted in the staff report. Commissioner Kaplan seconded the motion. The motion passed with the following roll call vote:

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

9. Commission Member Reports

There were no member reports.

10. Adjournment

The next meeting is Thursday, March 24, 2022, at 2:00 p.m.

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Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE:	March 17, 2022
TO:	Alameda County Transportation Commission
FROM:	Patricia Reavey, Deputy Executive Director of Finance and Administration
SUBJECT:	FY2021-22 Second Quarter Report of Claims Acted Upon Under the Government Claims Act

Recommendation

This item is to provide the Commission with an update on the FY2021-22 Second Quarter Report of Claims Acted upon under the Government Claims Act. This item is for information only.

Summary

There were no actions taken by staff under the Government Claims Act during the second quarter of FY2021-22.

Background

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

California Government Code section 935.4 states:

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

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

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

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

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



Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 17, 2022

TO: Alameda County Transportation Commission

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

SUBJECT: Approve the Alameda CTC FY2021-22 Second Quarter Investment Report

Recommendation

It is recommended that the Commission approve the Alameda CTC FY2021-22 Second Quarter Investment Report.

Summary

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

The Consolidated Investment Report as of December 31, 2021 (Attachment A) provides balance and average return on investment information for all investments held by Alameda CTC at the end of the second quarter of fiscal year 2021-22. The report also shows balances as of June 30, 2021 for comparison purposes. The *Portfolio Review for the Quarter Ending December 31, 2021* (Attachment B), prepared by Public Trust Advisors, provides a review and outlook of market conditions and information regarding investment strategy, portfolio allocation, compliance, and returns by portfolio compared to the benchmarks.

Background

The following are highlights of key investment balance information as of December 31, 2021 compared to prior year-end balances at June 30, 2021:

- The 1986 Measure B investment balance decreased by \$0.1 million or 0.1 percent related to payments for capital project expenditures.
- The 2000 Measure B investment balance increased \$39.2 million or 18.4 percent mainly due to 2000 Measure B sales tax collections outpacing

expenditures in the capital projects fund and the accumulation of sales tax funds in the Bond Principal Fund reserved for the final debt service payment due in March 2022.

- The 2014 Measure BB investment balance decreased \$22.3 million or 14.9 percent related to payments for Measure BB capital project expenditures.
- The Non-Sales Tax investment balance increased \$6.8 million or 5.4 percent mostly related to deferred expenditures for projects.

Investment yields have decreased from last fiscal year with an approximate average return on investments of 0.5 percent through December 31, 2021 compared to the prior fiscal year's average return of 1.0 percent. Return on investments for most funds for the FY2021-22 budget year were projected at approximately 0.25 percent.

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

Attachments:

- A. Consolidated Investment Report as of December 31, 2021
- B. Portfolio Review for Quarter Ending December 31, 2021 (provided by Public Trust Advisors)
- C. Holdings by Security Type as of December 31, 2021

Alameda CTC Consolidated Investment Report As of December 31, 2021							
1986 Measure B	Un-Audited	Interest Earned				FY 2020-2021	
	Investment Balance	As of December 31, 2021				Investment Balance	Interest earned
		Interest earned	Approx. ROI	Budget	Difference	June 30, 2021	FY 2020-2021
Bank Accounts	\$ 667,877	\$ 21	0.01%			\$ 1,375,007	36
State Treasurer Pool (LAIF) ⁽¹⁾	16,964,299	19,254	0.23%			16,940,144	98,858
Investment Advisor ^{(1) (2)}	126,498,046	691,324	1.09%			125,887,220	2,325,449
1986 Measure B Total	\$ 144,130,222	\$ 710,599	0.99%	\$ 175,000	\$ 535,599	\$ 144,202,371	\$ 2,424,343
Approx. ROI							1.68%
2000 Measure B	Un-Audited	Interest Earned				FY 2020-2021	
	Investment Balance	As of December 31, 2021				Investment Balance	Interest earned
		Interest earned	Approx. ROI	Budget	Difference	June 30, 2021	FY 2020-2021
Bank Accounts	\$ 14,313,319	\$ 310	0.00%			\$ 7,639,742	\$ 512
State Treasurer Pool (LAIF) ⁽¹⁾	72,764,782	77,469	0.21%			59,481,534	320,489
California Asset Management Program (CAMP)	20,331,175	4,499	0.04%			14,326,675	396
Investment Advisor ^{(1) (2)}	122,701,571	498,979	0.81%			122,188,752	2,242,950
2014 Series A Bond Revenue Fund ⁽¹⁾	838	-	0.00%			838	-
2014 Series A Bond Interest Fund ^{(1) (2)}	679,693	126	0.04%			679,555	461
2014 Series A Bond Principal Fund ^{(1) (2)}	21,783,446	3,941	0.05%			9,052,383	14,314
Project Deferred Revenue ^{(1) (3)}	180,293	206	0.23%			184,647	1,931
2000 Measure B Total	\$ 252,755,117	\$ 585,530	0.46%	\$ 226,250	\$ 359,280	\$ 213,554,126	\$ 2,581,053
Approx. ROI							1.21%
2014 Measure BB	Un-Audited	Interest Earned				FY 2020-2021	
	Investment Balance	As of December 31, 2021				Investment Balance	Interest earned
		Interest earned	Approx. ROI	Budget	Difference	June 30, 2021	FY 2020-2021
Bank Accounts	\$ 8,079,201	\$ 231	0.01%			\$ 9,723,542	\$ 472
State Treasurer Pool (LAIF) ⁽¹⁾	55,548,229	76,703	0.28%			71,236,855	440,380
California Asset Management Program (CAMP)	-	685	0.27%			5,000,200	200
Investment Advisor ^{(1) (2)}	62,485,829	19,380	0.06%			62,466,632	283,451
Project Deferred Revenue ^{(1) (3)}	1,575,726	1,789	0.23%			1,573,483	5,431
2014 Measure BB Total	\$ 127,688,985	\$ 98,788	0.15%	\$ 175,000	\$ (76,212)	\$ 150,000,712	\$ 729,934
Approx. ROI							0.49%
Non-Sales Tax	Un-Audited	Interest Earned				FY 2020-2021	
	Investment Balance	As of December 31, 2021				Investment Balance	Interest earned
		Interest earned	Approx. ROI	Budget	Difference	June 30, 2021	FY 2020-2021
Bank Accounts	\$ 4,458,477	\$ 326	0.01%			\$ 8,337,322	\$ 795
State Treasurer Pool (LAIF) ⁽¹⁾	55,710,613	55,832	0.20%			47,661,935	261,058
California Asset Management Program (CAMP)	60,357,346	15,500	0.05%			58,340,961	89,238
Project Deferred Revenue ^{(1) (3)}	13,502,126	14,146	0.21%			12,864,499	64,913
Non-Sales Tax Total	\$ 134,028,562	\$ 85,804	0.13%	\$ 140,000	\$ (54,196)	\$ 127,204,717	\$ 416,004
Approx. ROI							0.33%
Alameda CTC TOTAL	\$ 658,602,886	\$ 1,480,721	0.45%	\$ 716,250	\$ 764,471	\$ 634,961,926	\$ 6,151,334

Notes:

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

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**Alameda County Transportation Commission
Portfolio Review for the Quarter Ending December 31, 2021**

Fixed Income Market Review and Outlook

Economic growth in the U.S. slowed sharply in the third quarter as continued supply chain disruptions, a resurgence in COVID-19 cases, rising inflation, and softer real consumer spending weighed on overall activity. The U.S. economy expanded at an annualized pace of just 2.3% for the three months ended in September, marking the weakest quarterly growth since the COVID-19 recession and a notable deceleration from the 6.7% and 6.3% growth rates from the prior two quarters. A resurgence in COVID infections over the quarter stalled the summer recovery while frustratingly persistent supply chain issues and surging inflation curbed demand. Over the quarter, personal consumption contributed just 1.4% to overall GDP growth compared to 7.9% and 7.4% in the prior two quarters. Growth is expected to have rebounded in the fourth quarter (first estimate of Q4 GDP is scheduled for release on January 27th) with Bloomberg consensus forecasts calling for a 5.8% growth rate for the final three months of 2021 followed by a gradual normalization of growth over the following two years. U.S. economic growth is expected to remain above-trend in the coming quarters but may exhibit some patchiness as U.S. fiscal and monetary policies become less accommodative and uncertainties surrounding the Omicron variant linger.

Following a disappointing third quarter, the soft patch in U.S. hiring continued into the final quarter of the year with the three-month average of monthly nonfarm payroll gains falling to 365K through December from 651K in September. The December employment report fell short of estimates, showing the U.S. economy added a disappointing 199K jobs during the month, well below the Bloomberg consensus forecast of 450K. However, upward revisions to the prior two months helped to take some of the sting out of December's headline miss and the decline in the unemployment rate to 3.9% suggests conditions in the labor market continue to tighten. While the Omicron variant has introduced additional uncertainty to the nearer-term employment outlook, rising labor force participation matched with the robust hiring needs of the economy should support labor markets in coming quarters.

Inflation continues to be a dominant theme amongst market participants and the persistency of price pressures prompted Federal Reserve Chairman Jerome Powell to concede it may be time to "retire" the transitory term when discussing the central bank's perspective on prices. The Consumer Price Index (CPI) rose to a 39-year high of 7.0% in December, reinforcing the mounting pressure on the Federal Reserve to raise interest rates. Rising prices are likely to remain a concern for consumers and policy makers in the months ahead and additional waves of the virus threaten to prolong challenges in already strained global supply chains.

The Federal Reserve gave market participants plenty to contemplate over the holidays following their final meeting of 2021. Not long after Fed Chairman Powell conceded it may be time to retire the transitory term when discussing the Fed's perspective on inflation, the Federal Open Market Committee announced a more hawkish than anticipated update to monetary policy expectations at their December meeting. In addition to doubling the pace at which it reduces its monthly balance sheet purchases to \$30 billion per month from \$15 billion, the Fed's so-called "dot plot" was updated to reflect median expectations for three rate hikes in 2022, up from less than one increase from the prior forecast released in September.

The change in the Fed's forward guidance suggests they may increase interest rates more quickly than was previously expected by market participants.

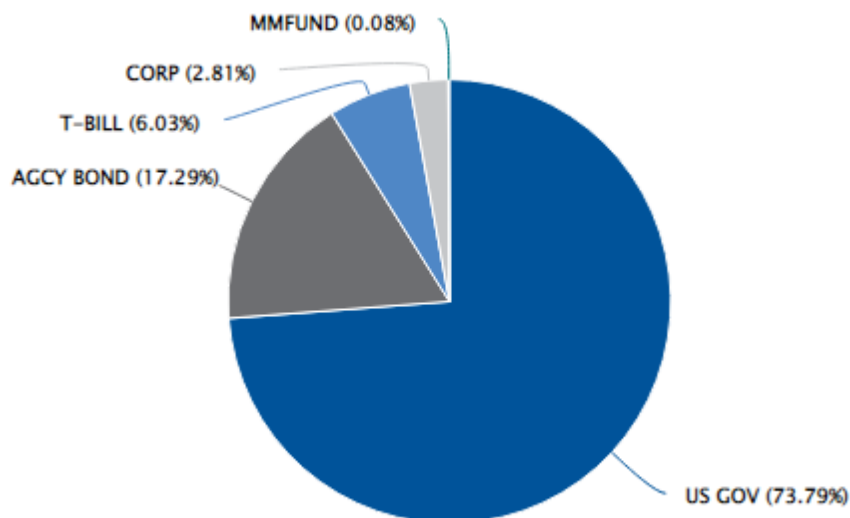
The persistency and broadening scope of inflation helped propel intermediate-term Treasury yields notably higher over the quarter as market participants anticipated the Federal Reserve would be compelled to adopt a more hawkish stance to monetary policy. The market's expectations were confirmed late in the quarter as the Fed "retired" the transitory term and announced a more hawkish tilt to monetary policy in 2022 that includes expectations for a faster pace of rate hikes as well as an accelerated balance sheet tapering schedule. Over the quarter, 2-, 3-, and 5-year Treasury yields rose 0.46%, 0.45%, and 0.30%, respectively. Longer-term yields were comparatively more contained over the period with 10-year Treasury yields rising a modest 0.02% and longer-term 20- and 30-year yields declining 0.06% and 0.14%, respectively.

Investment Strategy Update

Alameda CTC's liquidity portfolios remain invested in short-term securities to match anticipated expenditure dates to provide necessary liquidity for ongoing project costs. In light of recent updates to Alameda CTC's cash flow models, amounts previously allocated to the 1986 Measure B Core Portfolio have been earmarked for possible expenditures and are now consolidated, invested, and reported within the 1986 Measure B Liquidity Portfolio. The longer-term 2000 Measure B Core Portfolio remains invested in eligible and permitted securities as set forth in Alameda CTC's investment policy and California state code. Over the quarter, the 2000 Measure B Core Portfolio's duration was modestly shorter than its benchmark and its continued allocation to high-quality corporate bonds served to enhance overall portfolio yield and income. Public Trust Advisors is working with Alameda CTC to review potential adjustments to current Core and Liquidity investment strategies as the agency reviews upcoming cash flow needs for projects and programs.

Portfolio Allocation

Provided below is a summary of the Alameda CTC consolidated portfolio as of the quarter ended December 31, 2021.



U.S. Treasury Notes/Bonds:	73.79%
U.S. Agency Bonds:	17.29%
U.S. Treasury Bills:	6.03%
U.S. Corporate Bonds:	2.81%
Money Market Fund:	0.08%

Compliance with Investment Policy Statement

As of the quarter ending December 31, 2021, the Alameda CTC portfolios were in compliance with the adopted investment policy.

Core Portfolio

The performance for the core 2000 Measure B portfolio (the Portfolio) is reported on a total return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e., unrealized gains and losses), but does not include the deduction of management fees. Total return performance for the Portfolio for the quarter ending December 31, 2021 is summarized in the table below. The Portfolio outperformed its respective benchmark over the quarter as rates increased and the yield curve steepened. In addition, the Portfolio's continued allocation to high-quality corporate bonds served to enhance overall core portfolio yield and income.

Core Portfolio & Benchmark Total Return ¹

2000 Measure B Portfolio

Portfolio Return: -0.45%

Benchmark Return: -0.53%

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

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

Over the quarter, duration for the Portfolio was generally shorter than its benchmark and ended the quarter with a value of 1.76, slightly shorter than the ending benchmark duration of 1.81.

The Portfolio's yield to maturity represents the return the Portfolio will earn in the future if all securities are held to maturity. This calculation is based on the current market value of the Portfolio including unrealized gains and losses. Portfolio yield to maturity for the quarter ending December 31, 2021 is summarized below:

Core Portfolio & Benchmark Yield to Maturity

2000 Measure B Portfolio

Portfolio YTM: 0.70%

Benchmark YTM: 0.69%

Liquidity and Bond Portfolios

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

One way to measure the anticipated return of the Liquidity and Bond portfolios is their yield to maturity. This is the return the portfolios will earn in the future if all securities are held to maturity. This calculation is based on the current market value of the portfolios. The yield to maturity and weighted average maturity (WAM) for the Liquidity and Bond portfolios and the comparable maturity of U.S. Treasury securities as of the quarter ending December 31, 2021 are summarized below:

Liquidity Portfolio & Comparable U.S. Treasury Security Yield to Maturity

1986 Measure B Portfolio	2000 Measure B Portfolio	2014 Measure BB Portfolio
Portfolio YTM: 0.47%	Portfolio YTM: 0.32%	Portfolio YTM: 0.16%
Comparable TSY YTM: 0.43%	Comparable TSY YTM: 0.29%	Comparable TSY YTM: 0.14%
Portfolio WAM: 1.0 Years	Portfolio WAM: 0.8 Years	Portfolio WAM: 0.4 Years

Note: WAM is the weighted average amount of time until the securities in the portfolio mature.

Bond Portfolio & Comparable U.S. Treasury Security Yield to Maturity

Interest Fund Portfolio	Principal Fund Portfolio
Portfolio YTM: 0.03%	Portfolio YTM: 0.10%
Comparable TSY YTM: 0.03%	Comparable TSY YTM: 0.03%
Portfolio WAM: 0.1 Years	Portfolio WAM: 0.1 Years

Note: WAM is the weighted average amount of time until the securities in the portfolio mature.

For the quarter ending December 31, 2021, the Alameda CTC Series 2014 Bonds Interest Fund and Principal Fund portfolios were invested in compliance with Section 5.11 of the Bond Indenture dated February 1, 2014.

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Holdings by Security Type ACTC

ACTC 1986 Measure B (159781)

Base Currency: USD As of 12/31/2021

Dated: 01/14/2022

AGCY BOND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G04Q3	05/22/2023	2,480,000.00	99.5878	2,469,776.92	2,474,544.00	2,477,431.87	0.325	1.948%	AA+	Aaa
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G05G4	07/10/2023	1,850,000.00	99.4640	1,840,084.83	1,849,790.95	1,849,887.90	0.254	1.451%	AA+	Aaa
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G0S38	01/05/2022	5,800,000.00	100.0107	5,800,623.27	5,705,283.80	5,799,650.50	2.575	4.575%	AA+	Aaa
FEDERAL HOME LOAN MORTGAGE CORP	3137EAER6	05/05/2023	2,500,000.00	99.7838	2,494,594.13	2,503,150.00	2,501,427.57	0.332	1.967%	AA+	Aaa
FEDERAL HOME LOAN MORTGAGE CORP	3137EAS4	06/26/2023	1,850,000.00	99.5272	1,841,252.94	1,850,111.00	1,850,058.82	0.248	1.452%	AA+	Aaa
FEDERAL HOME LOAN MORTGAGE CORP	3137EAEV7	08/24/2023	1,850,000.00	99.3604	1,838,166.70	1,850,162.80	1,850,090.44	0.247	1.450%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130ADRG9	03/10/2023	4,600,000.00	102.6416	4,721,512.13	4,613,018.00	4,603,725.58	2.677	3.724%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3133834G3	06/09/2023	2,480,000.00	102.1858	2,534,207.47	2,612,010.40	2,543,287.69	0.337	1.999%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130AKDH6	10/21/2022	1,720,000.00	99.8680	1,717,729.29	1,717,729.60	1,719,087.48	0.191	1.355%	AA+	Aaa
FEDERAL HOME LOAN BANKS	313381BR5	12/09/2022	2,285,000.00	101.3628	2,316,140.89	2,313,242.60	2,294,251.89	1.432	1.827%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130AFE78	12/09/2022	5,300,000.00	102.4499	5,429,846.45	5,367,787.00	5,316,303.20	2.651	4.282%	AA+	Aaa
FEDERAL FARM CREDIT BANKS FUNDING CORP	3133ELGN8	10/13/2022	2,285,000.00	101.0038	2,307,936.72	2,294,962.60	2,287,876.74	1.435	1.820%	AA+	Aaa
FEDERAL FARM CREDIT BANKS FUNDING CORP	3133EMGX4	11/23/2022	1,450,000.00	99.7937	1,447,008.71	1,447,941.00	1,449,080.50	0.196	1.141%	AA+	Aaa
---	---	12/27/2022	36,450,000.00	100.8642	36,758,880.44	36,599,733.75	36,542,160.18	1.437	28.990%	AA+	Aaa

CASH

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
Receivable	CCYUSD	12/31/2021	13.05	1.0000	13.05	13.05	13.05	0.000	0.000%	AAA	Aaa
Receivable	CCYUSD	12/31/2021	13.05	1.0000	13.05	13.05	13.05	0.000	0.000%	AAA	Aaa

CORP

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
TOYOTA MOTOR CREDIT CORP	89233P5T9	01/12/2022	1,300,000.00	100.0574	1,300,746.82	1,316,588.00	1,300,173.78	2.834	1.026%	A+	A1
MICROSOFT CORP	594918BH6	11/03/2022	1,000,000.00	101.5752	1,015,752.26	1,023,660.00	1,006,031.95	1.726	0.801%	AAA	Aaa
APPLE INC	037833DC1	09/12/2022	2,000,000.00	101.1554	2,023,108.46	2,028,106.00	2,006,872.41	1.525	1.596%	AA+	Aaa
---	---	07/13/2022	4,300,000.00	100.9219	4,339,607.54	4,368,354.00	4,313,078.13	1.969	3.422%	AA	Aa2

MMFUND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
MORG STAN I LQ:GV I	61747C707	12/31/2021	94,325.23	1.0000	94,325.23	94,325.23	94,325.23	0.030	0.074%	AAAm	Aaa
MORG STAN I LQ:GV I	61747C707	12/31/2021	94,325.23	1.0000	94,325.23	94,325.23	94,325.23	0.030	0.074%	AAAm	Aaa

US GOV

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
UNITED STATES TREASURY	912828ZD5	03/15/2023	1,840,000.00	100.0391	1,840,719.44	1,854,878.13	1,846,339.13	0.212	1.452%	AA+	Aaa
UNITED STATES TREASURY	912828ZB6	02/15/2023	1,840,000.00	101.0430	1,859,191.20	1,898,937.50	1,864,164.38	0.201	1.466%	AA+	Aaa
UNITED STATES TREASURY	912828Z29	01/15/2023	1,840,000.00	101.0898	1,860,052.32	1,903,034.37	1,864,654.31	0.204	1.467%	AA+	Aaa
UNITED STATES TREASURY	912828ZH6	04/15/2023	1,850,000.00	99.6680	1,843,858.00	1,854,769.53	1,852,357.12	0.151	1.454%	AA+	Aaa
UNITED STATES TREASURY	91282CAP6	10/15/2023	2,750,000.00	99.0117	2,722,821.75	2,740,654.29	2,743,659.31	0.255	2.147%	AA+	Aaa
UNITED STATES TREASURY	91282CAW1	11/15/2023	2,750,000.00	99.1875	2,727,656.25	2,748,388.67	2,748,890.59	0.272	2.151%	AA+	Aaa
UNITED STATES TREASURY	91282CBA8	12/15/2023	2,750,000.00	98.8633	2,718,740.75	2,737,646.48	2,741,381.55	0.286	2.144%	AA+	Aaa

Holdings by Security Type ACTC

ACTC 1986 Measure B (159781)

Base Currency: USD As of 12/31/2021

Dated: 01/14/2022

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
UNITED STATES TREASURY	91282CAK7	09/15/2023	2,750,000.00	99.0938	2,725,079.50	2,741,943.35	2,744,617.36	0.240	2.149%	AA+	Aaa
UNITED STATES TREASURY	91282CBM2	02/15/2024	1,950,000.00	98.7109	1,924,862.55	1,940,554.69	1,942,974.94	0.296	1.518%	AA+	Aaa
UNITED STATES TREASURY	91282CBG5	01/31/2023	1,935,000.00	99.6562	1,928,347.47	1,934,470.89	1,934,684.29	0.140	1.521%	AA+	Aaa
UNITED STATES TREASURY	91282CBU4	03/31/2023	1,935,000.00	99.5430	1,926,157.05	1,934,168.55	1,934,476.45	0.147	1.519%	AA+	Aaa
UNITED STATES TREASURY	91282CBE0	01/15/2024	1,950,000.00	98.7539	1,925,701.05	1,941,392.58	1,943,665.76	0.285	1.519%	AA+	Aaa
UNITED STATES TREASURY	91282CBN0	02/28/2023	1,935,000.00	99.5898	1,927,062.63	1,934,319.73	1,934,582.96	0.144	1.520%	AA+	Aaa
UNITED STATES TREASURY	91282CBR1	03/15/2024	1,950,000.00	98.8203	1,926,995.85	1,946,267.58	1,947,198.07	0.316	1.520%	AA+	Aaa
UNITED STATES TREASURY	912828XD7	05/31/2022	1,725,000.00	100.7070	1,737,195.75	1,727,425.78	1,725,335.05	1.826	1.370%	AA+	Aaa
UNITED STATES TREASURY	9128286Y1	06/15/2022	2,200,000.00	100.7227	2,215,899.40	2,197,765.61	2,199,655.44	1.786	1.748%	AA+	Aaa
UNITED STATES TREASURY	912828XW5	06/30/2022	5,700,000.00	100.7578	5,743,194.60	5,557,500.00	5,679,642.85	2.510	4.529%	AA+	Aaa
UNITED STATES TREASURY	912828XW5	06/30/2022	2,200,000.00	100.7578	2,216,671.60	2,196,992.18	2,199,501.01	1.797	1.748%	AA+	Aaa
UNITED STATES TREASURY	9128287C8	07/15/2022	2,100,000.00	100.8008	2,116,816.80	2,105,906.25	2,101,125.82	1.647	1.669%	AA+	Aaa
UNITED STATES TREASURY	9128282S8	08/31/2022	2,100,000.00	100.9023	2,118,948.30	2,099,015.63	2,099,777.37	1.641	1.671%	AA+	Aaa
UNITED STATES TREASURY	912828L57	09/30/2022	5,300,000.00	101.0664	5,356,519.20	5,156,734.38	5,271,177.33	2.519	4.224%	AA+	Aaa
UNITED STATES TREASURY	912828YK0	10/15/2022	2,600,000.00	100.8047	2,620,922.20	2,581,414.06	2,594,836.24	1.634	2.067%	AA+	Aaa
UNITED STATES TREASURY	91282CAR2	10/31/2022	2,000,000.00	99.8320	1,996,640.00	1,999,453.12	1,999,729.24	0.141	1.575%	AA+	Aaa
UNITED STATES TREASURY	9128283C2	10/31/2022	1,450,000.00	101.3477	1,469,541.65	1,501,429.69	1,471,855.81	0.180	1.159%	AA+	Aaa
UNITED STATES TREASURY	912828TY6	11/15/2022	2,600,000.00	101.0703	2,627,827.80	2,599,492.19	2,599,848.23	1.632	2.072%	AA+	Aaa
UNITED STATES TREASURY	912828P38	01/31/2023	10,230,000.00	101.4023	10,373,455.29	10,411,822.27	10,393,226.81	0.270	8.181%	AA+	Aaa
UNITED STATES TREASURY	9128282P4	07/31/2022	10,230,000.00	100.9375	10,325,906.25	10,358,274.58	10,335,726.31	0.092	8.143%	AA+	Aaa
UNITED STATES TREASURY	91282CBD2	12/31/2022	3,510,000.00	99.6914	3,499,168.14	3,501,362.11	3,501,854.42	0.358	2.760%	AA+	Aaa
UNITED STATES TREASURY	91282CBD2	12/31/2022	1,335,000.00	99.6914	1,330,880.19	1,331,506.05	1,331,544.03	0.385	1.050%	AA+	Aaa
UNITED STATES TREASURY	---	01/15/2023	85,305,000.00	100.3636	85,606,832.98	85,437,520.24	85,548,482.20	0.782	67.513%	AA+	Aaa

Summary

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
---	---	01/03/2023	126,149,338.28	100.4543	126,799,659.24	126,499,946.27	126,498,058.79	1.011	100.000%	AA+	Aaa

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

Holdings by Security Type ACTC

ACTC 2000 Measure B (159783)

Base Currency: USD As of 12/31/2021

Dated: 01/14/2022

AGCY BOND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G04Q3	05/22/2023	1,370,000.00	99.5878	1,364,352.57	1,366,986.00	1,368,581.32	0.325	1.115%	AA+	Aaa
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G05G4	07/10/2023	1,425,000.00	99.4640	1,417,362.64	1,424,838.98	1,424,913.66	0.254	1.158%	AA+	Aaa
FEDERAL HOME LOAN MORTGAGE CORP	3137EAE6	05/05/2023	2,300,000.00	99.7838	2,295,026.60	2,302,898.00	2,301,313.37	0.332	1.875%	AA+	Aaa
FEDERAL HOME LOAN MORTGAGE CORP	3137EAE4	06/26/2023	1,425,000.00	99.5272	1,418,262.40	1,425,045.50	1,425,045.30	0.248	1.159%	AA+	Aaa
FEDERAL HOME LOAN MORTGAGE CORP	3137EAEV7	08/24/2023	1,425,000.00	99.3604	1,415,885.16	1,425,125.40	1,425,069.67	0.247	1.157%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3133834G3	06/09/2023	1,370,000.00	102.1858	1,399,945.25	1,442,925.10	1,404,961.35	0.337	1.144%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130AFE78	12/09/2022	3,500,000.00	102.4499	3,585,747.65	3,544,765.00	3,510,766.26	2.651	2.929%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130AKDH6	10/21/2022	2,205,000.00	99.8680	2,202,089.00	2,202,089.40	2,203,830.17	0.191	1.799%	AA+	Aaa
FEDERAL FARM CREDIT BANKS FUNDING CORP	3133EMGX4	11/23/2022	2,045,000.00	99.7937	2,040,781.25	2,042,096.10	2,043,703.19	0.196	1.667%	AA+	Aaa
---	---	03/14/2023	17,065,000.00	100.4522	17,139,452.53	17,176,809.48	17,108,184.28	0.753	14.002%	AA+	Aaa

CASH

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
Receivable	CCYUSD	12/31/2021	9.09	1.0000	9.09	9.09	9.09	0.000	0.000%	AAA	Aaa
Receivable	CCYUSD	12/31/2021	9.09	1.0000	9.09	9.09	9.09	0.000	0.000%	AAA	Aaa

CORP

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
TOYOTA MOTOR CREDIT CORP	89233P5T9	01/12/2022	1,350,000.00	100.0574	1,350,775.55	1,367,226.00	1,350,180.46	2.834	1.103%	A+	A1
MICROSOFT CORP	594918BH6	11/03/2022	1,675,000.00	101.5752	1,701,385.04	1,714,630.50	1,685,103.51	1.726	1.390%	AAA	Aaa
APPLE INC	037833CM0	02/09/2022	1,350,000.00	100.0320	1,350,431.51	1,341,454.50	1,349,688.82	2.726	1.103%	AA+	Aaa
---	---	05/14/2022	4,375,000.00	100.6332	4,402,592.10	4,423,311.00	4,384,972.79	2.377	3.597%	AA	Aa2

MMFUND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
MORG STAN I LQ:GV I	61747C707	12/31/2021	81,110.95	1.0000	81,110.95	81,110.95	81,110.95	0.030	0.066%	AAAm	Aaa
MORG STAN I LQ:GV I	61747C707	12/31/2021	81,110.95	1.0000	81,110.95	81,110.95	81,110.95	0.030	0.066%	AAAm	Aaa

T-BILL

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
UNITED STATES TREASURY	912796C31	01/27/2022	3,150,000.00	99.9982	3,149,943.30	3,149,158.10	3,149,896.26	0.046	2.573%	A-1+	P-1
UNITED STATES TREASURY	912796C31	01/27/2022	3,150,000.00	99.9982	3,149,943.30	3,149,158.10	3,149,896.26	0.046	2.573%	A-1+	P-1

US GOV

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
UNITED STATES TREASURY	912828SF8	02/15/2022	3,150,000.00	100.2266	3,157,137.90	3,188,390.63	3,157,511.21	0.056	2.579%	AA+	Aaa
UNITED STATES TREASURY	912828UN8	02/15/2023	2,680,000.00	101.7266	2,726,272.88	2,752,967.19	2,736,128.61	0.128	2.227%	AA+	Aaa
UNITED STATES TREASURY	912828UN8	02/15/2023	1,030,000.00	101.7266	1,047,783.98	1,049,392.97	1,048,405.36	0.402	0.856%	AA+	Aaa
UNITED STATES TREASURY	912828Q29	03/31/2023	2,625,000.00	101.2266	2,657,198.25	2,676,782.22	2,667,978.30	0.182	2.171%	AA+	Aaa
UNITED STATES TREASURY	912828S35	06/30/2023	500,000.00	101.1914	505,957.00	476,250.00	491,940.38	2.522	0.413%	AA+	Aaa

Holdings by Security Type ACTC

ACTC 2000 Measure B (159783)

Base Currency: USD As of 12/31/2021

Dated: 01/14/2022

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
UNITED STATES TREASURY	912828T26	09/30/2023	1,375,000.00	101.2188	1,391,758.50	1,408,300.78	1,400,806.08	0.295	1.137%	AA+	Aaa
UNITED STATES TREASURY	912828X70	04/30/2024	1,835,000.00	102.7305	1,885,104.68	1,892,702.14	1,889,800.92	0.705	1.540%	AA+	Aaa
UNITED STATES TREASURY	912828XT2	05/31/2024	1,375,000.00	102.7656	1,413,027.00	1,437,250.98	1,426,447.57	0.437	1.154%	AA+	Aaa
UNITED STATES TREASURY	912828XW5	06/30/2022	4,000,000.00	100.7578	4,030,312.00	3,900,000.00	3,985,714.28	2.510	3.292%	AA+	Aaa
UNITED STATES TREASURY	912828XW5	06/30/2022	1,950,000.00	100.7578	1,964,777.10	1,947,333.98	1,949,557.71	1.797	1.605%	AA+	Aaa
UNITED STATES TREASURY	9128282P4	07/31/2022	3,150,000.00	100.9375	3,179,531.25	3,210,662.10	3,182,322.48	0.100	2.597%	AA+	Aaa
UNITED STATES TREASURY	9128283C2	10/31/2022	1,875,000.00	101.3477	1,900,269.38	1,941,503.91	1,903,261.83	0.180	1.552%	AA+	Aaa
UNITED STATES TREASURY	9128284D9	03/31/2023	1,085,000.00	102.4688	1,111,786.48	1,113,650.78	1,112,326.58	0.468	0.908%	AA+	Aaa
UNITED STATES TREASURY	9128284L1	04/30/2023	2,060,000.00	102.9258	2,120,271.48	2,123,811.71	2,121,037.29	0.510	1.732%	AA+	Aaa
UNITED STATES TREASURY	9128286G0	02/29/2024	1,375,000.00	103.4062	1,421,835.25	1,447,563.48	1,433,780.89	0.385	1.162%	AA+	Aaa
UNITED STATES TREASURY	9128286H8	03/15/2022	3,150,000.00	100.4511	3,164,209.65	3,201,556.65	3,164,587.73	0.066	2.585%	AA+	Aaa
UNITED STATES TREASURY	912828Z86	02/15/2023	1,900,000.00	101.0430	1,919,817.00	1,960,859.38	1,924,952.35	0.201	1.568%	AA+	Aaa
UNITED STATES TREASURY	912828ZD5	03/15/2023	1,900,000.00	100.0391	1,900,742.90	1,915,363.29	1,906,545.84	0.212	1.553%	AA+	Aaa
UNITED STATES TREASURY	912828ZH6	04/15/2023	1,425,000.00	99.6680	1,420,269.00	1,428,673.83	1,426,815.62	0.151	1.160%	AA+	Aaa
UNITED STATES TREASURY	912828ZM5	04/30/2022	2,700,000.00	100.0026	2,700,070.20	2,701,054.70	2,700,412.86	0.078	2.206%	AA+	Aaa
UNITED STATES TREASURY	912828ZP8	05/15/2023	1,550,000.00	99.4297	1,541,160.35	1,549,697.27	1,549,819.52	0.134	1.259%	AA+	Aaa
UNITED STATES TREASURY	912828ZR4	05/31/2022	2,700,000.00	99.9844	2,699,578.80	2,701,054.70	2,700,472.25	0.082	2.205%	AA+	Aaa
UNITED STATES TREASURY	91282CAF8	08/15/2023	800,000.00	99.1914	793,531.20	799,093.75	799,339.59	0.176	0.648%	AA+	Aaa
UNITED STATES TREASURY	91282CAG6	08/31/2022	3,150,000.00	99.9141	3,147,294.15	3,150,492.19	3,150,278.95	0.112	2.571%	AA+	Aaa
UNITED STATES TREASURY	91282CAK7	09/15/2023	2,550,000.00	99.0938	2,526,891.90	2,548,107.42	2,548,773.77	0.153	2.064%	AA+	Aaa
UNITED STATES TREASURY	91282CAN1	09/30/2022	3,150,000.00	99.8672	3,145,816.80	3,149,507.81	3,149,707.06	0.137	2.570%	AA+	Aaa
UNITED STATES TREASURY	91282CAP6	10/15/2023	2,550,000.00	99.0117	2,524,798.35	2,548,007.81	2,548,687.97	0.154	2.063%	AA+	Aaa
UNITED STATES TREASURY	91282CAW1	11/15/2023	2,550,000.00	99.1875	2,529,281.25	2,554,597.73	2,554,597.73	0.153	2.066%	AA+	Aaa
UNITED STATES TREASURY	91282CBA8	12/15/2023	2,550,000.00	98.8633	2,521,014.15	2,547,011.73	2,547,972.75	0.166	2.059%	AA+	Aaa
UNITED STATES TREASURY	91282CBE0	01/15/2024	1,900,000.00	98.7539	1,876,324.10	1,891,613.29	1,893,828.18	0.285	1.533%	AA+	Aaa
UNITED STATES TREASURY	91282CBG5	01/31/2023	2,680,000.00	99.6562	2,670,786.16	2,679,895.31	2,679,920.17	0.128	2.182%	AA+	Aaa
UNITED STATES TREASURY	91282CBM2	02/15/2024	1,900,000.00	98.7109	1,875,507.10	1,890,796.88	1,893,155.07	0.296	1.532%	AA+	Aaa
UNITED STATES TREASURY	91282CBN0	02/28/2023	1,900,000.00	99.5898	1,892,206.20	1,899,332.04	1,899,590.51	0.144	1.546%	AA+	Aaa
UNITED STATES TREASURY	91282CBR1	03/15/2024	1,900,000.00	98.8203	1,877,585.70	1,896,363.29	1,897,269.92	0.316	1.534%	AA+	Aaa
UNITED STATES TREASURY	91282CBU4	03/31/2023	1,900,000.00	99.5430	1,891,317.00	1,899,183.59	1,899,485.92	0.147	1.545%	AA+	Aaa
UNITED STATES TREASURY	91282CBV2	04/15/2024	2,760,000.00	99.0156	2,732,830.56	2,767,654.69	2,766,058.45	0.279	2.233%	AA+	Aaa
UNITED STATES TREASURY	91282CBX8	04/30/2023	1,650,000.00	99.4688	1,641,235.20	1,644,070.31	1,644,574.73	0.373	1.341%	AA+	Aaa
UNITED STATES TREASURY	91282CCC3	05/15/2024	2,760,000.00	98.6562	2,722,911.12	2,756,010.94	2,756,819.78	0.299	2.224%	AA+	Aaa
UNITED STATES TREASURY	91282CCD1	05/31/2023	3,710,000.00	99.3828	3,687,101.88	3,687,682.05	3,688,596.38	0.536	3.012%	AA+	Aaa
UNITED STATES TREASURY	91282CCG4	06/15/2024	1,510,000.00	98.5469	1,488,058.19	1,490,476.17	1,491,409.83	0.758	1.216%	AA+	Aaa
UNITED STATES TREASURY	91282CCL3	07/15/2024	3,400,000.00	98.7852	3,358,696.80	3,397,609.38	3,397,889.69	0.400	2.744%	AA+	Aaa
UNITED STATES TREASURY	91282CCX7	09/15/2024	3,475,000.00	98.6094	3,426,676.65	3,432,376.97	3,434,233.73	0.815	2.799%	AA+	Aaa
UNITED STATES TREASURY	91282CDB4	10/15/2024	3,475,000.00	99.2109	3,447,578.77	3,453,688.49	3,454,590.67	0.839	2.816%	AA+	Aaa
UNITED STATES TREASURY	---	06/02/2023	97,610,000.00	100.0435	97,636,314.25	98,110,669.83	97,977,406.51	0.415	79.762%	AA+	Aaa

Summary

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
---	---	04/25/2023	122,281,120.04	100.0553	122,409,422.22	122,941,068.45	122,701,579.88	0.523	100.000%	AA+	Aaa

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

Holdings by Security Type ACTC

ACTC 2014 Measure BB (159782)

Base Currency: USD As of 12/31/2021

Dated: 01/14/2022

CASH

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
Receivable	CCYUSD	12/31/2021	52.52	1.0000	52.52	52.52	52.52	0.000	0.000%	AAA	Aaa
Receivable	CCYUSD	12/31/2021	52.52	1.0000	52.52	52.52	52.52	0.000	0.000%	AAA	Aaa

MMFUND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
MORG STAN I LQ:GV I	61747C707	12/31/2021	74,502.80	1.0000	74,502.80	74,502.80	74,502.80	0.030	0.119%	AAAm	Aaa
MORG STAN I LQ:GV I	61747C707	12/31/2021	74,502.80	1.0000	74,502.80	74,502.80	74,502.80	0.030	0.119%	AAAm	Aaa

T-BILL

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
UNITED STATES TREASURY	912796C31	01/27/2022	5,185,000.00	99.9982	5,184,906.67	5,183,614.21	5,184,829.24	0.046	8.300%	A-1+	P-1
UNITED STATES TREASURY	912796J42	06/16/2022	5,210,000.00	99.9402	5,206,884.42	5,207,636.90	5,208,642.65	0.057	8.335%	A-1+	P-1
UNITED STATES TREASURY	912796F38	03/24/2022	2,625,000.00	99.9876	2,624,674.50	2,624,434.71	2,624,735.12	0.045	4.202%	A-1+	P-1
UNITED STATES TREASURY	912796J42	06/16/2022	2,625,000.00	99.9402	2,623,430.25	2,623,959.40	2,624,333.05	0.056	4.200%	A-1+	P-1
UNITED STATES TREASURY	---	04/16/2022	15,645,000.00	99.9674	15,639,895.84	15,639,645.22	15,642,540.06	0.051	25.036%	A-1+	P-1

US GOV

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
UNITED STATES TREASURY	9128286H8	03/15/2022	5,185,000.00	100.4511	5,208,389.54	5,269,863.88	5,209,011.87	0.066	8.338%	AA+	Aaa
UNITED STATES TREASURY	912828SF8	02/15/2022	5,185,000.00	100.2266	5,196,749.21	5,248,192.19	5,197,363.69	0.056	8.319%	AA+	Aaa
UNITED STATES TREASURY	912828ZR4	05/31/2022	5,185,000.00	99.9844	5,184,191.14	5,187,025.42	5,185,906.90	0.082	8.299%	AA+	Aaa
UNITED STATES TREASURY	9128286Y1	06/15/2022	5,185,000.00	100.7227	5,222,472.00	5,267,230.89	5,223,765.99	0.095	8.360%	AA+	Aaa
UNITED STATES TREASURY	912828ZM5	04/30/2022	5,185,000.00	100.0026	5,185,134.81	5,187,025.42	5,185,792.85	0.078	8.300%	AA+	Aaa
UNITED STATES TREASURY	912828ZX1	06/30/2022	10,395,000.00	99.9609	10,390,935.55	10,398,248.44	10,397,598.75	0.075	16.634%	AA+	Aaa
UNITED STATES TREASURY	912828ZX1	06/30/2022	5,190,000.00	99.9609	5,187,970.71	5,189,189.06	5,189,277.38	0.153	8.305%	AA+	Aaa
UNITED STATES TREASURY	912828XW5	06/30/2022	5,140,000.00	100.7578	5,178,950.92	5,180,959.38	5,180,068.96	0.180	8.290%	AA+	Aaa
UNITED STATES TREASURY	---	05/22/2022	46,650,000.00	100.2259	46,754,793.88	46,927,734.68	46,768,786.39	0.095	74.844%	AA+	Aaa

Summary

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
---	---	05/13/2022	62,369,555.32	100.0430	62,469,245.03	62,641,935.22	62,485,881.77	0.084	100.000%	AA+	Aaa

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

Holdings by Security Type ACTC

ACTC Series 2014-Interest Fd (159784)

Base Currency: USD As of 12/31/2021

Dated: 01/14/2022

CASH

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
Receivable	CCYUSD	12/31/2021	0.95	1.0000	0.95	0.95	0.95	0.000	0.000%	AAA	Aaa
Receivable	CCYUSD	12/31/2021	0.95	1.0000	0.95	0.95	0.95	0.000	0.000%	AAA	Aaa

MMFUND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
MORG STAN I LQ:GV I	61747C707	12/31/2021	89,739.41	1.0000	89,739.41	89,739.41	89,739.41	0.030	13.202%	AAAm	Aaa
MORG STAN I LQ:GV I	61747C707	12/31/2021	89,739.41	1.0000	89,739.41	89,739.41	89,739.41	0.030	13.202%	AAAm	Aaa

T-BILL

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
UNITED STATES TREASURY	912796D30	02/24/2022	420,000.00	99.9960	419,983.20	419,912.43	419,965.98	0.055	61.788%	A-1+	P-1
UNITED STATES TREASURY	912796R92	02/22/2022	85,000.00	99.9976	84,997.96	84,985.11	84,993.38	0.055	12.505%	A-1+	P-1
UNITED STATES TREASURY	912796D30	02/24/2022	85,000.00	99.9960	84,996.60	84,991.84	84,994.20	0.046	12.505%	A-1+	P-1
UNITED STATES TREASURY	---	02/24/2022	590,000.00	99.9962	589,977.76	589,889.38	589,953.56	0.054	86.797%	A-1+	P-1

Summary

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
---	---	02/16/2022	679,740.36	86.9262	679,718.12	679,629.74	679,693.92	0.050	100.000%	AAA	Aaa

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

Holdings by Security Type ACTC

ACTC Series 2014-Principal Fd (159786)

Base Currency: USD As of 12/31/2021

Dated: 01/14/2022

CASH

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
Receivable	CCYUSD	12/31/2021	21.25	1.0000	21.25	21.25	21.25	0.000	0.000%	AAA	Aaa
Receivable	CCYUSD	12/31/2021	21.25	1.0000	21.25	21.25	21.25	0.000	0.000%	AAA	Aaa

MMFUND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
MORG STAN I LQ:GV I	61747C707	12/31/2021	2,125,116.74	1.0000	2,125,116.74	2,125,116.74	2,125,116.74	0.030	9.756%	AAAm	Aaa
MORG STAN I LQ:GV I	61747C707	12/31/2021	2,125,116.74	1.0000	2,125,116.74	2,125,116.74	2,125,116.74	0.030	9.756%	AAAm	Aaa

T-BILL

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
UNITED STATES TREASURY	912796D30	02/24/2022	2,235,000.00	99.9960	2,234,910.60	2,234,485.73	2,234,843.10	0.047	10.260%	A-1+	P-1
UNITED STATES TREASURY	912796D30	02/24/2022	4,255,000.00	99.9960	4,254,829.80	4,254,112.83	4,254,655.34	0.055	19.533%	A-1+	P-1
UNITED STATES TREASURY	912796R92	02/22/2022	2,120,000.00	99.9976	2,119,949.12	2,119,628.63	2,119,834.95	0.055	9.732%	A-1+	P-1
UNITED STATES TREASURY	912796D30	02/24/2022	2,125,000.00	99.9960	2,124,915.00	2,124,795.88	2,124,854.97	0.046	9.755%	A-1+	P-1
UNITED STATES TREASURY	---	02/24/2022	10,735,000.00	99.9963	10,734,604.52	10,733,023.07	10,734,188.36	0.052	49.280%	A-1+	P-1

US GOV

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
UNITED STATES TREASURY	9128286C9	02/15/2022	2,675,000.00	100.2862	2,682,655.85	2,732,575.20	2,683,021.31	0.064	12.316%	AA+	Aaa
UNITED STATES TREASURY	9128286C9	02/15/2022	2,075,000.00	100.2862	2,080,938.65	2,115,527.34	2,081,224.34	0.061	9.553%	AA+	Aaa
UNITED STATES TREASURY	912828SF8	02/15/2022	4,150,000.00	100.2266	4,159,403.90	4,200,578.13	4,159,895.72	0.056	19.095%	AA+	Aaa
UNITED STATES TREASURY	---	02/15/2022	8,900,000.00	100.2584	8,922,998.40	9,048,680.67	8,924,141.37	0.059	40.964%	AA+	Aaa

Summary

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
---	---	02/15/2022	21,760,137.99	90.4798	21,782,740.91	21,906,841.73	21,783,467.72	0.053	100.000%	AAA	Aaa

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

Holdings by Security Type ACTC

ACTC Series 2014-Revenue Fd (159787)

Base Currency: USD As of 12/31/2021

Dated: 01/14/2022

CASH

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
Receivable	CCYUSD	12/31/2021	0.02	1.0000	0.02	0.02	0.02	0.000	0.002%	AAA	Aaa
Receivable	CCYUSD	12/31/2021	0.02	1.0000	0.02	0.02	0.02	0.000	0.002%	AAA	Aaa

MMFUND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
MORG STAN I LQ:GV I	61747C707	12/31/2021	838.39	1.0000	838.39	838.39	838.39	0.030	99.998%	AAAm	Aaa
MORG STAN I LQ:GV I	61747C707	12/31/2021	838.39	1.0000	838.39	838.39	838.39	0.030	99.998%	AAAm	Aaa

Summary

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
---	---	12/31/2021	838.41	1.0000	838.41	838.41	838.41	0.030	100.000%	AAA	Aaa

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



Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 17,2022

TO: Alameda County Transportation Commission

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

SUBJECT: Approve the Alameda CTC FY2021-22 Second Quarter Consolidated Financial Report

Recommendation

It is recommended that the Commission approve the Alameda CTC FY2021-22 Second Quarter Consolidated Financial Report.

Summary

Alameda CTC's expenditures through December 31, 2021 are within year-to-date budget authority per the currently adopted budget. The agency remains in a strong financial position compared to budget through the second quarter of FY2021-22.

The attached FY2021-22 Second Quarter Financial Report has been prepared on a consolidated basis and is compared to the currently adopted budget on a year-to-date basis. This report provides a summary of FY2021-22 actual revenues and expenditures through December 31, 2021. Variances from the year-to-date budget are demonstrated as a percentage of the budget used by line item as well as stating either a favorable or unfavorable variance in dollars. Percentages over 100 percent indicate that actual revenue or expenditure items are more than 50 percent of the total annual budget through the second quarter of the fiscal year, and percentages under 100 percent indicate that actual revenue or expenditure items are less than 50 percent of the total annual budget through the second quarter of the fiscal year. As of December 31, 2021, Alameda CTC activity for the fiscal year results in a net increase in fund balance in the amount of \$48.9 million. While various funds saw an increase in their fund balances, the most significant contributors were the 2000 Measure B Capital Projects Fund and the 2014 Measure BB Special Revenue Fund which both collected sales tax revenues that outpaced expenditures during the fiscal year and the debt service fund which is accumulating funds for the final principal and interest payment on the 2014 Measure B Sales Tax Revenue Bonds due in March 2022.

Background

The following are highlights of actual revenues and expenditures compared to budget as of December 31, 2021 by major category:

Revenues

Sales tax revenues are over budget by \$24.0 million, or 15.3 percent, and grant revenues are under budget by \$27.0 million mostly related to timing on capital projects. Grant revenues are recognized on a reimbursement basis and, therefore, correlate directly with related expenditures. Consequently, capital and other project expenditures are also under budget.

Salaries and Benefits

Salaries and benefits are under budget by \$0.5 million, or 11.4 percent, as of December 31, 2021.

Administration

Costs for overall administration are under budget by \$13.9 million, or 79.5 percent, mainly due to debt service costs which incurred cost for only one of the two semi-annual interest payments and no principal payments as of December 31, 2021. Principal payments are made annually on March 1. Debt service costs are required to be recorded when incurred per government accounting standards. Actual expenditures in the debt service fund will equal 100% of the budget by the end of the fiscal year.

Freeway Operations

Freeway Operations expenditures are under budget by \$3.8 million, or 64.5 percent, primarily related to operations and maintenance costs and a delay in commencement of the Toll System Update special project.

Programs

Programs expenditures are over budget by \$4.1 million or 4.2 percent, largely due to lower than projected expenditures for the Affordable Student Transit Pass Program as the use of public transit by students continues to be affected by the pandemic and the Safe Routes to School Program related to delays in the submission of invoices from vendors. These reductions in expenditures were offset by an increase in expenditures for Measure B and Measure BB direct local distributions (DLD) which is directly related to sales tax revenues coming in higher than projected.

Capital Projects

Capital Projects expenditures are under budget by \$94.4 million, or 67.0 percent. This variance is due, in part, to prolonged right-of-way acquisition negotiations resulting in project construction delays. Alameda CTC utilizes a rolling capital budget system in which any unused approved budget from prior years is available to pay for costs in subsequent fiscal years. Additional budget authority is requested by project only as needed in accordance with the budget process. The year-to-date budget amount used for comparisons is a straight-line amortization of the total approved project budget including unspent budget authority rolled over from the prior year. Expenditures planned through December 31, 2021 in the budget process generally will differ from the straight-

line budgeted amount used for this financial statement comparison. However, presenting the information with this comparison helps financial report users, project managers, and the project control team review year-to-date expenditures to give them an idea of how projects are progressing as compared to the approved budget. There are currently no real budget issues on capital projects.

Limitations Calculations

Staff has completed the limitation calculations required in both the 2000 Measure B and 2014 Measure BB Transportation Expenditure Plans related to salaries and benefits and administration costs, and Alameda CTC is compliant with all limitation requirements.

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

Attachment:

- A. Alameda CTC Consolidated Revenues/Expenditures as of December 31, 2021

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ALAMEDA COUNTY TRANSPORTATION COMMISSION
Consolidated Revenues/Expenditures
December 31, 2021

6.4A

	<u>Total Consolidated</u>			<u>Favorable</u>
	<u>YTD</u>	<u>YTD</u>		<u>(Unfavorable)/</u>
	<u>Actuals</u>	<u>Budget</u>	<u>% Used</u>	<u>Variance</u>
REVENUES				
Sales Tax Revenue	\$ 181,005,256	\$ 157,000,000	115.29	\$ 24,005,256
Investment Income	1,464,580	716,250	204.48	748,330
Member Agency Fees	775,184	775,184	100.00	-
VRF Funds	6,271,151	6,000,000	104.52	271,151
TFCA Funds	1,163,072	1,197,976	97.09	(34,904)
Toll Revenues	5,390,862	3,750,000	143.76	1,640,862
Toll Violation and Penalty Revenues	1,310,296	750,000	174.71	560,296
Regional/State/Federal Grants	5,093,999	26,385,127	19.31	(21,291,128)
Local and Other Grants	563,575	6,258,709	9.00	(5,695,134)
Total Revenues	\$ 203,038,956	\$ 202,833,246	100.10	\$ 205,710
EXPENDITURES				
<u>Administration</u>				
Salaries and Benefits (1)	\$ 1,336,950	\$ 1,399,880	95.50	\$ 62,930
General Office Expenses	909,302	1,161,150	78.31	251,848
Travel Expense	8,086	16,000	50.54	7,914
Debt Service (2)	509,100	13,236,600	3.85	12,727,500
Professional Services	726,032	1,348,636	53.83	622,604
Commission and Community Support	109,274	111,350	98.14	2,076
Contingency	-	250,000	-	250,000
Subtotal	3,598,744	17,523,616	20.54	13,924,872
<u>Freeway Operations</u>				
Salaries and Benefits (1)	91,753	163,295	56.19	71,542
Operating Expenditures	1,978,600	3,116,960	63.48	1,138,360
Special Project Expenditures	48,453	2,687,500	1.80	2,639,047
Subtotal	2,118,806	5,967,755	35.50	3,848,949
<u>Planning</u>				
Salaries and Benefits (1)	748,229	828,045	90.36	79,816
Subtotal	748,229	828,045	90.36	79,816
<u>Programs</u>				
Salaries and Benefits (1)	1,359,140	1,265,852	107.37	(93,288)
Programs Management and Support	519,357	1,219,066	42.60	699,709
Safe Routes to School Program	541,573	1,563,720	34.63	1,022,147
VRF Programming	4,338,203	4,651,737	93.26	313,534
Measure B/BB Direct Local Distribution	93,535,289	80,829,483	115.72	(12,705,806)
Grant Awards	571,996	6,133,768	9.33	5,561,772
TFCA Programming	214,576	1,351,334	15.88	1,136,758
Subtotal	101,080,134	97,014,960	104.19	(4,065,174)
<u>Capital Projects</u>				
Salaries and Benefits (1)	380,030	763,675	49.76	383,645
Capital Project Expenditures	46,216,968	140,226,586	32.96	94,009,618
Subtotal	46,596,998	140,990,261	33.05	94,393,263
Total Expenditures	\$ 154,142,911	\$ 262,324,637	58.76	\$ 108,181,726
Net Change in Fund Balance	\$ 48,896,045	\$ (59,491,391)		
Beginning Fund Balance	620,818,871	620,818,871		
Ending Fund Balance	\$ 669,714,916	\$ 561,327,480		

(1) Salaries and benefits are under budget by \$504,645 or 11.4% as of December 31, 2021.

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

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Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: March 17, 2022

TO: Alameda County Transportation Commission

FROM: Patricia Reavey, Deputy Executive Director of Finance and Administration
Vanessa Lee, Clerk of the Commission

SUBJECT: Approve Commissioners Travel to Sacramento and Washington D.C. for Legislative Related Activities, Travel for the California Association of Councils of Governments and the Self-Help Counties Coalition Focus on the Future Conference, to New York and Other East Coast Locations for Measure BB Bond Financing Related Activities, and Travel to Attend Caltrans Tour

Recommendation

It is recommended that the Commission approve Commissioners travel to Sacramento and Washington DC for legislative activities, travel for the California Association of Councils of Governments (CALCOG) meetings, if resumed in person and the Self-Help Counties Coalition (SHCC) Focus on the Future Conference, to New York and other east coast locations for Measure BB bond financing related activities, and to attend a recent Alameda CTC tour with Caltrans Director Toks Omishakin, who has now been appointed by the Governor as the State Secretary of Transportation.

Summary

Per the Commissioner Travel and Expenditure Policy being updated concurrently, all travel for Alameda CTC Commissioners must be preapproved by the Finance and Administration Committee or the Commission to be eligible for reimbursement under this Policy.

- The Chair, Vice-Chair, and three additional Commissioners, at the Chair's discretion, will join staff at Alameda CTC on legislative visits to Washington D. C. in late Spring and to Sacramento in Spring and again in Fall. The Chair will appoint specific member attendance for each of these three trips.
- The Chair will attend CALCOG Meetings if they resume in person.
- The Chair and one Commissioner appointed at the discretion of the Chair plan to attend the SHCC Focus on the Future Conference in Newport Beach in the Fall 2022.

- The Chair plans to join staff in attending Measure BB bond financing outreach events in New York and other east coast locations as well as the actual bond sale in New York all in one combined trip currently scheduled for early summer 2022.
- The Chair flew in from out of town to represent Alameda CTC at the recent Caltrans tour of transportation projects with Caltrans Director Toks Omishakin, who is now the appointed Secretary of Transportation for California.

Approval of these items will authorize Commissioners to be reimbursed for all reasonable and necessary expenditures while traveling on authorized agency business. While the travel related to the tour with Toks Omishakin has already occurred before coming to the Finance and Administration Committee for approval, written approval was received from the chair for this travel as required on page 2 of the adopted Alameda CTC Commissioner Travel and Expenditure Policy for Commissioners adopted in 2016.

Background

Alameda CTC staff and Commissioners travel to Washington D.C. and Sacramento almost every year and visit with federal and state legislators to inform the delegation about the benefits of Alameda CTC projects and programs with the aim of obtaining support and attracting federal and state transportation funding for Alameda County and to pursue other legislative opportunities for the region. The trips are being planned for this Spring with one additional trip this year to Sacramento in the Fall.

The California Association of Councils of Governments (CALCOG) is a 46-member nonprofit organization formed to serve regional governments. The Chair is appointed to serve as Alameda CTC's representative on CALCOG and will attend CALCOG meetings if they resume in person.

The Self- Help Counties Coalition holds an annual Focus on the Future Conference in Fall each year bringing together county agencies across the state that administer voter approved sales tax measures, along with state and federal partners to address policy, project delivery and partnership needs in California. The Commission Chair and one additional Commissioner, as appointed by the Chair, plan to attend the conference in Newport Beach, California from November 13, 2022 - November 15, 2022.

The Chair of the Commission will join staff traveling to New York and other east coast locations to hold institutional investor outreach events to inform institutional investment advisors about Alameda CTC, its leadership, and the projects and programs in the Measure BB program in order to obtain interest in Alameda CTC bonds before the sale, and as part of the same trip, attend the actual Measure BB bond sale event in New York.

The Chair traveled to represent Alameda CTC on the recent tour of transportation projects with the State Director of Caltrans.

Requests for reimbursement of expenditures incurred during these travel events must be submitted on the authorized Alameda CTC Expense Reimbursement Form within 30 calendar days after the conclusion of the trips along with required documentation per the adopted policy.

Fiscal Impact: The fiscal impact of these trips includes all reasonable and necessary expenditures incurred during travel, some of which are already included in the adopted FY2021-22 budget or in the mid-year budget update presented today. Expenditures for the SHCC trip, which will take place in November 2022, will be included in the proposed budget for FY2023.

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Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 17, 2022

TO: Alameda County Transportation Commission

FROM: Patricia Reavey, Deputy Executive Director of Finance & Administration
Jeannie Chen, Director of Finance

SUBJECT: Approve the FY2021-22 Mid-Year Budget Update

Recommendation

It is recommended that the Commission approve the Proposed FY2021-22 Mid-Year Budget Update as presented.

Summary

The proposed update to the FY2021-22 budget is a balanced, sustainable budget that was developed to reflect changes to actual fund balances and projected revenues and expenditures on projects and programs since the original budget was adopted in May 2021.

The proposed budget update includes an increase of \$254.5 million from FY2020-21 actual audited fund balances which are rolled forward into FY2021-22 for a total beginning fund balance of \$620.8 million. The proposed budget also contains revenues totaling \$402.6 million of which sales tax revenues comprise \$314.0 million, or 78.0 percent. The total revenue amount proposed is an increase of \$42.4 million over the currently adopted FY2021-22 budget mostly related to external and exchange program funding sources in the capital projects and exchange funds which were approved in the FY2020-21 budget, but have rolled forward to the FY2021-22 budget because they had not yet been utilized by the end of FY2020-21. There was no proposed change to sales tax revenues in this mid-year budget update due to limited amount of information received year-to-date. An update to the sales tax revenue budget will be brought to the Finance and Administration Committee and the Commission for approval when appropriate.

Revenues are offset in the proposed budget update by \$597.5 million in total expenditures of which \$353.6 million, or 59.2 percent, are allocated for capital project expenditures. Total expenditures increased \$290.6 million over the currently adopted budget in this budget update. This increase appears to be significant; however, it is mostly related to the adjustment for the capital projects roll forward balance from FY2020-21, an estimate of which was included and approved in the originally adopted FY2021-22 budget on the Capital

Programs Budget spreadsheet but actual amounts could not be pulled to the consolidated Alameda CTC budget spreadsheet until final fund balance roll forward amounts were updated based on the audited Annual Comprehensive Financial Report (ACFR) for the year ended June 30, 2021. The ACFR was approved by the Commission in November 2021.

Capital projects fund revenues and expenditures that appeared on the Alameda CTC Consolidated Budget spreadsheet in the adopted budget for FY2021-22, when the budget was adopted in May 2021, did not include the roll forward revenue and expenditure balances because these amounts were still included in the approved budget and projected ending fund balance for FY2020-21. During the mid-year budget update process, the roll forward fund balances are updated to actual amounts based on audited financial statements from the prior fiscal year. Therefore, the capital budget revenue and expenditure amounts on the consolidated budget spreadsheet for the mid-year budget update include the full capital budget which consists of both the actual roll forward balances from FY2020-21 and any additional requested capital budget for FY2021-22. This methodology ensures more reliable fund balance information in Alameda CTC's budget process.

The proposed mid-year budget update includes a projected \$250 million of Other Financing Sources related to the upcoming 2014 Measure BB Debt Financing needed to ensure the timely and successful delivery of the Measure BB Capital program. The current schedule for the debt financing includes a projected closing in late June to early July time frame. This is between two fiscal years. The original budget for FY2021-22 assumed a short-term, inter-fund loan of up to \$125 million from the 1986 Measure B Capital Fund to the Measure BB Capital program. If the debt financing is not finalized before the end of this fiscal year, the authority for this loan may still be necessary; therefore, no change is being made with this mid-year budget update to that authority in case it becomes necessary.

Salary and benefits costs in this mid-year budget update are \$8.2 million, which is a decrease of \$0.6 million from the currently adopted budget. This decrease is due to authorized positions that were filled later than anticipated in the original budget and some that have not yet been filled. Total salaries and benefits costs in this mid-year budget update are nominal as compared to total expenditures at 1.38 percent.

The update of audited fund balances from FY2020-21 and projected revenues, expenditures and other financing sources constitute a net increase in the projected ending fund balance of \$256.4 million, for a projected consolidated ending fund balance of \$675.9 million for FY2021-22. The set aside of fund balance reserves in the general fund has been updated to \$52.8 million, an increase of \$24.2 million related to roll forward capital project funds, in order to comply with the adopted fund balance reserve policy. This mid-year budget update also includes an increase of \$4.3 million to the funds set aside for repayment of Measure B loans borrowed during construction of the I-580 Express Lane to an updated projected repayment amount of \$16.3 million.

The 2000 Measure B and 2014 Measure BB Limitation ratios required by the respective Transportation Expenditure Plans and the Public Utilities Code were calculated based on the

proposed updated budgeted revenues and expenditures and were found to be compliant with all requirements.

Background

Development of the FY2021-22 budget and this proposed mid-year budget update were centered on the vision and goals for transportation established in the Comprehensive Investment Plan. The objective was to develop a budget that would enable Alameda CTC to plan, fund and deliver transportation programs and projects that expand access and improve mobility in Alameda County. This was accomplished by allocating available resources to identify transportation needs and opportunities in the County and formulate strategies and solutions by providing the funding necessary to evaluate, prioritize, and fund the delivery of quality programs and projects so they can be completed on schedule and within budget.

Fiscal Impact: The fiscal impact of approving the proposed FY2021-22 mid-year budget update would be to allow the roll forward of audited fund balances from FY2020-21 of \$254.5 million, provide additional resources of \$292.4 million, including debt financing proceeds, and authorize additional expenditures of \$290.6 million, reflecting an overall increase in fund balance of \$256.4 million for a projected ending fund balance of \$675.9 million.

Attachments:

- A. Alameda CTC FY2021-22 Proposed Mid-Year Budget Update
- B. Capital Projects FY2021-22 Proposed Mid-Year Budget Update

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**Alameda County Transportation Commission
Fiscal Year 2021-22**

Proposed Mid-Year Budget Update

	General Funds Proposed	Express Lanes Fund Proposed	Special Revenue Funds Proposed	Exchange Fund Proposed	Debt Service Fund Proposed	Capital Project Fund Proposed	Inter-Agency Adjustments/ Eliminations Proposed	Total Proposed Budget	Proposed Adjustments	Currently Adopted Budget
Beginning Fund Balance:	\$ 95,502,190	\$ 45,015,386	\$ 168,056,811	\$ 6,460,862	\$ 9,808,384	\$ 295,975,238	\$ -	\$ 620,818,871	\$ 254,536,360	\$ 366,282,511
Revenues:										
Sales Tax Revenues	\$ 13,155,000	\$ -	\$ 197,519,940	\$ -	\$ -	\$ 103,325,060	\$ -	\$ 314,000,000	\$ -	\$ 314,000,000
Investment Income	265,000	65,000	285,000	7,500	2,500	1,220,000	-	1,845,000	412,500	1,432,500
Member Agency Fees	1,550,368	-	-	-	-	-	-	1,550,368	-	1,550,368
VRF Funds	-	-	12,000,000	-	-	-	-	12,000,000	-	12,000,000
TFCA Funds	-	-	2,395,951	-	-	-	-	2,395,951	-	2,395,951
Toll Revenues	-	7,500,000	-	-	-	-	-	7,500,000	-	7,500,000
Toll Violation and Penalty Revenue	-	1,500,000	-	-	-	-	-	1,500,000	-	1,500,000
Other Revenues	-	-	13,100	-	26,473,200	-	(26,486,300)	-	-	-
Regional/State/Federal Grants	2,432,227	-	2,962,122	-	-	44,646,643	-	50,040,991	32,710,591	17,330,400
Local and Other Grants	-	748,719	-	6,149,432	-	4,861,605	-	11,759,756	9,304,646	2,455,109
Total Revenues	17,402,595	9,813,719	215,176,113	6,156,932	26,475,700	154,053,308	(26,486,300)	402,592,066	42,427,737	360,164,329
Expenditures:										
<u>Administration</u>										
Salaries and Benefits	2,910,983	-	-	-	-	4,417	-	2,915,401	115,641	2,799,760
General Office Expenses	2,552,474	-	400	-	-	8,100	(400)	2,560,574	238,274	2,322,300
Travel Expense	32,000	-	-	-	-	-	-	32,000	-	32,000
Debt Service	-	-	-	-	26,473,200	26,473,200	(26,473,200)	26,473,200	-	26,473,200
Professional Services	2,346,451	-	-	-	-	225,000	-	2,571,451	(125,820)	2,697,271
Commission and Community Support	234,825	-	12,700	-	-	-	(12,700)	234,825	12,125	222,700
Contingency	500,000	-	-	-	-	-	-	500,000	-	500,000
Debt Financing Issuance Costs	-	-	-	-	-	1,000,000	-	1,000,000	1,000,000	-
<u>Freeway Operations</u>										
Salaries and Benefits	-	175,213	-	-	-	-	-	175,213	(151,377)	326,590
Operating Expenditures	-	6,153,920	-	-	-	-	-	6,153,920	(80,000)	6,233,920
Special Project Expenditures	-	3,250,000	-	-	-	-	-	3,250,000	(2,125,000)	5,375,000
<u>Planning</u>										
Salaries and Benefits	1,594,429	-	-	-	-	-	-	1,594,429	(61,661)	1,656,091
Transportation Planning/Transportation Expenditure Plan	-	-	1,000,000	-	-	-	-	1,000,000	1,000,000	-
<u>Programs</u>										
Salaries and Benefits	148,104	-	2,469,298	41,663	-	-	(100,929)	2,558,135	26,432	2,531,703
Programs Management and Support	400,000	-	813,132	-	-	-	-	1,213,132	(1,225,000)	2,438,132
Safe Routes to School Programs	-	-	3,127,441	-	-	-	-	3,127,441	-	3,127,441
VRF Programming	-	-	11,380,473	-	-	-	-	11,380,473	2,077,000	9,303,473
Measure B/BB Direct Local Distribution	-	-	161,658,967	-	-	-	-	161,658,967	-	161,658,967
Sales Tax Grant Awards	-	-	13,004,302	-	-	-	-	13,004,302	736,766	12,267,536
TFCA Programming	-	-	2,445,979	-	-	-	-	2,445,979	(256,689)	2,702,668
Exchange Fund Programming	-	-	-	-	-	-	-	-	-	-
<u>Capital Projects</u>										
Salaries and Benefits	-	1,399	-	-	-	1,049,549	(54,997)	995,951	(531,398)	1,527,349
Capital Project Expenditures	-	3,993,530	16,816,383	6,107,769	-	325,708,959	-	352,626,642	289,959,066	62,667,575
<u>Indirect Cost Recovery/Allocation</u>										
Indirect Cost Recovery from Capital, Spec Rev & Exch Funds	(155,925)	-	-	-	-	-	155,925	-	-	-
Total Expenditures	10,563,341	13,574,062	212,729,074	6,149,432	26,473,200	353,469,225	(26,486,300)	597,472,035	290,608,359	306,863,676
Other Financing Sources						250,000,000		250,000,000	250,000,000	-
Net Change in Fund Balance	6,839,254	(3,760,343)	2,447,039	7,500	2,500	50,584,082	-	55,120,031	1,819,378	53,300,653
Projected Ending Fund Balance	\$ 102,341,444	\$ 41,255,043	\$ 170,503,850	\$ 6,468,362	\$ 9,810,884	\$ 346,559,320	\$ -	\$ 675,938,902	\$ 256,355,738	\$ 419,583,164
Freeway Maintenance Contributions	-	5,000,000	-	-	-	-	-	5,000,000	-	5,000,000
Fund Balance/Operational Reserves	52,793,473	20,000,000	-	-	-	-	-	72,793,473	24,152,872	48,640,601
Loan Repayment I-580 EL to MB	-	16,255,043	-	-	-	-	-	-	(11,989,480)	11,989,480
Projected Net Fund Balance	\$ 49,547,971	-	\$ 170,503,850	\$ 6,468,362	\$ 9,810,884	\$ 346,559,320	\$ -	\$ 598,145,429	\$ 244,192,346	\$ 353,953,083

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**Alameda County Transportation Commission
Fiscal Year 2021-22
Capital Programs Proposed Mid_Year Budget Update**

6.6B

Capital Programs	(A)	(B)	(A) - (B) = (C)	(D)	(E)	(C) + (D) + (E) = (F)	Funding			
	Adopted FY 2020-21 Capital Budget	Actual FY 2020-21 Expenditures	Actual FY 2020-21 Rollover to FY 2021-22	Adopted FY 2021-22 Original Capital Budget	FY 2021-22 Capital Budget Adjustment	Proposed FY 2021-22 Capital Budget w/ Estimated Rollover	Total Local	Total Regional	Total State	Total Federal
1986 Measure B Capital Program	\$ 5,460,506	\$ 839,299	\$ 4,621,207	\$ 1,400,000	\$ -	\$ 6,021,207	\$ 6,021,207	\$ -	\$ -	\$ -
2000 Measure B Capital Program	62,223,130	22,158,720	40,064,410	(16,206)	24,510,230	64,558,433.93	64,558,434	-	-	-
2000 Measure B SRF Discretionary Capital Program	-	-	-	-	-	0.00	-	-	-	-
2014 Measure BB Capital Program	275,188,360	74,338,704	200,849,656	64,292,000	(15,617,471)	249,524,185.27	207,304,472	300,000	36,429,664	5,490,049
2014 Measure BB SRF Discretionary Capital Program	18,734,694	5,469,075	13,265,619	6,677,424	(4,312,079)	15,630,963.99	15,630,964	-	-	-
Non-Sales Tax Capital Program	7,644,494	2,756,683	4,887,812	2,412,661	(645,791)	6,654,681.61	4,227,752	1,627,814	799,116	-
Non-Sales Tax Exchange Fund Capital Program	8,897,319	2,789,550	6,107,769	-	-	6,107,768.99	6,107,769	-	-	-
Non-Sales Tax SRF Capital Program	985,002	137,000	848,002	-	337,417	1,185,419.00	1,185,419	-	-	-
Express Lanes Capital Program	14,858,858	380,218	14,478,640	(10,483,711)	-	3,994,929.28	3,994,929	-	-	-
	<u>\$ 393,992,365</u>	<u>\$ 108,869,249</u>	<u>\$ 285,123,116</u>	<u>\$ 64,282,168</u>	<u>\$ 4,272,306</u>	<u>\$ 353,677,589</u>	<u>\$ 309,030,947</u>	<u>\$ 1,927,814</u>	<u>\$ 37,228,780</u>	<u>\$ 5,490,049</u>

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Memorandum

6.7

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 17, 2022

TO: Alameda County Transportation Commission

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

SUBJECT: Approve an amendment to the Alameda CTC Administrative Code

Recommendation

It is recommended that the Commission approve an amendment to the Alameda CTC Administrative Code which eliminates the Multi-Modal Committee and incorporates other administrative edits.

Summary

Due to the relatively smaller amount of agenda items and to streamline the work of Alameda CTC staff, the newly-elected Chair of the Commission made a request to allocate the responsibilities of the Multi-Modal Committee (MMC) to the Planning, Policy and Legislative Committee (PPLC) and the Programs and Projects Committee (PPC), as appropriate, since both standing Committees address multi-modal needs of the agency. Per Section 4.1.15 of the currently adopted Administrative Code, the Commission may create, modify and/or terminate the Standing Committees, Advisory Committees, and ad hoc committees as may be deemed necessary by the Commission, subject to compliance with the Expenditure Plans and applicable laws. Approval of these actions requires an amendment to the Alameda CTC Administrative Code (Attachment A).

Historically, the MMC met on an as-needed basis and served in an advisory capacity to the governing body of the Commission to guide planning efforts and advise on issues, policies and programs that impacted the I-580 Express Lanes, transit and goods movement.

Legal counsel for Alameda CTC, along with staff, performed a review of the current Administrative Code to make administrative changes needed since the last time an update to the Administrative Code was adopted.

Background

The most significant recommended change to the Alameda CTC Administrative Code is the elimination of the MMC, which allocates the MMC responsibilities related to planning, policy and collaboration for goods movement and transit to the PPLC and policy related to the I-580 Express Lanes to the PPC, making the flow of information to the Commission related to goods movement, transit and the I-580 Express Lanes more efficient as the PPLC and the PPC meet on a regular basis and cover multi-modal subjects.

Additional recommended changes to the Administrative Code include:

- Incorporation of provisions regarding best practices for remote and hybrid meetings, consistent with the training provided to the Commission early on during the COVID-19 pandemic;
- An update to the effective date, assuming this amendment is approved by the Commission; and
- An update to the name of the financial report produced by the Alameda CTC annually and reviewed by the Audit Committee, per the Government Finance Officers Association guidance, to Annual Comprehensive Financial Report (ACRF).

Fiscal Impact: The fiscal impact of this item will be a small reduction of per diem costs to the Agency due to the elimination of the MMC.

Attachment:

- A. Amended Alameda CTC Administrative Code

**ALAMEDA COUNTY TRANSPORTATION COMMISSION
ADMINISTRATIVE CODE**
(as amended on ~~March~~May 24~~8~~, 2022~~9~~)

TABLE OF CONTENTS

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**ALAMEDA COUNTY TRANSPORTATION COMMISSION
ADMINISTRATIVE CODE**

(as amended on ~~March~~May 24~~8~~9, 202~~2~~0)

**ARTICLE 1
GENERAL PROVISIONS**

1.1 Title. This Code is enacted by the Alameda County Transportation Commission (“Alameda CTC” or “ACTC”) pursuant to the provisions of California Public Utilities Code Section 180105 and the Joint Powers Agreement dated for reference purposes as of March 25, 2010 (as it may subsequently be amended from time to time) which created the Alameda CTC (“JPA”). This Code may be referred to as the “Alameda County Transportation Commission Administrative Code.” This Code prescribes the powers and duties of officers of Alameda CTC, the method of appointment of employees of Alameda CTC, and the methods, procedures, and systems of operation and management of Alameda CTC.

1.2 Reference Includes Amendments. Reference to this Code or any portion thereof includes later amendments thereto. This Code may be amended by ordinance of the Commission.

1.3 Severability. If any term or provision of this Code is ever determined to be invalid or unenforceable for any reason, such term or provision shall be severed from this Code without affecting the validity or enforceability of the remainder of this Code.

1.4 Interpretation. Section headings in this Code are for convenience of reference only and shall not affect the meaning or interpretation of any provision of this Code. As used herein: (a) the singular shall include the plural (and vice versa) and the masculine or neuter gender shall include the feminine gender (and vice versa) where the context so requires; (b) locative adverbs such as “herein,” “hereto,” and “hereunder” shall refer to this Code in its entirety and not to any specific Section or paragraph; (c) the terms “include,” “including,” and similar terms shall be construed as though followed immediately by the phrase “but not limited to;” and (d) “shall,” “will” and “must” are mandatory and “may” is permissive.

**ARTICLE 2
CODE OF ETHICS**

2.1 Ethics Statement. The foundation of any democratic institution or governmental agency relies upon the trust and confidence its citizens place in its elected officials, appointed managers or administrators, and staff. Honesty, integrity and professionalism must serve as the guiding principles for Alameda CTC in carrying out its deliberations and Alameda CTC’s business. The ethical operation of local government requires that decision-makers be impartial and accountable. Alameda CTC expects its representatives, including but not limited to Commission Members, employees, contractors, and advisory committee members to act in a manner that retains and inspires the trust and confidence of the people they serve.

2.2 Expectations. It is the general policy of Alameda CTC to promote the highest standards of personal and professional ethics by individuals charged with carrying out Alameda CTC's business. Alameda CTC expects all participants to:

2.2.1 Conduct public deliberations and Alameda CTC business in an atmosphere of mutual respect, consideration, cooperation and civility.

2.2.2 Conduct public processes openly, unless legally required to be confidential.

2.2.3 Comply with both the letter and spirit of the laws and policies affecting the operations of government in general and Alameda CTC specifically, including but not limited to the Political Reform Act, common law restrictions on conflicts of interest and self-dealing, Government Code Section 1090, and the Conflict of Interest Code.

2.2.4 Use public service for the public good, not for personal gain.

2.3 Nepotism. To ensure that the business of the Alameda CTC is conducted in accordance with the standards outlined in this Article 2 and to avoid situations that create an actual or potential conflict between employees or officials' personal interests and the interests of the agency, no close relative, as defined in Article 3, of the Executive Director, Executive Team, General Counsel, or a Commission Member may be employed by the Alameda CTC during the above-listed employees/officials' tenure or term.

ARTICLE 3 DEFINITIONS

3.1 Existing Definitions Adopted. For the purposes of this Code, all words not defined herein shall have such meanings as (i) have been established in a controlling Expenditure Plan, or (ii) have been determined by the laws of the State and decisions of the courts of the State, or (iii) if a term has not been defined in any of the foregoing, the term shall have such meaning as is ascribed to it in standard American-English vernacular, as evidenced by common usage and definitions contained in generally-accepted American-English dictionaries.

3.2 "1986 Transportation Expenditure Plan" means the Alameda County Transportation Expenditure Plan approved by the voters of Alameda County pursuant to the passage of the original Measure B on November 4, 1986, as it may subsequently be amended from time to time.

3.3 "2000 Measure B" means Measure B as adopted by the voters of Alameda County on November 7, 2000 pursuant to Section 180206 of the Act. The half-cent sales tax authorized by 2000 Measure B will extend through March 31, 2022.

3.4 "2000 Transportation Expenditure Plan" means Alameda County's 20-Year Transportation Expenditure Plan, dated July 2000 and funded by the retail transactions and use tax imposed pursuant to 2000 Measure B, as it may subsequently be amended from time to time.

3.5 “2014 Measure BB” means Measure BB as adopted by the voters of Alameda County on November 4, 2014 pursuant to Section 180206 of the Act. Measure BB augments the 2000 Measure B half-cent sales tax by an additional half cent, from April 1, 2015 through March 31, 2022. The full one-cent sales tax authorized by 2014 Measure BB will begin April 1, 2022 and will extend through March 31, 2045.

3.6 “2014 Transportation Expenditure Plan” means Alameda County’s 30-Year Transportation Expenditure Plan, dated January 2014 and funded by the retail transaction and use tax imposed pursuant to 2014 Measure BB, as it may subsequently be amended from time to time.

3.7 “Act” means Division 9 of the California Public Utilities Code, Sections 180000 et seq., also known as the Local Transportation Authority and Improvement Act, as the Act may be amended from time to time.

3.8 “ACCMA” or “CMA” each mean the Alameda County Congestion Management Agency, the agency originally tasked with the duty of adopting and implementing the Congestion Management Program, as a result of the 1990 passage of Proposition 111. ACCMA has now been dissolved, and Alameda CTC has assumed its duties, rights and obligations pursuant to the JPA.

3.9 “ACTA” means the Alameda County Transportation Authority, the agency originally tasked with the duty of implementing the 1986 Transportation Expenditure Plan. ACTA has now been dissolved, and Alameda CTC has assumed its duties, rights and obligations pursuant to the JPA.

3.10 “ACTAC” means the Alameda County Transportation Advisory Committee, the technical advisory committee to the Commission, as described herein.

3.11 “ACTIA” means the Alameda County Transportation Improvement Authority, the agency originally tasked with the duty of implementing the 2000 Transportation Expenditure Plan. ACTIA has now been dissolved, and Alameda CTC has assumed its duties, rights and obligations pursuant to the JPA.

3.12 “Advisory Committee” means each advisory committee established by or for the Commission.

3.13 “Alameda CTC” and “ACTC” each mean the Alameda County Transportation Commission.

3.14 “Alternate” means each of those persons appointed to serve and vote as an alternate member of the Commission or of a Standing Committee in the absence of a specific Commission Member. Each Alternate shall be an elected official and shall meet all other criteria set forth in the JPA. Commission Member’s staff are not eligible to serve as an alternate for the Commission Member.

3.15 “Annual Budget” means the budget for Alameda CTC, including budgets related to (i) the 1986 Transportation Expenditure Plan, (ii) the 2000 Transportation Expenditure Plan, as required by Section 180105 of the Act, (iii) the 2014 Transportation Expenditure Plan, as required by Section 180105 of the Act, (iv) the Congestion Management Program, (v) the Vehicle Registration Fee (VRF) Expenditure Plan, and (vi) other matters.

3.16 “Audit Committee” means such Standing Committee, consisting of the Chair of the Commission, the Vice Chair of the Commission and the Chair of the Finance and Administration Committee, that meets on an as needed basis with the powers, authority and duties as described in Section 4.9 herein.

3.17 “Authorized Vote” means the total number of weighted votes represented by all Commission Members, pursuant to the provisions of the JPA. Weighted voting applies only to actions by the Commission, and is not used for Committee votes.

3.18 “Bicycle and Pedestrian Advisory Committee” or “BPAC” each mean the Advisory Committee which shall advise Alameda CTC and staff on the development and implementation of bicycle and pedestrian programs.

3.19 “Board of Supervisors” means the Board of Supervisors of the County.

3.20 “Bonds” means indebtedness and securities of any kind or class, including but not limited to bonds, refunding bonds, or revenue anticipation notes.

3.21 “Brown Act” means the Ralph M. Brown Act, Government Code Sections 54950 *et seq.*, as it may be amended from time to time.

3.22 “Chair” means the Chair of the Commission, as elected by the Commission.

3.23 “Citizens Watchdog Committee” or “CWC” each mean the Advisory Committee for 2000 Measure B required by the 2000 Transportation Expenditure Plan. Pursuant to 2014 Measure BB, the CWC has been renamed the Independent Watchdog Committee effective July 1, 2015.

3.24 “City” means any incorporated city or town within the County.

3.25 “Clerk” means the Staff member designated by the Executive Director to serve as the Clerk of the Commission.

3.26 “Close Relative” means a spouse, domestic partner, child, parent, grandparent, grandchild, brother, sister, parent-in-law, brother-in-law, sister-in-law, nephew, niece, aunt, uncle, or first cousin, or the spouse of any such person.

3.27 “Code” means this Administrative Code of the Alameda County Transportation Commission.

3.28 “Commission” means the governing body of Alameda CTC, which constitutes the legislative body of Alameda CTC as defined under Section 54952 of the Brown Act. The

Commission is referenced as the “Board” in the JPA and certain other documentation to ensure consistency with the historical practice of ACTA, ACTIA, and ACCMA.

3.29 “Commission Engineer” means a Staff member holding and maintaining a California Professional Civil Engineer license who is designated by the Executive Director as the Commission Engineer.

3.30 “Commission Member” and **“Commissioner”** each mean each of those persons appointed to serve as a member of the Commission pursuant to the JPA.

3.31 “Commission Meeting” means a regular or special meeting of the full governing body of the Alameda CTC noticed in accordance with the Brown Act.

3.32 “Conflict of Interest Code” means the Conflict of Interest Code of the Alameda CTC, as adopted and regularly updated by the Commission pursuant to the provisions of Government Code Section 87300 *et seq.*

3.33 “Congestion Management Agency” means the Alameda CTC serving in its role as the County’s Congestion Management Program agency, as designated pursuant to Government Code Section 65089 and the JPA.

3.34 “Congestion Management Program” means the program developed and administered by Alameda CTC, as the Congestion Management Agency and successor to the ACCMA, in accordance with the provisions of Government Code Section 65089.

3.35 “County” means the County of Alameda.

3.36 “Elected Official” means (i) any duly elected and serving official of the legislative body, as defined in Government Code Sections 34000 and 34002, of any City, (ii) any duly elected and serving member of the Board of Supervisors, and (iii) any duly elected and serving official of the legislative body of any Member Transit Agency.

3.37 “Executive Director” means the chief executive officer selected by the Commission to conduct the overall and day-to-day management of the activities of Alameda CTC.

3.38 “Expenditure Plan Project” means a project and/or a program described in one or more of the Expenditure Plans.

3.39 “Expenditure Plans” mean the 1986 Transportation Expenditure Plan, the 2000 Transportation Expenditure Plan, the 2014 Transportation Expenditure Plan and the VRF Expenditure Plan, collectively.

3.40 “Finance and Administration Committee” or **“FAC”** each mean such Standing Committee with the powers, authority and duties -as described in Section 4.9 herein.

3.41 “Fiscal Year” means July 1 to and including the following June 30.

3.42 “General Counsel” or “Legal Counsel” means the attorney(s) or law firm(s) acting as general counsel to Alameda CTC.

3.43 “Geographic Area” means the four subareas in the County, consisting of North County (the cities of Alameda, Albany, Berkeley, Emeryville, Oakland and Piedmont), Central County (the cities of Hayward and San Leandro and the unincorporated areas of Ashland, Castro Valley, San Lorenzo and others in the central section of the County), South County (the cities of Fremont, Newark and Union City), and East County (the cities of Dublin, Livermore, Pleasanton and the unincorporated areas of Eastern Alameda County).

3.44 “Holiday” means any day observed by Alameda CTC as a holiday, other than a Saturday or Sunday.

3.45 “Independent Watchdog Committee” or “IWC” each mean the committee created by the Commission as required by Measure BB, with the assistance of the League of Women Voters and other groups as defined in the 2014 Transportation Expenditure Plan. The IWC is a continuation of the Citizens Watchdog Committee originally created by the ACTIA Board as required by 2000 Measure B, as renamed effective on July 1, 2015. The IWC reports directly to the public and is charged with reviewing all 2000 Measure B expenditures and 2014 Measure BB expenditures and performance measures of Alameda CTC, as appropriate. IWC members are private individuals who are not elected officials at any level of government, nor individuals in a position to benefit personally in any way from the taxes levied pursuant to 2000 Measure B and 2014 Measure BB.

3.46 “Investment Policy” means any investment policy adopted by the Commission in conformance with applicable law.

3.47 “JPA” means the Joint Powers Agreement which created Alameda CTC, dated for reference purposes as of March 25, 2010, as it may subsequently be amended from time to time.

3.48 “Member Agency” means each public agency which is a member of Alameda CTC pursuant to the JPA.

3.49 “Member Transit Agency” means each transit agency which is a Member Agency.

3.50 “Metropolitan Transportation Commission” means the regional transportation planning agency for the San Francisco Bay Area authorized and created by Government Code Sections 66500 *et seq.*

~~**3.51 “Multi-Modal Committee” or “MMC”** each mean such Standing Committee with the powers, authority and duties as described in Section 4.9 herein. This committee is primarily a planning committee and only meets on an as-needed basis.~~

~~**3.52**~~**3.51 “Net Revenues”** means respectively (i) gross revenues derived from imposition of a retail transactions and use tax, less Board of Equalization administrative and

other charges, with respect to the 1986 Transportation Expenditure Plan, 2000 Transportation Expenditure Plan and 2014 Transportation Expenditure Plan, or (ii) gross revenues derived from imposition of the VRF, less Department of Motor Vehicles administrative and other charges, with respect to the VRF Expenditure Plan.

3.533.52 “Official Acts” means all substantive actions taken by the Commission, excluding matters which are procedural in nature.

3.543.53 “Organizational Meeting” means the annual regular Commission Meeting held during the first quarter of each calendar year at which the Commission elects its chair and vice chair.

3.553.54 “Paratransit Advisory and Planning Committee” or “PAPCO” each mean the Advisory Committee, as described in Section 5.5 herein, which shall advise Alameda CTC and staff on the development and implementation of paratransit programs.

3.563.55 “Planning, Policy, and Legislation Committee” and “PPLC” each mean such Standing Committee with the powers, authority and duties as described in Section 4.9 herein.

3.573.56 “Programs and Projects Committee” or “PPC” each mean such Standing Committee with the powers, authority and duties as described in Section 4.9 herein.

3.583.57 “Procurement Policy” means any policy or policies adopted by the Commission regarding procurement of goods, services and supplies, and hiring of consultants and contractors, as such policy or policies may be amended from time to time.

3.593.58 “Staff” means employees of Alameda CTC.

3.603.59 “Standing Committee” means each of the standing subcommittees of the Commission as described in Section 4.9 herein, consisting of the Audit Committee, the FAC, the PPLC, ~~and the PPC, and the MMC.~~

3.613.60 “State” means the State of California.

3.623.61 “Vice Chair” means the Vice Chair of the Commission, as elected by the Commission.

3.633.62 “VRF” means the vehicle registration fee adopted by the voters of the County in 2010 pursuant to Government Code Section 65089.20, as codified pursuant to Senate Bill 83 in 2009.

3.643.63 “VRF Expenditure Plan” means the expenditure plan adopted with respect to the VRF, and as it may subsequently be amended from time to time.

3.653.64 “Working Day” means any day other than a Saturday, Sunday or Holiday.

ARTICLE 4 POWERS, AUTHORITY AND DUTIES

4.1 Power, Authority and Duty of the Commission. The Commission shall have the power, authority, and duty to do all of those things necessary and required to accomplish the stated purpose and goals of Alameda CTC as set forth in the JPA. Except as otherwise provided herein, the Commission may delegate its power and authority to the Executive Director, who may further delegate such power and authority to Staff. Without limiting the generality of the foregoing, the Commission shall have the power and authority to do any of the following on behalf of Alameda CTC:

4.1.1 To administer and amend, as necessary, the Expenditure Plans, to provide for the design, financing and construction of the projects described therein, and to determine the use of Net Revenues in conformance with the parameters established in the Expenditure Plans, and in conformance with governing statutes.

4.1.2 To provide for the design, financing and construction of other projects as may be undertaken from time to time by Alameda CTC.

4.1.3 To serve as a lead agency and evaluate and certify projects under the California Environmental Quaiity Act (CEQA) where authorized by law.

4.1.4 To prepare, adopt, implement and administer the Congestion Management Program as the designated congestion management agency for Alameda County.

4.1.5 To establish, update and amend the Annual Budget.

4.1.6 To enter into a contract with the Executive Director, which contract shall include the rate of compensation and other benefits of the Executive Director.

4.1.7 To establish and revise the salary and benefit structure for Alameda CTC employees from time to time.

4.1.8 To make and enter into contracts.

4.1.9 To appoint agents.

4.1.10 To acquire, hold, or dispose of real property and other property by any lawful means, including without limitation, gift, purchase, lease, lease purchase or sale, including use of the power of eminent domain to the extent the Alameda CTC is legally entitled to exercise such power. In compliance with applicable State law, resolutions of necessity related to the exercise of such power shall be heard by the Commission without prior review by any Standing Committee.

4.1.11 To incur debts, liabilities or obligations subject to applicable limitations, including without limitation the issuance of Bonds.

4.1.12 Subject to applicable reporting and other limitations as set forth in the Conflict of Interest Code, to receive gifts, contributions and donations of property, funds, services and other forms of financial assistance from persons, firms, corporations and any governmental entity.

4.1.13 To sue and be sued on behalf of Alameda CTC.

4.1.14 To apply for appropriate grants under any federal, state, regional or local programs for assistance in developing any of its projects, administering any of its programs, or carrying out any other duties of Alameda CTC pursuant to the JPA.

4.1.15 To create, modify and/or terminate the Standing Committees, Advisory Committees, and ad hoc committees as may be deemed necessary by the Commission, subject to compliance with the Expenditure Plans and applicable laws.

4.1.16 To review and amend the Administrative Code as necessary.

4.1.17 To establish such policies for the Commission and/or Alameda CTC as the Commission deems necessary or are required by applicable law, and thereafter to amend such policies as appropriate.

4.1.18 To exercise any other powers authorized in the JPA, the Act, the congestion management statutes (Government Code §§65088 *et seq.*), and/or any other applicable state or federal laws or regulations.

4.1.19 To administer Alameda CTC in furtherance of all the above.

4.2 Rules For Proceedings. Except as otherwise provided herein, the following rules shall apply to all meetings of the Commission, the Standing Committees, the Independent Watchdog Committee, and all Advisory Committees.

4.2.1 The selection of topics for meeting agendas is within the sole discretion of Alameda CTC and all agenda items must be related to and further the mission of Alameda CTC.

4.2.2 All proceedings shall be governed by Robert's Rules of Order, unless otherwise specifically provided in this Code.

4.2.3 All meetings shall be conducted in the manner prescribed by the Brown Act.

4.2.4 A majority of the members of the Commission constitutes a quorum for the transaction of business of the Commission, regardless of the percentage of Authorized Vote present at the time, except that less than a quorum may adjourn from time to time.

4.2.5 Except as otherwise provided herein or otherwise required by applicable law, all Official Acts require the affirmative vote of a majority of the Authorized Vote of the Commission Members (and/or Alternates eligible to vote) present at the time of the vote.

4.2.6 Adoption of a resolution of necessity authorizing the exercise of the power of eminent domain requires approval by not less than 15 Commission Members (and/or Alternates eligible to vote), since a two-thirds vote of the 22 Commission Members is required by law. For projects on the State highway system, adoption of a resolution of necessity requires approval by not less than 18 Commission Members (and/or Alternates eligible to vote), since a four-fifths vote of the 22 Commission Members is required by law. Further, in compliance with Caltrans' requirements, adoption of a resolution agreeing to hear resolutions of necessity for projects on the State highway system requires approval by not less than 18 Commission Members (and/or Alternates eligible to vote). Weighted voting may not be used for the adoption of any resolutions discussed in this Section.

4.2.7 As required by the 2000 Transportation Expenditure Plan and the 2014 Transportation Expenditure Plan, two-thirds of the Authorized Vote of the Commission Members (and/or Alternates eligible to vote) present at the time of the vote is required to approve an amendment to the 2000 Transportation Expenditure Plan or the 2014 Transportation Expenditure Plan.

4.2.8 A two-thirds vote of the Commission Members (and/or Alternates eligible to vote) present at the time of the vote is required to approve a new Expenditure Plan.

4.2.9 A majority of the total Authorized Vote shall be required for each of the following actions by the Commission:

4.2.9.1 To adopt or amend the Congestion Management Program.

4.2.9.2 To adopt a resolution of conformance or non-conformance with the adopted Congestion Management Program.

4.2.9.3 To approve or reject a deficiency plan.

4.2.9.4 To adopt or amend the Countywide Transportation Plan.

4.2.9.5 To approve federal or state funding programs.

4.2.9.6 To adopt the Annual Budget and/or require contributions from any Member Agency.

4.2.10 The election of the Chair and Vice-Chair of the Commission will occur annually during a Commission Meeting in the first quarter of the calendar year, which serves as the Organizational Meeting for the Commission, and such elections will be effective immediately. If the Chair or Vice-Chair resigns or is removed from office, the election for Chair or Vice-Chair to serve the remainder of the term shall be held at the next Commission meeting. In choosing the Chair and Vice Chair, Members shall give reasonable consideration to rotating these positions among the Geographic Areas and the transit representatives, among other factors.

4.2.11 The Commission shall adopt the schedule of regular meetings of the Commission and the Standing Committees for the upcoming year after a Chair has been selected, but no later than the end of the first quarter of the calendar year. The Commission and each

Standing Committee may change the date for a regular meeting of such body to another business day if the regular date is a holiday or as otherwise determined by the Commission or such Standing Committee.

4.2.12 The acts of the Commission shall be expressed by motion, resolution, or ordinance.

4.2.13 A majority of the members of an Advisory Committee or Standing Committee constitutes a quorum for the transaction of business of such committee, except that less than a quorum may adjourn from time to time.

4.2.14 The acts of the Standing Committees, ~~and~~ Advisory Committees, and ~~the~~ Independent Watchdog Committees shall be expressed by motion.

4.3 Compensation of Commission Members and Alternates. Commission Members or Alternates attending and participating in any Commission Meeting, a Standing Committee, or any external committee where such Commission Member or Alternate serves as the appointed or designated representative of Alameda CTC pursuant to Section 5.10 of this Administrative Code, shall be compensated at the rate of \$225 for each such meeting, plus travel costs, if applicable, at the per diem rate of \$25.

4.4 Powers Reserved to Commission. The matters not delegated to the Executive Director, but rather specifically reserved for the Commission, include adoption of the Annual Budget, establishment of strategy and policies for Alameda CTC, and succession planning for the Executive Director.

4.5 Commission Directions to Staff through Executive Director. Neither the Commission nor any Commission Member or Alternate shall give orders or directions to any Staff member except by and through the Executive Director. This shall not prohibit the Commission, Commission Members or Alternates from contacting Staff members for purposes of response or inquiry, to obtain information, or as authorized by the Executive Director.

4.6 Power, Authority and Duty of the Executive Director. The Commission delegates to the Executive Director all matters necessary for the day-to-day management of Alameda CTC, except matters specifically reserved for the Commission herein. The Executive Director shall, on behalf of Alameda CTC, be responsible for instituting those methods, procedures and systems of operations and management which, in his/her discretion, shall best accomplish the mission and goals of Alameda CTC. Without limitation, the Executive Director shall have the power, authority, and duty to do each of the following:

4.6.1 To serve as the chief executive officer of Alameda CTC and to be responsible to the Commission for the proper administration of all Alameda CTC affairs.

4.6.2 To prepare and submit an annual budget, and such amendments thereto as may be necessary, to the Commission for its approval.

4.6.3 To prepare and submit an annual salaries and benefits plan, and such amendments thereto as may be necessary, to the Commission for its approval.

4.6.4 To administer the personnel system of Alameda CTC, including hiring, controlling, supervising, promoting, transferring, suspending with or without pay or discharging any employee, including but not limited to determination of a staffing plan and determination of each employee's level of salary, subject to conformance with the Annual Budget and the salaries and benefits plan established from time to time by the Commission.

4.6.5 To prepare periodic reports updating the Commission on financial and project status, as well as other activities of Alameda CTC and Staff.

4.6.6 To approve and execute contracts on behalf of Alameda CTC following such approvals as may be required hereunder, subject to compliance with the Procurement Policy and any other applicable direction or policy of the Commission, and in accordance with the Annual Budget.

4.6.7 To see that all rules, regulations, ordinances, policies, procedures and resolutions of Alameda CTC are enforced.

4.6.8 To accept and consent to deeds or grants conveying any interest in or easement upon real estate to Alameda CTC pursuant to Government Code Section 27281, and to prepare and execute certificates of acceptances therefor from time to time as the Executive Director determines to be in furtherance of the purposes of the Commission. Such authority shall be limited to actions of a ministerial nature necessary to carry out conveyances authorized by the Commission.

4.6.9 To designate, in writing, the Commission Engineer and such Commission Engineer's authorized delegees. Any such designations will remain in effect until modified or revoked by the Executive Director.

4.7 Power, Authority and Duty of the Commission Engineer. The Commission Engineer shall do the following:

4.7.1 Sign plans for conformance with project requirements and design exceptions.

4.7.2 Certify matters related to utilities and rights-of-way in connection with right-of-way programs approved by the Commission.

4.7.3 Approve construction contract change orders (CCOs) and other documents which require, or recommend, the signature of an Alameda CTC representative with a California Professional Civil Engineering license, all in accordance with the applicable construction program manual.

4.8 Power, Authority and Duty of the Chair and Vice Chair.

4.8.1 The Chair shall preside over all Commission Meetings. In the absence of the Chair, the Vice Chair, not the Chair's alternate, shall serve as and have the authority of the Chair. In the event that the Chair knows he/she will be absent from a meeting, the Chair shall notify the Clerk of the Commission prior to the meeting. In the event of absence of both the Chair and Vice Chair or their inability to act, the members present shall select one of their members to act as Chair Pro Tempore, who, while so acting, shall have the authority of the Chair.

4.8.2 The Chair shall appoint all members, and select the chair and vice-chair, of each Standing Committee. In making such appointments, the Chair shall endeavor to include members representing all four geographic areas on each Standing Committee.

4.8.3 The Chair and Vice Chair shall serve as voting members of each Standing Committee.

4.8.4 In urgent situations where Commission action is impractical or impossible, the Chair may take and communicate positions on behalf of Alameda CTC regarding legislative matters. The Chair shall report to the Commission and the appropriate Standing Committee at the next meeting of each said body regarding any such actions taken by the Chair.

4.9 Power, Authority and Duty of the Standing Committees.

4.9.1 The following general provisions apply to each of the Standing Committees as appropriate:

4.9.1.1 All members of the Standing Committees shall be Commission Members, and shall be appointed by the Chair after consultation with the Members and solicitation of information regarding each Member's interests, except for the Audit Committee which will consist of the Chair and Vice Chair of the Commission and the Chair of the FAC. Appointments to the Standing Committees shall occur when a vacancy occurs, or as otherwise needed or desired. Upon the removal or resignation of a Commission Member, such Commission Member shall cease to be a member of any Standing Committee. If a vacancy occurs on a Standing Committee and such exiting member held the Chair or Vice Chair position of such Standing Committee, the newly appointed member will not automatically be selected as the Chair or Vice Chair of the Standing Committee. The Chair of the Commission may select any member of the Standing Committee to serve as Chair or Vice Chair in accordance with the Chair's authority outlined in subsection 4.8.2 above.

4.9.1.2 Each Standing Committee, including the Chair and Vice Chair as voting members thereof, shall be limited to eleven total members, so no Committee will constitute a quorum of the Commission.

4.9.1.3 Each member of a Standing Committee shall carry one non-weighted vote.

4.9.1.4 The Standing Committees may meet as committees of the whole with respect to the Commission.

4.9.1.5 Whether or not a Standing Committee meets as a committee of the whole, no recommendation by a Standing Committee shall be deemed an action of the Commission, except with respect to any actions that the Standing Committee may be specifically authorized to approve by the Commission.

4.9.1.6 Unless specifically stated otherwise, all actions of the Standing Committees are advisory and consist of recommendations to the Commission. If a matter is unable to be voted on by the applicable Standing Committee, including in situations where the Standing Committee is unable to meet quorum requirements or where the urgency of the matter does not allow an opportunity to present the matter to the Standing Committee, the matter may be considered by the Commission without a recommendation from the Standing Committee. If a matter is presented to a Standing Committee but no action is taken due to lack of quorum, the matter may be included as a consent item before the Commission if no Committee members object to the staff recommendation.

4.9.1.7 All Commission Members shall be notified of the time and date of Standing Committee meetings. However, Commission Members and Alternates who are not members of a given Standing Committee may only attend such meetings as observers, including sitting with other members of public rather than with the Standing Committee members, and neither voting, participating in discussions, nor providing any public comment.

4.9.1.8 The Chair of each Standing Committee, as appointed by the Chair of the Commission, shall preside over all meetings of the Standing Committee. In the absence of the Chair, the Vice Chair, not the Chair's alternate, shall serve as and have the authority of the Chair. In the event that the Chair knows he/she will be absent from a Standing Committee meeting, the Chair shall notify the Clerk of the Commission prior to the meeting. In the event of absence of both the Chair and Vice Chair or their inability to act, the members present shall select one of their members to act as Chair Pro Tempore, who, while so acting, shall have the authority of the Chair.

4.9.2 The matters within the jurisdiction of the Audit Committee are as follows:

4.9.2.1 Oversight of financial reporting and disclosure.

4.9.2.2 Review audit plan with independent auditors.

4.9.2.3 Report financial or internal control concerns to independent auditor.

4.9.2.4 Respond to independent auditor inquiries regarding risk and/or potential fraud.

4.9.2.5 Review the Draft Annual Comprehensive ~~Annual~~ Financial Report annually, including audited financial statements.

4.9.3 The matters within the jurisdiction of the Finance and Administration Committee (FAC) are as follows:

4.9.3.1 Alameda CTC operations and performance.

4.9.3.2 Human resources and personnel policies and procedures.

4.9.3.3 Administrative Code.

4.9.3.4 Salaries and benefits.

4.9.3.5 Procurement policies and procedures.

4.9.3.6 Procurement of administrative contracts not delegated to the Executive Director.

4.9.3.7 Contract preference programs for entities such as local business enterprises, small local business enterprises and ~~disabled~~ disadvantaged business enterprises, including consideration of participation reports.

4.9.3.8 Bid protests and complaints related to administrative contract procurement.

4.9.3.9 Annual budget and financial reports.

4.9.3.10 Investment policy and reports.

4.9.3.11 Audit reports, financial reporting, internal controls and risk management.

4.9.3.12 Annual work program.

4.9.3.13 Amendments to the Alameda CTC Joint Powers Agreement.

4.9.3.14 Other matters as assigned by the Commission or Chair.

4.9.4 The matters within the jurisdiction of the Planning, Policy and Legislation Committee (PPLC) are as follows:

4.9.4.1 Congestion Management Program (CMP).

4.9.4.2 Countywide Transportation Plan (CWTP).

4.9.4.3 Federal, state, regional and local transportation and land-use planning policies.

4.9.4.4 Transportation and land use planning studies ~~and policies~~.

4.9.4.5 Goods movement plans and studies, partnerships and collaboration, and policy development.

4.9.4.44.9.4.6 Transit planning studies, collaboration, and policy development.

4.9.4.54.9.4.7 Amendments to the 1986 Transportation Expenditure Plan, the 2000 Transportation Expenditure Plan or the 2014 Transportation Expenditure Plan, and development of new Expenditure Plans.

4.9.4.64.9.4.8 Amendments to the VRF Expenditure Plan.

4.9.4.74.9.4.9 Transit oriented development, priority development areas projects and programs.

4.9.4.84.9.4.10 Annual legislative program.

4.9.4.94.9.4.11 State and Federal legislative matters.

4.9.4.104.9.4.12 General and targeted outreach programs (public information, media relations, and public participation).

4.9.4.114.9.4.13 Advisory and Independent Watchdog Committees' bylaws, performance and effectiveness.

4.9.4.124.9.4.14 Programs implementation, including the paratransit services bicycle and pedestrian programs and affordable student transit pass program, (programming of funds for these programs is a function of the Programs and Projects Committee).

4.9.4.134.9.4.15 Procurement of planning and programs implementation contracts not delegated to the Executive Director.

4.9.4.144.9.4.16 Other matters as assigned by the Commission or Chair.

4.9.5 The matters within the jurisdiction of the Programs and Projects Committee (PPC) are as follows, ~~subject to the provisions of Section 4.9.5 regarding the functions and authority of the MMC:~~

4.9.5.1 Programming of local, state, CMA Transportation Improvement Program (TIP), TFCA vehicle registration fee program, Vehicle Registration Fee program, and Expenditure Plan programs and projects.

4.9.5.2 Local, Regional, state and federally funded projects and funding programs.

4.9.5.3 Annual Comprehensive Investment Plan for programs and projects.

4.9.5.4 Funding requests from project sponsors and other eligible recipients.

4.9.5.5 Funding allocations to the various transportation programs and projects funded from the original Measure B, 2000 Measure B, 2014 Measure BB and the Vehicle Registration Fee.

4.9.5.6 Eminent domain proceedings, subject to the provisions of Section 4.1.10, pursuant to which resolutions of necessity shall be heard by the Commission without prior Standing Committee review.

4.9.5.7 Environmental evaluations and certifications, including those associated with serving as a lead agency under CEQA.

4.9.5.8 Procurement of engineering and construction contracts not delegated to the Executive Director.

4.9.5.9 Good faith efforts policies and procedures.

4.9.5.10 Bid protests and complaints regarding engineering and construction contract procurement.

4.9.5.11 Policies related to the I-580 express lanes.

4.9.5.114.9.5.12 Other matters as assigned by the Commission or Chair.

~~**4.9.6**—The matters within the jurisdiction of Multi-Modal Committee (MMC) are as follows:~~

~~**4.9.6.1**—Receive I 580 Express Lane Project updates from staff and others.~~

~~**4.9.6.2**—Goods movement specific plans and studies, beyond those addressed in PPLC.~~

~~**4.9.6.3**—Goods movement partnership and collaboration.~~

~~**4.9.6.4**—Goods movement specific policy development.~~

~~**4.9.6.5**—Updates on Goods Movement Plan implementation from staff and other agencies.~~

~~**4.9.6.6**—Transit specific plans and studies, beyond those addressed in PPLC.~~

~~4.9.6.7 Transit-specific policy coordination.~~

~~4.9.6.8 Transit collaboration efforts with other agencies.~~

~~4.9.6.9 Updates on transit plan implementation from staff and other agencies.~~

~~4.9.6.10 Other matters as assigned by the Commission or Chair.~~

ARTICLE 5 ADVISORY AND EXTERNAL COMMITTEES

5.1 Advisory Committee Bylaws. The Commission shall be responsible for adopting and amending the bylaws for each Advisory Committee and the Independent Watchdog Committee, as deemed necessary.

5.2 Alameda County Transportation Advisory Committee. The Alameda County Transportation Advisory Committee (ACTAC) shall be composed of staff representatives from the planning and public works departments (where applicable), from each of the following: Alameda CTC, each City, the County, each Member Transit Agency, the Livermore Amador Valley Transit Agency, the Port of Oakland, the Metropolitan Transportation Commission, the Association of Bay Area Governments, Bay Area Air Quality Management District, Union City Transit, California Highway Patrol, Altamont Corridor Express, Bay Area Water Emergency Transportation Authority, and Caltrans. ACTAC may form subcommittees as necessary. The Executive Director or his/her designee shall preside over the meetings of the ACTAC.

5.3 Bicycle and Pedestrian Advisory Committee. The BPAC, as originally created by ACTIA and continued by Alameda CTC, advise Alameda CTC on improving walking and biking in Alameda County. BPAC members advise Alameda CTC and staff on the development and implementation of bicycle and pedestrian programs, including a countywide grant program. The BPAC shall have the membership composition as established by the Commission from time to time, and shall have the specific role(s) set by the Commission and Alameda CTC staff from time to time.

5.4 Independent Watchdog Committee. The CWC defined in and required by the 2000 Transportation Expenditure Plan shall continue as the IWC effective as of July 1, 2015. The IWC shall have all duties and obligations of the CWC as described in the 2000 Transportation Expenditure Plan with respect thereto, shall have all duties and obligations of the IWC with respect to the 2014 Transportation Expenditure Plan keeping within the budget adopted by the Commission, and shall have the membership required by such Expenditure Plans.

5.5 Paratransit Advisory and Planning Committee. The PAPCO makes recommendations on transportation funding for seniors and people with disabilities to address planning and coordination issues regarding paratransit services in Alameda County. PAPCO members advise Alameda CTC on the development and implementation of paratransit programs, including a grant program. The PAPCO shall have the membership composition as established

by the Commission from time to time, and shall have the specific role(s) set by the Commission and Alameda CTC staff from time to time.

5.6 Other Advisory Committees. The Commission shall establish and appoint such Advisory Committees as it deems necessary, and as may be required by the Expenditure Plans or applicable statutes.

5.7 Compensation of Advisory Committee and Independent Watchdog Committee Members. Any person appointed as a member, and participating as a voting representative at a meeting of, any Advisory Committee or the Independent Watchdog Committee or any required outreach meeting of said Committees shall have the right to be compensated at the rate of \$50 for each such meeting. Notwithstanding the foregoing, no compensation shall be payable hereunder to any representative of ACTAC.

5.8 Geographic Area Meetings. Meetings of representatives (including Commission Members, Alternates and ACTAC members) from a Geographic Area may be called on an as-needed basis by the Chair, the Executive Director, or by two or more Commission Members from a Geographic Area. Such meetings are intended to provide an opportunity to discuss matters of common interest and to advise the Commission on matters affecting the Geographic Area.

5.9 Staff Support. The Executive Director shall designate one or more Staff members to aid each Advisory Committee and the Independent Watchdog Committee in its work.

5.10 Representation on External Committees and Agencies. The Chair or the Commission may designate either Commission Members, Alternates, or members of Staff, as may be deemed appropriate, to serve as the designated representative(s) of Alameda CTC on any outside committees or agencies. Such representative(s) shall make a good faith effort to represent the position of the Commission on any matter on which the Commission has taken an official position or has otherwise taken formal action. Such appointments shall include provisions for the designation of alternates and of term of the appointment where appropriate. Attendance at conferences or social gatherings does not constitute an external or outside committee or external agency for purposes of this subsection.

ARTICLE 6

PARTICIPATION IN TELECONFERENCE MEETINGS

6.1 Brown Act. Due to the COVID-19 pandemic, the Brown Act has been amended to facilitate remote and hybrid meetings using teleconference and/or video facilities, and further Brown Act amendments regarding such meetings may be adopted by the Legislature in the future. The provisions in this Article 6 are intended to guide participation by members in Commission, Standing Committee, Advisory Committee, and Independent Watchdog Committee meetings. The provisions of the Brown Act as it may be amended from time to time shall control over any contrary provision of this Article 6.

6.2 Commissioners and Committee Members' Participation Should Reflect Presence. To the extent practical, Commissioners, Alternates, and members of Advisory Committees and the Independent Watchdog Committee participating in meetings remotely should appear both by video and audio, to ensure that the Clerk (or other staff facilitating the meeting) and members of the public watching the meeting can fully identify the participants in each meeting. This is especially important while speaking, making or seconding a motion, or casting a vote. If a Commissioner or committee member is participating through Zoom or other remote meeting platform but unable to use the camera for technical or practical reasons, the Clerk (or other staff facilitating the meeting) shall verify the participant's identity and ensure that the participant's name is displayed. If a Commissioner or committee member is participating only by phone, the Clerk (or other staff facilitating the meeting) shall verify the participant's identity when admitting the member into the meeting. All participants on video or otherwise identified by the Clerk (or other staff facilitating the meeting) shall count towards the quorum and are eligible to vote.

6.3 Making or Seconding Motions. To facilitate the taking of minutes, meeting participants should say their last name after making or seconding a motion, but the motion or second shall count and be valid even if the participant does not so identify themselves if the Clerk (or other staff facilitating the meeting) is able to discern the identity of the maker or seconder.

6.4 Casting Votes. All teleconference votes must be taken by roll call, as required by the Brown Act. If a Commissioner or committee member is participating on video by Zoom or other remote meeting platform and a participant's audio is not working, the participant may vote by a physical "thumbs up" or "thumbs down" gesture visible to the camera. Votes may not be cast by email, text message, or through the use of the remote meeting platform chat function.

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Memorandum

6.8

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: March 17, 2022

TO: Alameda County Transportation Commission

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

SUBJECT: Approve an Update to the Commissioner Travel and Expenditure Policy

Recommendation

It is recommended that the Commission approve an update to the Commissioner Travel and Expenditure Policy.

Summary

Staff is recommending an update to the Commissioner Travel and Expenditure Policy to allow for the Commission to approve upcoming Commissioner travel plans when a Finance and Administration Committee meeting is not scheduled to take place before any planned Commissioner travel. Staff also is recommending some additional changes, in addition to allowing Commission approval, in order to update the policy with 2022 rates and attachments and other administrative changes recommended since the policy was originally adopted in 2016.

Background

Commissioners are entitled to receive reimbursement for actual and necessary costs incurred in connection with the performance of their official duties for Alameda CTC. The guiding principle of this Commissioner Travel and Expenditure Policy is that costs incurred on behalf of the agency must be in the public interest. This document establishes guidelines for expenditures authorized as business expenditures and business travel expenditures incurred by Alameda CTC Commissioners. Travel on behalf of Alameda CTC requires pre-approval by the Finance and Administration Committee or the Commission.

Having an approved Travel and Expenditure Policy for Commissioners helps to protect the agency from accusations of misconduct and will help Commissioners identify which expenditures will be allowable before incurring costs on behalf of the agency.

The Commissioner Travel and Expenditure Policy (Attachment A) was developed based on the Travel and Expenditure Policy that is in place for employees with a few adjustments to include the type of travel and expenditures which are more common for Commissioners. This policy was originally established in response to a recommendation from our financial auditor back in 2016 in order to follow best practices in the industry.

Fiscal Impact: There is no fiscal impact to the approval of this item.

Attachment:

- A. Commissioner Travel and Expenditure Policy – Updated Draft

**Alameda County Transportation Commission
Commissioner
Travel and Expenditure Policy
February~~March~~ 20~~22~~16**

Table of Contents	Page
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Commissioners (including Alternates, where appropriate) are entitled to receive reimbursement for actual and necessary expenditures incurred in connection with the performance of their official duties for the Alameda County Transportation Commission (Alameda CTC). The guiding principle of this policy is that travel and expenditures incurred on behalf of ~~the~~ Alameda CTC must be in the public interest. This document establishes guidelines for expenditures authorized as business expenditures and business travel expenditures incurred by Alameda CTC Commissioners.

General Procedures and Responsibilities

All travel for Alameda CTC Commissioners must be justified business travel [see Appendix A] and must be preapproved by the Finance and Administration Committee (FAC) [or the Commission](#) to be eligible for reimbursement under this Policy. In the case of an unexpected or urgent need to travel on Alameda CTC business, a Commissioner may obtain the approval of the Chair, in writing, before the expenditures are incurred with a report to follow at the next FAC meeting.

Commissioners will be reimbursed for all reasonable and necessary expenditures while traveling on authorized agency business. Expenditures should be paid with a personal credit card or cash. Advances are not allowed. A list of non-reimbursable expenditures is included in Appendix B. Actual receipts are almost always required except where otherwise stated in this Policy.

When a Commissioner combines business and personal travel on a business trip, the Commissioner will be responsible for the additional charges related to the personal travel. Only Commissioner's direct travel expenditures are eligible for reimbursement. ~~The~~ Alameda CTC is unable to provide reimbursement for travel expenditures incurred by a spouse or any another individual traveling with the Commissioner.

Requests for reimbursement of expenditures must be submitted on the authorized Alameda CTC Expense Reimbursement Form [see Appendix C] within 30 calendar days after the conclusion of the trip. Receipts must be provided for all expenditures (other than incidentals that typically do not result in a receipt such as tips). Any reimbursement or payment issued by Alameda CTC which is subsequently refunded to the traveler by a third party must be repaid to ~~the~~ Alameda CTC within 30 calendar days of receipt.

Only the Executive Director can override and approve specific cost items that would otherwise be ineligible for reimbursement under this Travel and Expenditure Policy, and only if and when it is in the best interests of ~~the~~ Alameda CTC to do so. Any Commissioner reimbursement that requires the waiver of this policy by the Executive Director for approval will be brought back to the Finance and Administration Committee for informational purposes.

Expenditure reimbursement documents will be audited from time to time, and are considered public records subject to disclosure under the California Public Records Act.

Conferences/Conventions

Registration fees for conferences and conventions are reimbursable for Commissioners if the conference or convention is directly related to the mission of ~~the~~ Alameda CTC, the Commissioner is attending as a representative of ~~the~~ Alameda CTC, and the Commissioner received preapproval from the FAC or the Commission.

Air Travel

Commissioners flying on business should make reservations as early as possible to minimize costs. Airfare should be purchased for coach/economy seats only, at the lowest cost possible which provides a practical flight itinerary and meets the requirements of the trip. First and business class airfare is not a reimbursable expenditure, nor are upgrades from the lowest coach/economy fare to “economy plus” seats (or equivalent), or to first or business class. If a Commissioner purchases a first or business class ticket, he/she will be reimbursed for the lowest available coach/economy fare only.

Commissioners will be reimbursed for regular baggage fees charged pursuant to applicable airline policy. Excess baggage charges will be reimbursed only when the Commissioner is traveling with heavy or bulky materials or equipment necessary for Alameda CTC business.

Hotel Accommodations

When making hotel reservations, Commissioners must use the approved Per Diem Rates for lodging located on the General Services Administration (GSA) website, www.gsa.gov [see Appendix D for current rates for the 94607 zip code], for the location of the stay plus 25%, to determine the maximum hotel accommodation expenditure that ~~the~~ Alameda CTC will reimburse per night, plus any applicable taxes.

If the hotel stay is in connection with a conference or training activity, the cost should not exceed the maximum group rate published by the conference or activity sponsor. Inquiries should always be made about any special rates or discounts available to ~~the~~ Alameda CTC by the hotel, such as governmental rates, in order to get the best rate possible.

If accommodations are shared with individuals who are not traveling on Alameda CTC business, the Commissioner is responsible for the payment of any rate difference between the single occupancy room rate and actual rate incurred.

Resort or facility use fees imposed by the hotel, such as fitness center fees and internet connection fees and business center charges incurred for performing Alameda CTC work, are allowable as reimbursable business-related expenditures.

Hotel self-parking fees are also allowable as reimbursable business-related expenditures, however, the cost of parking at the hotel should be considered when deciding whether to rent a vehicle or use public transportation (see *Transportation* discussion below). Valet parking fees will not be reimbursed.

Rental Vehicles

Reimbursement for rental of cars or other vehicles while traveling on Alameda CTC business is limited to those circumstances where the need for a vehicle for business purposes is expected to be extensive, or the use of taxi services or public transportation would not be economical or practical. Commissioners who operate vehicles on Alameda CTC business must have a valid driver's license and proof of insurance in their possession, and must also have a good driving record.

In the event a rental vehicle is required, Alameda CTC will reimburse for a "Standard Class" size vehicle, except when there are justifiable circumstances, such as group requirements, which make a larger vehicle necessary.

~~The~~ Alameda CTC has *Hired and Non-owned Auto Coverage* of up to \$1 million for liability to third parties in case a Commissioner injures someone or causes property damage to another vehicle while renting a car or driving his/her own personal vehicle while engaging in Alameda CTC business. Accordingly, rental car insurance is not an allowable reimbursable expenditure.

Rental cars should be returned with a full tank of gas to avoid refueling fees. The cost of gas for rental cars is an allowable expenditure under this policy.

Meals While Traveling

One-Day Travel – meals are NOT an allowable reimbursable expenditure for one-day travel, unless such travel is in excess of 25 miles one way from the Alameda CTC office.

Multiple-Day Travel – meals will be reimbursed at ~~the lesser of~~:

- Actual reasonable cost (including applicable taxes and reasonable tip), or
- The Per Diem Rates for meals located on the GSA website, www.gsa.gov [see Appendix D], for the location of the stay plus 25%. Note that separate rates are provided for Breakfast, Lunch and Dinner.

If the actual cost method is used, an original itemized receipt must be submitted with the expense report form. If meals are provided by an event or conference the cost for which is paid by ~~the~~ Alameda CTC, then no separate reimbursement is allowed for that meal. A Commissioner who pays the bill for a meal attended by more than one Commissioner or Alameda CTC employee may submit the expenditure with receipt for the combined meal cost, but all attendees' names must be included on the expense report form. Only costs related to Commissioners and Alameda CTC employees' meals are eligible for reimbursement. Costs incurred for any other person at such a meal (including applicable taxes and appropriate allocation of any tip) must be deducted from the amount of the requested reimbursement.

Commissioners who claim the allowable Per Diem Rate from the GSA website should print the page for the location of the meeting or conference from the website to attach to their expense report form. In addition, they should retain their actual receipts in order to substantiate out-of-pocket expenses in the event of an audit by the State or IRS.

Alcoholic beverages are not a reimbursable expenditure. Alcoholic beverages may appear on the itemized receipt for a meal, but the charge (including applicable taxes and appropriate allocation of any tip) must be deducted from the amount of the requested reimbursement.

Entertainment expenditures are not considered reimbursable expenditures. This includes, but is not limited to, meals unrelated to Alameda CTC business, movies, shows, etc...

Other Meals

Expenditures for business meals other than meals during travel, such as meals with other elected officials where Alameda CTC business is discussed, must be preapproved by the Executive Director. In order to obtain reimbursement for such expenditures, the following documentation is required and must be recorded on the expense report form or backup documentation:

- Names of individuals present along with their titles and affiliation,
- Name and location of where the meal took place,
- Exact amount and date of the expenditure, and
- Specific Alameda CTC-related topics discussed.

Miscellaneous Travel Expenditures

Ordinary, reasonable and necessary miscellaneous expenditures are reimbursable at actual cost when accompanied by itemized receipts and justification for the expenditures including WiFi, phone, fax, and similar expenses.

In-flight phones and WiFi services should be used only in emergency situations.

Tipping – reasonable and customary tipping rates are reimbursable. In the US 15-20% gratuity on meals, up to a \$3 baggage handling gratuity and up to \$5 per day housekeeping gratuity are considered reasonable and are allowable. (Receipts for baggage and housekeeping gratuities are not required for reimbursement.)

Transportation – Fares and expenditures for taxis, shuttles, buses, BART or other public transportation (including Uber, Lyft or similar services) are reimbursable when incurred for Alameda CTC business. Receipts should be obtained whenever possible, but expenditures are still eligible for reimbursement when a receipt is unavailable. In the event that a receipt is not available, a printout from the transportation agency showing the fare must be submitted for reimbursement. For example: a printout from the BART website showing the total fare for the trip taken. Commissioners should apply prudent business judgment in determining the means of transportation to use.

Personal/Private Vehicle Usage – Commissioner's use of a personal/private vehicle is reimbursable at the mileage rate established by the IRS which can be found at www.irs.gov (currently 58.54 cents per mile for 20~~22~~¹⁶). Details on the date of travel, starting and ending destinations, purpose of travel, miles driven, tolls and parking costs (receipt required when possible) incurred must be provided on the expense report form. A printout from a map website such as Google Maps should be used to determine the total miles driven and must be submitted with the expense report form. Commissioners who operate vehicles on Alameda CTC business must have a valid driver's license and proof of insurance in their possession, and a good driving record.

Appendix A

Justified Alameda CTC Travel

Justified Alameda CTC travel trips include, but are not limited to:

Attending meetings with local representatives in Washington DC or Sacramento with Alameda CTC staff

Attending the Focus on the Future conference as an Alameda CTC representative

Attending other transportation-related conferences as an Alameda CTC representative

Attending meetings, or making presentations to investors, in conjunction with a bond sale

NOTE: Justified travel is not limited to the list provided above. This list is provided for reference purposes only. All trips must be preapproved, regardless of whether they are included on this list.

Appendix B

Non-Reimbursable Expenditures

Non-reimbursable expenditures include but are not limited to:

- Airfare upgrades or rental car upgrades
- Air phone charges (except in emergencies)
- Alcoholic beverages
- Business class airfare
- Entertainment expenditures
- Expenditures incurred by/for spouses or other travel companions
- Expenditures related to personal days while on business trip
- First class airfare
- Interest incurred on credit cards
- Loss due to theft of cash or personal property
- Lost baggage or briefcase
- Meeting room rentals (when not for Alameda CTC business)
- “No show” charges for hotel or car service
- Optional travel or baggage insurance
- Parking or traffic tickets or fines
- Personal items
- Reading material such as magazines, books and newspapers
- Rental car insurance
- Valet parking fees

NOTE: Non-reimbursable expenditures are not limited to the list provided above. This list is provided for reference purposes only.

Appendix C
Travel and Expense Report Form

ALAMEDA COUNTY TRANSPORTATION COMMISSION
TRAVEL AND EXPENSE REPORT FORM
FOR CALENDAR YEAR 2022



CLAIMANT'S NAME: _____ PERIOD COVERED: _____

ITEM	DATE	LOCATION AND PURPOSE	FROM	TO	MILES	MILEAGE RATE 0.585	AIRFARE, PARKING, TOLL, ETC.	MEALS	LODGING	PHONE	OTHER (Specify)	TOTAL AMOUNT DUE
1												
2												
3												
4												
5												
6												
7												
8												
9												
10												
11												
12												
13												
14												
TOTALS												

(Specify other costs and any other notes here.)

Notes:

I hereby request reimbursement for the out-of-pocket expenses incurred while on Alameda CTC business and certify, to the best of my knowledge, that this request represents legitimate expenses incurred pursuant to the adopted Travel and Expenditure Policy.

Signed by:	Date:
Approved by:	Date:
Finance:	Date:

Account Distribution:

Travel	02-5-7030	-
Business Mtg Food/Meals	02-4-7030	-
Phone	02-5-7005	-
Other		
TOTAL: (* Must tie to cell P25)		-

Appendix D
Current GSA Rates for the 94607 Zip Code

FY 2022 Per Diem Rates for ZIP 94607

I'm interested in:

[Lodging Rates](#)

[Meals & Incidentals \(M&IE\) Rates](#)

[New Search](#)



Lodging by month (excluding taxes) | October 2021 - September 2022



Cities not appearing below may be located within a county for which rates are listed. To determine what county a city is located in, visit the [National Association of Counties \(NACO\) website](#) (a non-federal website).

Filter Results...

Primary Destination ⁱ	County ⁱ	2021 Oct	Nov	Dec	2022 Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Oakland	Alameda	\$189	\$189	\$189	\$189	\$189	\$189	\$189	\$189	\$189	\$189	\$189	\$189

Showing 1 to 1 of 1 entries



Meals & Incidentals (M&IE) Breakdown ⁱ



Use this table to find the following information for federal employee travel:

M&IE Total - the full daily amount received for a single calendar day of travel when that day is neither the first nor last day of travel.

Breakfast, lunch, dinner, incidentals - Separate amounts for meals and incidentals. M&IE Total = Breakfast + Lunch + Dinner + Incidentals. Sometimes meal amounts must be deducted from trip voucher. See [More Information](#)

First & last day of travel - amount received on the first and last day of travel and equals 75% of total M&IE.

Filter Results...

Primary Destination ⁱ	County ⁱ	M&IE Total	Continental Breakfast/Breakfast	Lunch	Dinner	Incidental Expenses	First & Last Day of Travel ⁱ
Oakland	Alameda	\$74	\$17	\$18	\$34	\$5	\$55.50

Showing 1 to 1 of 1 entries



Memorandum

6.9

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 17, 2022

TO: Alameda County Transportation Commission

FROM: Ashley Tam, Associate Transportation Engineer

SUBJECT: Approve and authorize the Executive Director to execute Amendment No. 1 to Agreement A22-0002 with Electronic Transaction Consultants, LLC (ETC)

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 1 to Agreement A22-0002 with Electronic Transaction Consultants, LLC (ETC) for and additional \$900,000, a total not-to-exceed amount of \$5.4 million for I-680 Sunol EL Project interim toll system integration services.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency of the I-680 Sunol EL Project, which has constructed a new 9-mile express lane segment on northbound I-680 between south of Auto Mall Parkway and SR 84 and converted the existing southbound controlled-access express lane to an open-access facility between SR 84 and SR 262. The express lanes have been open for use only to carpools since fall 2020. Alameda CTC has terminated the contract with the toll system integrator (TSI) initially contracted to design and deploy the toll system.

In July 2021, the Commission approved a contract with ETC to establish an interim tolling system on the existing I-680 Sunol EL.

ETC was contracted to design and implement an interim tolling system for I-680 Sunol EL. At the time, budget was authorized for implementation only, as performance requirements during O&M (operations and maintenance) were still being negotiated. Staff recommends amending the agreement to add additional budget for on-call services and to exercise an optional task relating to the transition into O&M phase, which includes purchase of spare equipment needed for the O&M phase of the interim tolling system.

Background

Alameda CTC is the project sponsor and implementing agency of the I-680 Sunol Express Lanes Project (I-680 Sunol EL Project), which passes through the cities of Milpitas and Fremont and the community of Sunol, and which has constructed a new 9-mile express lane segment on northbound I-680 between south of Auto Mall Parkway and SR 84 and converted the existing southbound controlled-access express lane to an open-access facility between SR 84 and SR 262. Alameda CTC is also the project sponsor and implementing agency of the I-680 and SR-84/I-680 Interchange Improvements Project, which will extend the southbound lane northward by two miles, and the I-680 Southbound Express Lanes from SR 84 to Alcosta Boulevard project (I-680 Southbound Gap Project), which passes through the community of Sunol and the cities of Dublin and Pleasanton and which will construct a new 9-mile southbound express lane from SR 84 to Alcosta Boulevard. Collectively, the benefits of these express lanes include improved efficiency of the transportation system on southbound I-680 between SR 237 and Alcosta Boulevard, and on northbound I-680 between Auto Mall Parkway and SR 84, to accommodate the current and future traffic demand; improved travel time and travel reliability for all users, including HOV and transit users; and optimization of freeway system management and traffic operations. In addition, when the I-680 Southbound Gap Project is completed, it will close a gap in the southbound HOV/EL along I-680, by connecting the I-680 Sunol EL, operated by Alameda CTC, with the Bay Area Infrastructure Finance Authority's (BAIFA's) I-680 Express Lanes in Contra Costa County, resulting in a 48-mile long I-680 southbound express lane network from Marina Vista Boulevard in Martinez (in Contra Costa County) to SR 237 in Milpitas (in Santa Clara County).

In June 2021, Alameda CTC terminated the contract with the TSI initially contracted to design and deploy the toll system based on the TSI's failure to comply with contract requirements. In July 2021, Commission approved the Executive Director to execute an agreement with ETC to design and deploy an interim toll system for the I-680 Sunol EL Project. This interim toll system would expedite initiation of revenue collection and would allow the public to obtain the transportation benefits of express lanes.

The agreement currently has just under \$500,000 in on-call services budget to address unforeseen changes, such as issues arising from the work of the previous TSI, and task orders for integration services of new sites being constructed, as described below. Since approval of the agreement with ETC, toll system work related to the SR-84/I-680 Interchange Improvements project has been identified, including installation of equipment for a new message sign within the I-680 Sunol EL corridor, which is an addition to the I-680 Sunol EL toll system. As the project is currently under construction, a TSI is needed to coordinate with the civil contractor and implement new tolling sites. Staff recommends replenishing on-call services budget to address new sites.

Performance metrics associated with O&M services have been fully developed, and tasks that transition from implementation to O&M have been identified. This element of the scope of work was included as an optional task in the agreement. Staff recommends authorizing the optional task with additional budget to initiate ramp-up activities related to O&M, such as purchase of spare equipment that have long lead times, many of which are longer than six months.

The total increase to the contract amount is \$900,000, resulting in a not-to-exceed total amount of \$5,400,000. A summary of all contract actions related to Agreement No. A22-0002 is provided in Table A.

Staff anticipates bringing an action item to the Sunol JPA later this year to address the budget to incorporate all O&M services for the interim I-680 Sunol EL toll system.

Table A: Summary of Agreement No. A22-0002			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with ETC (A22-0002) <i>Approved July 2021</i>	Toll System integration services for I-680 Sunol Interim toll system.	\$4,500,000	\$4,500,000
Proposed Amendment No. 1 <i>March 2022 – (This Agenda Item)</i>	Provide additional budget to exercise optional task and implement new site under construction	\$900,000	\$5,400,000

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

Fiscal Impact: This action will commit \$900,000 in previously allocated project funds, which are included in the project funding plans and in Alameda CTC's FY 2021-22 and FY 2022-23 Capital Program Budget.

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Memorandum

6.10

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: March 17, 2022

TO: Alameda County Transportation Commission

FROM: Shannon McCarthy, Associate Transportation Planner
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 two NOPs since the last update on February 7, 2022, included as Attachments A and B.

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

Attachments:

- A. Response to the NOP of a Draft EIR for the City of Berkeley Housing Element Update
- B. Response to the NOP of a Supplemental Draft Program EIR for the City of San Leandro Housing Element and General Plan Update

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February 9, 2022

Grace Wu, Senior Planner
 City of Berkeley, Land Use Planning Division
 1947 Center St, 2nd Floor
 Berkeley, CA, 94704

SUBJECT: Response to the Notice of Preparation (NOP) of a Draft Environmental Impact Report for the City of Berkeley Housing Element Update

Dear Grace Wu,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) for the City of Berkeley Housing Element Update. The project would include all 17.2 square miles of the City of Berkeley, located in northern Alameda County. The proposed comprehensive Housing Element Update will be based on the City's latest Regional Housing Needs Allocation which requires the City of Berkeley's zoning and other land use regulations to accommodate between approximately 9,750 and 10,500 new units. The Housing Element Update will identify suitable and available housing sites by screening for vacant and underutilized parcels, evaluating sites and calculating the capacity of potential buildouts. The Land Use Element of the General Plan will be updated as needed to maintain consistency with the updated Housing Element.

The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

Basis for Congestion Management Program (CMP) Review

- It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a transportation impact analysis of the project. For information on the CMP, please visit: <https://www.alamedactc.org/planning/congestion-management-program/>.

Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP requires local jurisdictions to conduct travel model runs themselves or through a consultant. The City of Berkeley and the Alameda CTC signed a Countywide Model Agreement on September 15, 2010. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request. The most current version of the Alameda CTC Countywide Travel Demand Model was updated in May 2019 to be consistent with the assumptions of Plan Bay Area 2040.

Impacts

- The DEIR should address all potential impacts of the plan on the Metropolitan Transportation System (MTS) roadway network.
 - MTS roadway facilities in the plan area include:
 - I-80/I-580 in Berkeley, Emeryville, and Albany
 - SR-24 in Berkeley and Oakland
 - SR 123/San Pablo Avenue in Berkeley, Emeryville, Albany, and Oakland
 - SR 13/Ashby Avenue in Berkeley and Oakland
 - University Avenue in Berkeley, and Shattuck Avenue, Telegraph Avenue, and Martin Luther King Jr. Boulevard in Berkeley and Oakland
 - For the purposes of CMP Land Use Analysis, the Highway Capacity Manual 2010 freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts.
 - The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP.
- The DEIR should address potential impacts of the project on Metropolitan Transportation System (MTS) transit operators.
 - MTS transit operators potentially affected by the plan include: AC Transit, BART, and Capital Corridor
 - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans.
- The DEIR should address potential impacts of the plan to people biking and walking in and near the plan area, especially nearby roads included in the Countywide High-injury Network and major barriers identified in the Countywide Active Transportation Plan.
 - Impacts to consider on conditions for cyclists include effects of vehicle traffic on cyclist safety and performance, site development and roadway improvements, and consistency with adopted plans.

Mitigation Measures

- Alameda CTC's policy regarding mitigation measures is that to be considered adequate they must:
 - Adequately sustain CMP roadway and transit service standards;
 - Be fully funded; and
 - Be consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the Federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.
- The DEIR should discuss the adequacy of proposed mitigation measure according to the criteria above. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The DEIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.

- Jurisdictions are encouraged to discuss multimodal tradeoffs associated with mitigation measures that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify impacts to automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.
- The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered.

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

Sincerely,

A handwritten signature in black ink, appearing to read 'Cathleen', followed by a long horizontal flourish.

Cathleen Sullivan
Director of Planning

cc: Chris G. Marks, Associate Transportation Planner
Shannon McCarthy, Associate Transportation Planner

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February 9, 2022

Avalon Schultz, AICP, Principal Planner
 City of San Leandro Community Development Department
 835 East 14th Street
 San Leandro, CA, 94557

SUBJECT: Response to the Notice of Preparation (NOP) of a Supplemental Draft Program Environmental Impact Report for the City of San Leandro Housing Element and General Plan Update

Dear Avalon Schultz,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the Supplemental Program Environmental Impact Report (EIR) for the San Leandro Housing Element and General Plan Update. The project would include all of the City of San Leandro, located in northern Alameda County. The proposed Housing Element and General Plan updates would change the previously approved General Plan Update based on the City's latest Regional Housing Needs Allocation (RHNA), which require the City to plan for a minimum of 3,855 residential units. The Housing Element Update will identify adequate housing sites in addition to considering housing affordability, preservation, homelessness, equity and energy conservation. The Land Use Element of the General Plan will be updated as needed to reflect new housing sites identified in the Housing Element, which could require minor changes to the Zoning Map and Zoning Code Amendments.

The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

Basis for Congestion Management Program (CMP) Review

- It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a transportation impact analysis of the project. For information on the CMP, please visit: <https://www.alamedactc.org/planning/congestion-management-program/>.

Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP requires local jurisdictions to conduct travel model runs themselves or through a consultant. The City of San Leandro and the Alameda CTC signed a Countywide Model Agreement on April 1, 2008. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request. The most current version of the Alameda CTC Countywide Travel Demand Model was updated in May 2019 to be consistent with the assumptions of Plan Bay Area 2040.

Impacts

- The Supplemental Program EIR should address all potential impacts of the plan on the Metropolitan Transportation System (MTS) roadway network.
 - MTS roadway facilities in the plan area include:
 - I-880, I-580, and I-238 in San Leandro, Oakland, Unincorporated Alameda County and Hayward
 - SR-112/Davis Street San Leandro
 - SR-185 East-14th Street in San Leandro and Unincorporated Alameda County
 - Washington Avenue in San Leandro and Unincorporated Alameda County
 - For the purposes of CMP Land Use Analysis, the Highway Capacity Manual 2010 freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts.
 - The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP.
- The Supplemental Program EIR should address potential impacts of the project on Metropolitan Transportation System (MTS) transit operators.
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- The Supplemental Program EIR should discuss the adequacy of proposed mitigation measure according to the criteria above. In particular, the Supplemental Program EIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The Supplemental Program EIR should also address the issue

of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.

- Jurisdictions are encouraged to discuss multimodal tradeoffs associated with mitigation measures that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify impacts to automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.
- The Supplemental Program EIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered.

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

Sincerely,

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Cathleen Sullivan
Director of Planning

cc: Chris G. Marks, Associate Transportation Planner
Shannon McCarthy, Associate Transportation Planner

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Memorandum

6.11

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 17, 2022

TO: Alameda County Transportation Commission

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

SUBJECT: Approve an update to the Independent Watchdog Committee Bylaws

Recommendation

Staff is recommending approval of an update to the Independent Watchdog Committee (IWC) bylaws, attached in redline.

Summary

Alameda CTC's Independent Watchdog Committee (IWC) reviewed the bylaws of their committee during their January 10, 2022 meeting and have proposed edits. Staff has modified the currently adopted IWC bylaws in the attached redlined version to incorporate almost all of the edits proposed by the IWC. Staff has provided a matrix in Attachment A of the differences between the IWC proposed edits and staff's recommended edits shown in the attached redlined version of the bylaws.

Per Article 5.1 of Alameda CTC's Administrative Code, the Commission is responsible for adopting and amending the bylaws for the IWC, as deemed necessary. Staff does not foresee any issues with most of the edits proposed by the IWC, which are administrative in nature, and has clarified any differences between IWC proposed edits and staff's recommended edits in the attached matrix. Staff recommends approval by the Commission of the updates to the IWC bylaws as outlined in Attachment B.

Background

The Independent Watchdog Committee (IWC), as defined in the 2014 Transportation Expenditure Plan (TEP), is the same committee as the Citizens Watchdog Committee, as defined in the 2000 TEP. The required composition of the IWC is defined in the 2000 and 2014 TEPs. The IWC is a 17-member committee that reports directly to the public and is charged with reviewing all Measure B expenditures and Measure BB expenditures and

performance measures, as appropriate. The members are Alameda County residents who are not elected officials at any level of government, nor individuals in a position to benefit personally in any way from the Measure B or Measure BB sales tax.

Fiscal Impact: There is no fiscal impact related to the approval of this item.

Attachments:

- A. Independent Watchdog Committee Bylaws Recommendations Matrix
- B. Independent Watchdog Committee Bylaws (redlined)

Independent Watchdog Committee Bylaws Recommendations Matrix

Section	IWC Recommendation	Staff Recommendation
2.3.1	Remove the words "by resolution"	Replace the words "by resolution" with "in writing via paper or email" in order to ensure that Alameda CTC has a written record of the IWC's suggestions and/or concerns and that there is no ambiguity or uncertainty about the IWC's suggestions and/or concerns when addressing the Commission.
2.3.3	Add an item to IWC's Additional Responsibilities section as follows: "Receive notice from Alameda CTC staff about scheduled discussion by Alameda CTC Advisory Committees or Standing Committees of program or project performance measures."	Leave this section unchanged. The requested additional responsibility is not designated as an IWC responsibility in the voter approved Transportation Expenditure Plan. Additionally, all meetings of Alameda CTC's Advisory and Standing Committees are publicly noticed, and interested IWC members can sign up to receive automatic notification of those meetings.
4.1.1	Modify the second sentence of 4.1.1 by inserting the underlined and bold language shown below: "The chair shall, <u>at their option,</u> serve as a voting ex-officio member of all subcommittees..."	Modify the second sentence of 4.1.1 by deleting the struck through word and inserting the underlined and bold language shown below: "The chair shall <u>may, but is not obligated to,</u> serve as a voting ex-officio member of all subcommittees..." This is slightly different than what the IWC recommended, and represents a more clear means of achieving the goals of the amendment based on discussions at the IWC meeting.
5.3	Modify this section by deleting the struck through text and inserting the underlined and bold language shown below: "For purposes of decision making, a quorum shall consist of at least half (50 percent) plus one <u>a majority</u> of the total number of members appointed at the time a decision is made. Members will not take actions at meetings with less than 50 percent plus one <u>a majority of</u> members present."	Replace the entirety of 5.3 with: "A majority of the appointed members of the Committee constitutes a quorum for the transaction of business of the Committee, except that less than a quorum may adjourn from time to time. The Committee may discuss, and distribute information on, any item on the Committee's agenda even if a quorum is not present, but may not take any action until or unless a quorum is present." This proposed wording is more clear and corresponds to language in Section 4.2 <i>Rules for Proceedings</i> of Alameda CTC's Administrative Code.

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Independent Watchdog Committee Bylaws

Article 1: Definitions

1.1 2000 Transportation Expenditure Plan. The plan for expending transportation sales tax (Measure B) funds, presented to the voters in 2000, and implemented in 2002.

1.2 2014 Transportation Expenditure Plan. The plan for expending transportation sales tax (Measure BB) funds, presented to the voters in 2014, and implemented in 2015.

1.3 Agency. A business or government organization established to provide a particular service.

1.4 Alameda County Transportation Commission (Alameda CTC). Alameda CTC is a joint powers authority resulting from the merger of the Alameda County Congestion Management Agency ("ACCMA") and the Alameda County Transportation Improvement Authority ("ACTIA"). The 22-member Alameda CTC Commission ("Commission") is comprised of the following representatives:

1.4.1 All five Alameda County Supervisors.

1.4.2 Two City of Oakland representatives.

1.4.3 One representative from each of the other 13 incorporated cities in Alameda County.

1.4.4 A representative from Alameda-Contra Costa Transit District ("AC Transit").

1.4.5 A representative from San Francisco Bay Area Rapid Transit District ("BART").

1.5 Alameda County Transportation Improvement Authority (ACTIA). The governmental agency previously responsible for the implementation of the Measure B half-cent transportation sales tax in Alameda County, as approved by voters in 2000 and implemented in 2002. Alameda CTC has now assumed responsibility for administration of the sales tax.

1.6 Appointing Party. A person or group designated to appoint committee members.

1.7 At-Large Member. One of the 10 Independent Watchdog Committee (IWC) members representing supervisorial districts as described in Section 3.1.1 below.

1.8 Bicycle and Pedestrian Advisory Committee (BPAC). The Alameda CTC Committee that involves interested community members in the Alameda CTC's policy, planning, and implementation efforts related to bicycling and walking.

1.9 Brown Act. California's open meeting law, the Ralph M. Brown Act, California Government Code, Sections 54950 *et seq.*

1.10 Expenditures. Costs incurred and paid for with funds generated from the Measure B and Measure BB sales taxes.

1.11 Fiscal Year. July 1 through June 30.

1.12 Independent Watchdog Committee (IWC or "Committee"). The Alameda CTC Committee of individuals created by the Commission as required by Measure BB. This Committee was originally created by the ACTIA Board and called the Citizens Watchdog Committee as required by Measure B, and was continued by the Commission subsequent to the passage of Measure BB as the Independent Watchdog Committee. The Committee has the same composition as the Citizens Watchdog Committee required by Measure B. The Committee reports directly to the public and has the responsibility of reviewing all Measure B expenditures and reviewing and overseeing all Measure BB expenditures and performance measures of the agency, as appropriate. IWC members are Alameda County residents who are not elected officials at any level of government, nor individuals in a position to benefit personally in any way from the sales tax.

1.13 Local Newspapers. Periodical publications typically published weekly or daily that serve a city, cities or unincorporated communities within Alameda County, whereby the contents are reasonably accessible to the public. On-line publications of these periodicals are included in this definition.

1.14 Measure B. The measure approved by the voters authorizing the half-cent sales tax for transportation services now collected and administered by the Alameda CTC and governed by the 2000 Transportation Expenditure Plan. Collections for the sales tax authorized by Measure B began on April 1, 2002 and extends through March 31, 2022.

1.15 Measure BB. The measure approved by the voters authorizing the sales tax for transportation services collected and administered by the Alameda CTC and governed by the 2014 Transportation Expenditure Plan. Measure BB augments the half-cent Measure B sales tax by a half cent, beginning April 1, 2015 through March 31, 2022. The full one-cent sales tax authorized by Measure BB will begin April 1, 2022 and will extend through March 31, 2045.

1.16 Measure B Program. Transportation or transportation-related program specified in the 2000 Transportation Expenditure Plan for funding transportation programs and projects on a percentage-of-revenues or grant allocation basis.

1.17 Measure BB Program. Transportation or transportation-related program specified in the 2014 Transportation Expenditure Plan for funding transportation programs and projects on a percentage-of-revenues or grant allocation basis.

1.18 Measure B Project. Transportation and transportation-related capital projects specified in the 2000 Transportation Expenditure Plan for funding in the amounts allocated in the 2000 Transportation Expenditure Plan.

1.19 Measure BB Project. Transportation and transportation-related capital projects specified in the 2014 Transportation Expenditure Plan for funding in the amounts allocated in the 2014 Transportation Expenditure Plan.

1.20 Monitor. To observe, track, or keep a record of Measure projects, programs, and expenditures.

1.21 Organizational Meeting. An organizational meeting of the IWC will be held in July to elect officers and adopt the annual calendar/work plan and review the Alameda CTC budget related to IWC.

1.22 Organizational Member. One of the seven IWC members representing organizations as described in Section 3.1.2 below.

1.23 Oversee. To watch over Measure BB expenditures and performance measures.

1.24 Paratransit Advisory and Planning Committee (PAPCO). The Alameda CTC Committee that meets to address funding, planning, and coordination issues regarding paratransit services in Alameda County. Members must be Alameda County residents and eligible users of any transportation service available to seniors and people with disabilities in Alameda County. PAPCO is supported by a Paratransit Technical Advisory Committee comprised of Measure B and Measure BB-funded paratransit providers in Alameda County.

1.25 Performance Measures. Quantifiable methods, adopted by the Commission, used to assess how well the Alameda CTC is achieving its adopted objectives for Measure BB projects and programs.

1.26 Planning Area. Geographic groupings of cities and Alameda County for planning and funding purposes. North County: Alameda, Albany, Berkeley, Emeryville, Oakland, Piedmont; Central County: Hayward, San Leandro, unincorporated county (near Hayward); South County: Fremont, Newark, Union City; East County: Dublin, Livermore, Pleasanton, the unincorporated area of Sunol.

1.27 Subcommittee. A subset of the IWC, less than a quorum, usually organized for a certain purpose.

Article 2: Purpose and Responsibilities

2.1 Committee Purpose. The Committee is appointed pursuant to Measure B and Measure BB: 1) to review all expenditures of the Measure B transportation sales tax; 2) to review and oversee all expenditures and performance measures, as appropriate, of the Measure BB transportation sales tax; 3) to monitor Measure B and Measure BB funded projects and programs; and 4) to report directly to the public.

2.2 Committee Roles and Responsibilities from Expenditure Plan. As defined by the Measure B and Measure BB Transportation Expenditure Plans, the roles and responsibilities of the Committee include:

2.2.1 Hold public hearings and issue reports, on at least an annual basis, to inform Alameda County residents about how the sales tax funds are being spent. The hearings will be open to the public and must be held in compliance with the Brown Act, California's open meeting law, with information announcing the hearings well-publicized and posted in advance.

2.2.2 Have full access to Alameda CTC's independent auditor and have the authority to request and review specific information regarding use of the sales tax funds and to comment on the auditor's reports.

2.2.3 Publish an independent annual report, including any concerns the committee has about audits it reviews. The report will be published in local newspapers and will be made available to the public in a variety of forums to ensure access to this information.

2.2.4 Provide a balance of viewpoints, geography, age, gender, ethnicity and income status, to represent the different perspectives of the residents of the county.

2.3 Additional Responsibilities. Additional IWC ~~member~~ responsibilities are to:

2.3.1 Communicate from time to time to the Alameda CTC in writing via paper or email-by-resolution, suggestions and concerns pertinent to the administration and expenditure of Measure B and Measure BB funds.

2.3.2 Communicate as necessary to recommend that an appointing party appoint a new member when there is a vacancy or upcoming end of term.

Article 3: Members

3.1 Number of Members. The IWC will consist of 17 members.

3.1.1 Ten members shall be at-large, two each representing the five supervisorial districts in Alameda County, one of the two nominated by a member of the Board of Supervisors and one of the two selected by the Alameda County Mayors' Conference.

3.1.2 Seven of the members shall be nominated by the seven organizations specified in the 2014 Transportation Expenditure Plan: East Bay Economic Development Alliance; Alameda County Labor Council; Alameda County Taxpayers' Association; Alameda County Paratransit Advisory and Planning Committee; Bike East Bay, formerly known as East Bay Bicycle Coalition; League of Women Voters; and Sierra Club.

3.2 Appointment. The Commission will make appointments in the following manner:

3.2.1 Each member of the Alameda County Board of Supervisors shall select one At-Large Member to represent ~~their~~^{his or her} supervisorial district.

3.2.2 The Alameda County Mayors' Conference shall select one At-Large Member to represent each of the five supervisorial districts.

3.2.3 Each organization listed in Section 3.1.2 above shall, subject to approval by the Commission, select one organizational member.

3.3 Membership Qualification. Each IWC member shall be an Alameda County resident. An IWC member shall not be an elected official at any level of government; or be a public employee of any agency that oversees or benefits from the proceeds of Measure B and Measure BB transportation sales taxes; or have any economic interest in any project or program.

3.4 Membership Term. Appointments for at-large members shall be for two-year terms. There is no maximum number of terms a member may serve. Members may serve until the Commission appoints their successor.

3.5 Attendance. Members will regularly attend meetings. Accordingly, more than three consecutive absences is cause for removal from the Committee.

3.6 Termination. A member's term shall terminate on the occurrence of any of the following:

3.6.1 The member voluntarily resigns by written notice to the chair or Alameda CTC staff.

3.6.2 The member fails to continue to meet the qualifications for membership, including attendance requirements.

3.6.3 The member becomes incapable of continuing to serve.

3.6.4 The appointing party or the Commission removes the member from the Committee.

3.7 Vacancies. An appointing party shall have the right to appoint (subject to approval by the Commission) a person to fill the vacant member position. Alameda CTC shall be responsible for notifying an appointing party of such vacancy and for urging expeditious appointment of a new member, as appropriate.

Article 4: Officers

4.1 Officers. The IWC shall annually elect a chair and vice chair. Each officer must be a duly appointed member of the IWC.

4.1.1 Duties. The chair shall preside at all meetings and will represent the IWC before the Commission to report on IWC activities. The chair ~~may~~^{shall, but is not obligated to,}

serve as a voting ex-officio member of all subcommittees except a nominating subcommittee (when the IWC discusses the chair position). The vice chair shall assume all duties of the chair in the absence of, or on the request of the chair.

4.2 Office Elections. Officers shall be elected by the members annually at the Organizational Meeting or as necessary to fill a vacancy. An individual receiving a majority of votes by a quorum shall be deemed to have been elected and will assume office at that meeting following the election. In the event of multiple nominations, the vote shall be by ballot. Officers shall be eligible for re-election indefinitely.

Article 5: Meetings

5.1 Open and Public Meetings. All IWC meetings shall be open and public and governed by the Brown Act. Public comment shall be allowed at all IWC meetings. The time allotted for comments by a member of the public in the general public comment period or on any agenda item shall be up to 3 minutes per speaker at the discretion of the chair. Written comments may be submitted prior to the meeting. The number of IWC meetings, including regular meetings, sub-committee meetings, special meetings and public hearings, will be limited to the number of meetings approved in Alameda CTC's annual overall work program and budget, as approved by the Commission.

5.2 Regular Meetings. The IWC shall have a regular meeting at least once per quarter. Prior to each Organizational Meeting, the outgoing chair shall cause all members to be canvassed as to their available meeting times and shall recommend the day and time that best accommodates the schedules of all members, giving due regard to accommodating the schedule of any continuing member who has missed meetings due to a conflict in the prior year. Annually, at the Organizational Meeting, IWC shall establish the schedule of regular meetings for the ensuing year. Meeting dates and times may be changed and additional regular meetings scheduled during the year by action of the IWC.

5.3 Quorum. ~~A majority of the appointed members of the Committee constitutes a quorum for the transaction of business of the Committee, except that less than a quorum may adjourn from time to time. The Committee may discuss, and distribute information on, any item on the Committee's agenda even if a quorum is not present, but may not take any action until or unless a quorum is present. For purposes of decision making, a quorum shall consist of at least half (50 percent) plus one of the total number of members appointed at the time a decision is made. Members will not take actions at meetings with less than 50 percent plus one members present. Items may be discussed and information may be distributed on any item even if a quorum is not present; however, no action can be taken, until the Committee achieves a quorum.~~

5.4 Special Meetings. Special meetings may be called by the chair or by a majority of the members requesting the same in writing given to the chair, with copies to the vice chair and the Executive Director, specifying the matters to be considered at the special meeting. The chair or vice chair shall cause notice of a special meeting stating the matters to be considered to be given to all IWC members and posted and published in accordance with the Brown Act.

5.5 Public Hearing. At least annually, prior to publication of IWC's annual report, IWC shall conduct a public hearing on a draft of the IWC annual report. Each public hearing shall be conducted as part of a regular meeting.

5.6 Agenda. All meetings shall have a published agenda. Items for a regular meeting agenda may be submitted by any member to the chair and Alameda CTC staff. The Commission and/or Alameda CTC staff may also submit items for the agenda. Agenda planning meetings are held approximately three weeks prior to each IWC meeting. Alameda CTC staff will notify all IWC members when this meeting is established and remind members to submit any agenda item requests to the chair at least one day prior to the agenda planning meeting date. At the agenda planning meeting, the chair and Alameda CTC staff will discuss any agenda items submitted to the chair. Every agenda shall include a provision for members of the public to address the Committee. The chair and the vice chair shall review the agenda in advance of distribution. Copies of the agenda, with supporting material and the past meeting minutes, shall be mailed to members and any other interested parties who request it. The agenda shall be posted on the Alameda CTC website and in the Alameda CTC office and provided at the meeting, all in accordance with the Brown Act.

5.7 Roberts Rules of Order. The rules contained in the latest edition of "Roberts Rules of Order Newly Revised" shall govern the proceedings of the IWC and any subcommittees thereof to the extent that the person presiding over the proceeding determines that such formality is required to maintain order and make process, and to the extent that these actions are consistent with these bylaws.

5.8 Place of Meetings. IWC meetings shall be held at the Alameda CTC offices, unless otherwise designated by the Committee or the Commission. Meeting locations shall be within Alameda County, accessible in compliance with the Americans with Disabilities Act of 1990 (41 U.S.C., Section 12132) or regulations promulgated thereunder, shall be accessible by public transportation, and shall not be in any facility that prohibits the admittance of any person, or persons, on the base of race, religious creed, color, national origin, ancestry, or sex, or where members of the public may not be present without making a payment or purchase.

5.9 Meeting Conduct. IWC members shall conduct themselves during meetings in a manner that encourages respectful behavior and provides a welcoming and safe environment for each member and staff member characterized by an atmosphere of mutual trust and respect. Members shall work with each other and staff to respectfully, fairly, and courteously deal with conflicts if they arise.

Article 6: Subcommittees

6.1 Establishment. The IWC may establish subcommittees when advisable and as necessary subject to the approved Alameda CTC overall work program and budget as approved by the Commission to conduct an investigation or to draft a report or other document within the authority of the IWC or for other purposes within the IWC's authority.

6.2 Membership. IWC members will be appointed to subcommittees by the IWC or by the chair. No subcommittee shall have fewer than three members, nor will a subcommittee have sufficient members to constitute a quorum of the IWC.

Article 7: Records and Notices

7.1 Minutes. Minutes of all meetings, including actions and the time and place of holding each meeting, shall be kept on file at the Alameda CTC office. Alameda CTC staff will prepare and include full minutes in meeting packets prior to each regular IWC meeting.

7.2 Attendance Roster. A member roster and a record of member attendance shall be kept on file at the Alameda CTC office.

7.3 Brown Act. All meetings of the IWC will comply with the requirements of the Brown Act. Notice of meetings and agendas will be given to all members and any member of the public requesting such notice in writing and shall be posted at the Alameda CTC office at least 72 hours prior to each meeting. Members of the public may address the IWC on any matter not on the agenda and on each matter listed on the agenda, in compliance with the Brown Act and time limits, up to three minutes per speaker, set at the discretion of the chair.

7.4 Meeting Notices. Meeting notices shall be in writing and shall be issued via U.S. Postal Service, Alameda CTC website, personal delivery, and/or email. Any other notice required or permitted to be given under these bylaws may be given by any of these means.

Article 8: General Matters

8.1 Per Diems. Committee members shall be entitled to a per diem stipend for meetings attended in amounts and in accordance with policies established by the Alameda CTC.

8.2 Conflicts of Interest. A conflict of interest exists when any Committee member has, or represents, a financial interest in the matter before the Committee. Such direct interest must be significant or personal. In the event of a conflict of interest, the Committee member shall declare the conflict, recuse ~~themselves~~~~himself or herself~~ from the discussion, and shall not vote on that item. Failure to comply with these provisions shall be grounds for removal from the Committee.

8.3 Amendments to Bylaws. These bylaws will be reviewed annually, and may be amended, repealed, or altered, in whole or in part, by a vote taken at a duly constituted Committee meeting at which a quorum is present, as a recommendation to the Commission for approval.

8.4 Public Statements. No member of the Committee may make public statements on behalf of the Committee without authorization by affirmative vote of the Committee, except the chair, or in ~~their~~~~his or her~~ place the vice chair, when making a regular report of the Committee activities and concerns to the Alameda CTC. This does not include presentations about the Committee to city councils, which all Committee members have a responsibility to make.

8.5 Conflict with Governing Documents. In the event of any conflict between these bylaws and the July 2000 Transportation Expenditure Plan, the January 2014 Transportation Expenditure Plan, California state law, or any action lawfully taken by ACTIA or the Alameda CTC, the Transportation Expenditure Plans, state law or the lawful action of ACTIA or the Alameda CTC shall prevail.

8.6 Staffing. Alameda CTC will provide staffing to the Committee including preparation and distribution of meeting agendas, packets, and minutes; tracking of attendance; and stipend administration.

8.7 Economic Interest. Each Committee member shall, no later than March 15 of every year or such date as requested by Alameda CTC, prepare and file with Alameda CTC a statement of economic interest in the form required by law, currently Form 700 which can be found on the California Fair Political Practices Commission website, <http://www.fppc.ca.gov/index.php?id=500>.

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Memorandum

6.12

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE:	March 17, 2022
TO:	Alameda County Transportation Commission
FROM:	Maisha Everhart, Director of Government Affairs and Communications Carolyn Clevenger, Deputy Executive Director of Planning and Policy
SUBJECT:	Approve an update to the Paratransit Advisory and Planning Committee Bylaws

Recommendation

Staff is recommending approval of an update to the Paratransit Advisory and Planning Committee (PAPCO) bylaws, attached in redline. Upon Commission approval the updated bylaws will be in effect starting with PAPCO's organizational meeting on June 27, 2022.

Summary

PAPCO reviewed the bylaws during their January 24, 2022 meeting and have proposed edits. Staff has modified the currently adopted PAPCO bylaws in the attached redline version to incorporate the edits proposed by PAPCO.

Per Section 5.1 of Alameda CTC's Administrative Code, the Commission is responsible for adopting and amending the bylaws for PAPCO, as deemed necessary. Staff does not foresee any issues with the edits proposed by PAPCO, which are administrative in nature. Staff recommends approval by the Commission of the updates to the PAPCO bylaws as outlined in Attachment A.

Background

Alameda CTC's PAPCO reviews its bylaws on a periodic basis. PAPCO's bylaws were last modified by the Commission in 2015 to align with Alameda CTC's four advisory committees, which includes the Alameda County Technical Advisory Committee (ACTAC), the Bicycle and Pedestrian Advisory Committee (BPAC), the Independent Watchdog Committee (IWC) and PAPCO. In 2015, the bylaws were modified to incorporate information regarding the 2014 Transportation Expenditure Plan and to maintain structure and standardization among the various advisory committees. The bylaws formalize the roles, structure, function, and procedures for advisory committee operations.

PAPCO reviewed the bylaws during their January 24, 2022 meeting and have proposed edits. Staff has modified the currently adopted PAPCO bylaws in the attached redline version to incorporate the edits proposed by PAPCO. Once approved by the Commission, the updated bylaws will be in effect starting with PAPCO's organizational meeting on June 27, 2022 and will apply to all future meetings.

PAPCO's edits to the bylaws are presented in redline in Attachment A. Below is a summary of the bylaw changes.

- **4.3 Elected Representatives:** this subsection is being updated to provide for biennial, rather than annual, elections for PAPCO's elected representative to serve on AC Transit and BART's East Bay Paratransit Service Review Advisory Committee (SRAC) as well as PAPCO's elected representative to serve on Alameda CTC's Independent Watchdog Committee (IWC). Additionally, this subsection is being updated to provide that PAPCO's elected representative to East Bay Paratransit's SRAC must be a consumer of East Bay Paratransit's services.

The changes will go into effect starting with PAPCO's next election at the June 27, 2022 meeting. The existing IWC and East Bay Paratransit's SRAC Representatives' 1-year terms will end as originally scheduled with the election of the new Representatives on June 27, 2022, and the newly elected Representatives would serve for a 2-year term.

Fiscal Impact: There is no net fiscal impact related to the approval of this item.

Attachment:

- A. Paratransit Advisory and Planning Committee Bylaws (redlined)



Paratransit Advisory and Planning Committee Bylaws

Article 1: Definitions

1.1 2000 Transportation Expenditure Plan. The plan for expending Transportation sales tax (Measure B) funds, presented to the voters in 2000, and implemented in 2002.

1.2 2014 Transportation Expenditure Plan. The Plan for expending transportation sales tax (Measure BB) funds, presented to the voters in 2014, and implemented in 2015.

1.3 Alameda County Transportation Commission (Alameda CTC). Alameda CTC is a joint powers authority resulting from the merger of the Alameda County Congestion Management Agency ("ACCMA") and the Alameda County Transportation Improvement Authority ("ACTIA"). The 22-member Alameda CTC Commission ("Commission") is comprised of the following representatives:

1.3.1 All five Alameda County Supervisors.

1.3.2 Two City of Oakland representatives.

1.3.3 One representative from each of the other 13 incorporated cities in Alameda County.

1.3.4 A representative from Alameda-Contra Costa Transit District ("AC Transit").

1.3.5 A representative from San Francisco Bay Area Rapid Transit District ("BART").

1.4 Alameda County Transportation Improvement Authority (ACTIA).

The governmental agency previously responsible for the implementation of the Measure B half-cent transportation sales tax in Alameda County, as approved by voters in 2000 and implemented in 2002. Alameda CTC has now assumed responsibility for administration of the sales tax.

1.5 ADA Eligible Person. A person with disabilities who is eligible for Americans with Disabilities Act (ADA) paratransit services within the legal requirements of the ADA. The general definition of an ADA-eligible individual is a person who is unable, due to disability, to utilize regular fixed-route transit services.

1.6 Appointing Party. A person or group designated to appoint committee members.

1.7 Bicycle and Pedestrian Advisory Committee (BPAC). The Alameda CTC Committee that involves interested community members in the Alameda CTC's policy, planning, and implementation efforts related to bicycling and walking.

1.8 Brown Act. California's open meeting law, the Ralph M. Brown Act, California Government Code, Sections 54950 *et seq.*

1.9 Consumer. Any individual who uses any public transportation services available in Alameda County for seniors and people with disabilities. Consumers may or may not be eligible for services mandated under the Americans with Disabilities Act.

1.10 Coordination/Gaps in Service Funds (Tier 1). Discretionary funding available under Measure B on a countywide basis for gaps in the special transportation service network and/or for coordination among systems to reduce differences in service that might occur based on the geographic residence of any individual needing special transportation services for seniors and people with disabilities. Comprising 1.43 percent of overall net Measure B revenues, subject to approval by the Commission.

1.11 Fiscal Year. July 1 through June 30.

1.12 Independent Watchdog Committee (IWC or “Committee”). The Alameda CTC Committee of individuals created by the Commission as required by Measure BB, with the assistance of the League of Women Voters and other citizens groups. This Committee was originally created by the ACTIA Board and called the Citizens Watchdog Committee as required by Measure B, and was continued by the Commission subsequent to the passage of Measure BB as the Independent Watchdog Committee. The Committee is the same committee as the Citizens Watchdog Committee required by Measure B. The Committee reports directly to the public and is charged with reviewing all Measure B expenditures and Measure BB expenditures and performance measures of the agency, as appropriate. IWC members are private citizens who are not elected officials at any level of government, nor individuals in a position to benefit personally in any way from the sales tax.

1.13 Mandated Services. Paratransit services mandated by the Americans with Disabilities Act (ADA), also known as “ADA Paratransit.” These services are provided by regular route transit operators, including AC Transit and BART, acting together as the East Bay Paratransit Consortium, as well as Union City Transit and LAVTA.

1.14 Measure B. The measure approved by the voters authorizing the half-cent sales tax for transportation services now collected and administered by the Alameda CTC and governed by the 2000 Transportation Expenditure Plan. Collections for the sales tax authorized by Measure B will be in effect for 20 years, beginning on April 1, 2002 and extending through March 31, 2022.

1.15 Measure BB. The measure approved by the voters authorizing the sales tax for transportation services collected and administered by the Alameda CTC and governed by the 2014 Transportation Expenditure Plan. Measure BB augments the half-cent Measure B sales tax by a half-cent, beginning April 1, 2015 through March 31, 2022. The full one-cent sales tax authorized by Measure BB will begin April 1, 2022 and will extend through March 31, 2045.

1.16 Organizational Meeting. The annual regular meeting of the PAPCO in preparation for the next fiscal year's activities.

1.17 Measure B Program. The transportation or transportation-related program specified in the 2000 Transportation Expenditure Plan for funding transportation programs and projects on a percentage-of-revenues or grant allocation basis.

1.18 Measure B Project. Transportation and transportation-related construction projects specified in the 2000 Transportation Expenditure Plan for funding in the amounts allocated in the 2000 Transportation Expenditure Plan.

1.19 Measure BB Program. Transportation or transportation-related program specified in the 2014 Transportation Expenditure Plan for funding transportation programs and projects on a percentage-of-revenues or grant allocation basis.

1.20 Measure BB Project. Transportation and transportation-related capital projects specified in the 2014 Transportation Expenditure Plan for funding in the amounts allocated in the 2014 Transportation Expenditure Plan.

1.21 Non-mandated Services. Special transportation services, including paratransit that are not subject to the requirements of the Americans with Disabilities Act. In Alameda County, Measure B and Measure BB funds are provided to the cities and the County of Alameda for non-mandated services. Examples of non-mandated services include, but are not limited to, shuttle service, taxi programs and special group trips.

1.22 Paratransit Advisory and Planning Committee (PAPCO or "Committee"). The Alameda CTC Committee that meets to address funding, planning, and coordination issues regarding paratransit services in Alameda County. Members must be an Alameda County resident and an eligible user of any transportation service available to seniors and people with disabilities in Alameda County. PAPCO is supported by a

Technical Advisory Committee composed of Measure B and Measure BB-funded paratransit providers in Alameda County.

1.23 Planning Area. Geographic groupings of cities and of Alameda County for planning and funding purposes. North County: Alameda, Albany, Berkeley, Emeryville, Oakland, Piedmont; Central County: Hayward, San Leandro, unincorporated county (near Hayward); South County: Fremont, Newark, Union City; East County: Dublin, Livermore, Pleasanton, the unincorporated area of Sunol.

1.24 Programmatic Funding. Measure B and Measure BB revenues distributed on a monthly basis based on a distribution formula, also referred to as “Direct Local Distribution” funds. Approximately 5.63 percent and 6 percent of net Measure B and Measure BB revenues, respectively, are distributed to AC Transit and BART for ADA-mandated paratransit service. Approximately 3.39 percent and 3 percent of net Measure B and Measure BB revenues, respectively, are distributed within the four planning areas for ADA-mandated and city-based, non-mandated specialized transportation services based on a formula developed by PAPCO and approved by the Commission.

1.25 Residents with Disabilities. Alameda County residents who have physical or mental impairments that substantially limit one or more of the major life functions—caring for oneself, performing manual tasks, walking, seeing, hearing, breathing, learning, working—of an individual. Residents with disabilities are eligible for ADA-mandated paratransit services if their disabilities prohibit them from using regular fixed route transit.

1.26 Special Transportation. Transportation services for seniors and people with disabilities, aimed at improving the mobility of seniors and people with disabilities by supplementing conventional fixed-route transit service. Examples of special transportation services may include, but are not limited to, paratransit, local shuttles, and subsidized taxi programs.

1.27 Paratransit Technical Advisory Committee (ParaTAC). A committee of Measure B and Measure BB service providers of mandated and non-mandated services. The Paratransit Technical Advisory

Committee will meet in joint session with PAPCO at least three times per year, and may meet independently at other times to discuss issues of relevance to service providers.

1.28 Tier 2 Funds. Additional funds that may be available for capital expenditures over the life of the 2000 TEP sales tax measure. These funds are not guaranteed; however, should they become available, up to \$7.5 million dollars would be allocated to coordination of service gaps and special transportation for seniors and persons with disabilities. These funds would be recommended for allocation by PAPCO to reduce differences in service that might occur based on the geographic residence of any individual needing specialized transportation services for seniors and people with disabilities, subject to approval by the Commission.

1.29 Vehicle Registration Fee (VRF). A \$10 fee imposed on each annual motor vehicle registration or vehicle registration renewal in Alameda County. Measure F approved by Alameda County voters in 2010, is collected and administered by the Alameda CTC.

Article 2: Purpose and Responsibilities

2.1 Committee Purpose. The Committee purpose is to fulfill the functions mandated for the Committee in the 2000 and 2014 Expenditure Plans and to advise the Alameda CTC on matters related to special transportation.

2.2 Committee Roles and Responsibilities from 2000 and 2014 Transportation Expenditure Plans. As defined by the 2000 and 2014 Transportation Expenditure Plans, the roles and responsibilities of the Committee are to:

2.2.1 Develop the formula use to distribute Measure B and Measure BB programmatic funds to the cities in Alameda County and the County of Alameda for mandated and non-mandated special transportation services, subject to approval by the Commission.

2.2.2 Recommend allocation of funds identified for coordination/gaps in service in Tier 1 of the 2000 Transportation Expenditure Plan, subject to approval by the Commission.

2.2.3 Recommend allocation of funds identified for capital expenditures for coordination/gaps in service in Tier 2 of the 2000 Transportation Expenditure Plan, assuming funds are available for allocation, subject to approval by the Commission.

2.3 Additional Responsibilities. Additional PAPCO member responsibilities are to:

2.3.1 Review performance data of mandated and non-mandated services, including cost-effectiveness and adequacy of service levels, with the objective of creating a more cost-efficient, productive and effective service network through better communication and collaboration of service providers. In this capacity, the Committee may identify and recommend to the Alameda CTC alternative approaches that will improve special transportation service in Alameda County.

2.3.2 Report annually on the status of special transportation services, including service availability, quality, and improvements made as compared to the previous year.

2.3.3 Provide a forum for consumers to discuss common interests and goals affecting all special transportation services funded in whole or in part by Measure B and Measure BB funds in Alameda County.

2.3.4 Encourage coordination of special transportation and public transit services as they relate to seniors and individuals with disabilities in Alameda County.

2.3.5 Participate in surveys and planning activities undertaken by various public agencies as they relate to seniors and individuals with disabilities in Alameda County.

2.3.6 Fulfill all responsibilities as the County Paratransit Coordinating Council (PCC), as assigned by the Metropolitan Transportation Commission, the County, the state or the federal government.

2.3.7 Perform outreach regarding Alameda CTC activities related to transportation for seniors and people with disabilities at least once each fiscal year. Examples of outreach may include attending a transit or senior fair, accompanying staff to Alameda CTC outreach presentations, or publishing an article in a local publication.

Article 3: Members

3.1 Number of Members. The PAPCO will consist of 23 members.

3.2 Appointment. The Commission will make appointments in the following manner:

3.2.1 One member per County Supervisor (five total).

3.2.2 One member per City (14 total).

3.2.3 One member per Transit Agency–AC Transit, BART, LAVTA, and Union City.

3.3 Membership Qualification. Each member must be an Alameda County resident and a special transportation consumer.

3.4 Membership Term. Appointments shall be for two-year terms. There is no maximum number of terms a member may serve. Members shall serve until the Commission appoints their successor.

3.5 Attendance. Members are expected to actively support committee activities and regularly attend meetings. Accordingly, more than three consecutive absences in any fiscal-year period may be cause for removal from the Committee.

3.6 Termination. A member's term shall terminate on the occurrence of any of the following:

3.6.1 The member voluntarily resigns by written notice to the chair or Alameda CTC staff.

3.6.2 The member fails to continue to meet the qualifications for membership, including residency and attendance requirements.

3.6.3 The member becomes incapable of continuing to serve.

3.6.4 The appointing party or the Commission removes the member from the Committee.

3.7 Vacancies. An appointing party shall have the right to appoint a person to fill the vacant member position, subject to the ability of the person to meet the requirements to serve on the committee and approval of the Commission. Alameda CTC shall be responsible for notifying an appointing party of such vacancy and for urging expeditious appointment of a new member, as appropriate.

Article 4: Officers

4.1 Officers. The PAPCO shall annually elect a chair and vice chair. Each officer must be a duly appointed member of the PAPCO.

4.1.1 Duties. The chair shall preside at all PAPCO meetings except when the PAPCO discusses the chair position and/or nomination. The chair will represent the PAPCO before the Commission to report on PAPCO activities. The chair shall serve as an ex-officio member of all subcommittees. The vice chair shall assume all duties of the chair in the absence of, or on the request of the chair. In the absence of the chair and vice chair at a meeting, the members shall, by consensus, appoint one member to preside over that meeting. In addition, if MTC convenes Paratransit Coordinating Council (PCC) meetings, the PAPCO chair or his/her designee will attend and report back to PAPCO on these meetings.

4.2 Office Elections. Officers shall be elected by the members annually at the Organizational Meeting or as necessary to fill a vacancy. An individual receiving a majority of votes by a quorum shall be deemed to have been elected and will assume office at the meeting following the election. Officers shall be eligible for re-election indefinitely.

4.3 Elected Representatives. PAPCO shall ~~biennially annually~~ elect a representative to serve on AC Transit and BART's East Bay Paratransit Service Review Advisory Committee (SRAC). This representative will attend SRAC meetings, report on PAPCO activities to the SRAC, and report to the full membership of PAPCO on SRAC activities. This representative must be a consumer of East Bay Paratransit's services. PAPCO shall ~~biennially annually~~ elect a representative to serve on Alameda CTC's Independent Watchdog Committee (IWC). This representative will attend IWC meetings, report on PAPCO activities to the IWC, and report to the full membership of PAPCO on IWC activities.

Article 5: Meetings

5.1 Open and Public Meetings. All PAPCO meetings shall be open and public and governed by the Brown Act. Public comment shall be allowed at all PAPCO meetings. Comments by a member of the public in the general public comment period or on any agenda item shall be up to 3 minutes per speaker at the discretion of the chair. The number of PAPCO meetings, including regular meetings, sub-committee meetings, and special meetings, will be limited to the number of meetings approved in Alameda CTC's annual overall work program and budget, as approved by the Commission.

5.2 Regular Meetings. The PAPCO will hold up to 10 meetings per year. Annually, at the Organizational Meeting, PAPCO shall establish the schedule of regular meetings for the ensuing year. Meeting dates and times may be changed during the year by action of PAPCO. On a quarterly basis, PAPCO is expected to meet jointly with the Paratransit Technical Advisory Committee (ParaTAC) of paratransit providers. ParaTAC members will not have voting privileges at these joint meetings,

but may engage in all discussions and may present their point of view prior to any decision-making at those meetings.

5.3 Quorum. For purposes of decision making, a quorum shall consist of at least half (50 percent) plus one of the total number of members appointed at the time a decision is made. No actions will be taken at meetings with less than 50 percent plus one member present. Items may be discussed and information may be distributed on any item even if a quorum is not present; however, no action can be taken, until the Committee achieves a quorum.

5.4 Special Meetings. Special meetings may be called by the chair or by a majority of the members on an as-needed basis. Attendance at special meetings is not counted as part of members' attendance requirement. Agenda item(s) for special meeting(s) shall be stated when the meeting is called, but shall not be of a general business nature. Specialized meetings shall be concerned with studies, emergencies, or items of a time-urgent nature. Agenda item(s) of a regular meeting may be tabled for further discussion and action at a special meeting, the time and location to be announced in the tabling motion. Notice of such meetings shall be given to all members at least 72 hours prior to such meetings and shall be published on the Alameda CTC's website and at the Alameda CTC office, all in accordance with the Brown Act.

5.5 Agenda. All meetings shall have a published agenda. Action may be taken only on items indicated on the agenda as action items. Items for a regular meeting agenda may be submitted for consideration by any member to the chair and Alameda CTC staff. The Commission and/or Alameda CTC staff may also submit items for the agenda. Every agenda shall include provision for members of the public to address the Committee. The chair and the vice chair shall review the agenda in advance of distribution. Copies of the agenda, with supporting material and the past meeting minutes, shall be mailed to members and any other interested parties upon request. The agenda shall be posted on the Alameda CTC website and office and provided at the meeting, all in accordance with the Brown Act.

5.6 Roberts Rules of Order. The rules contained in the latest edition of “Roberts Rules of Order Newly Revised” shall govern the proceedings of the PAPCO and any subcommittees thereof to the extent that the person presiding over the proceeding determines that such formality is required to maintain order and make process, and to the extent that these actions are consistent with these bylaws.

5.7 Place of Meetings. PAPCO meetings shall be held at the Alameda CTC offices, unless otherwise designated by the Committee. Meeting locations shall be within Alameda County, accessible in compliance with the Americans with Disabilities Act of 1990 (41 U.S.C., Section 12132) or regulations promulgated there under, shall be accessible by public transportation, and shall not be in any facility that prohibits the admittance of any person, or persons, on the base of race, religious creed, color, national origin, ancestry, or sex, or where members of the public may not be present without making a payment or purchase.

5.8 Meeting Conduct. PAPCO members shall conduct themselves during meetings in a manner that provides a welcoming and safe environment for all attendees characterized by an atmosphere of mutual trust and respect. Members shall work with each other and staff to respectfully, fairly, and courteously deal with any conflict between attendees.

Article 6: Subcommittees

6.1 Establishment. The PAPCO may establish subcommittees subject to the approved Alameda CTC overall work program and budget as approved by the Commission to conduct an investigation or draft a report or other document or recommendation within the authority of PAPCO.

6.2 Membership. PAPCO members will be appointed to subcommittees by PAPCO, on a voluntary basis, or by the chair. No subcommittee shall have fewer than three members, nor will a subcommittee have greater than the number of members needed to constitute a quorum of PAPCO.

Article 7: Records and Notices

7.1 Minutes. Minutes of all meetings, including actions and the time and place of holding each meeting, shall be kept on file at the Alameda CTC office.

7.2 Attendance Roster. A member roster and a record of member attendance shall be kept on file at the Alameda CTC office.

7.3 Brown Act. All PAPCO meetings will comply with the requirements of the Brown Act. Notice of meetings and agendas will be given to all members and any member of the public requesting such notice in writing and shall be posted at the Alameda CTC office at least 72 hours prior to each meeting. Members of the public may address PAPCO on any matter not on the agenda and on each matter listed on the agenda, in compliance with the Brown Act and time limits, up to three minutes per speaker, set at the discretion of the chair.

7.4 Meeting Notices. On March 28, 2013, the Alameda CTC Commission approved the implementation of paperless meeting packet distribution. Hard copies are available by request only. Agendas and all accompanying staff reports are available electronically on the Alameda CTC website at www.AlamedaCTC.org/events/month/now. Any other notice required or permitted to be given under these bylaws will follow the same policy. PAPCO members receive an exception to the paperless policy and will continue to receive notices via U.S. Postal Service in addition to electronic versions. Members can request to opt-out of paper notices.

Article 8: General Matters

8.1 Per Diems. Committee members shall be entitled to a per diem stipend for meetings attended in amounts and in accordance with policies established by the Alameda CTC.

8.2 Conflicts of Interest. A conflict of interest exists when any Committee member has, or represents, a financial interest in the matter before the Committee. Such direct interest must be significant or personal. In the event of a conflict of interest, the Committee member shall declare the conflict, recuse him or herself from the discussion, and shall not vote on that item. Failure to comply with these provisions shall be grounds for removal from the Committee.

8.3 Bylaws. Bylaws governing the meetings and activities of PAPCO are approved by the Alameda CTC.

8.4 Public Statements. No member of the Committee may make public statements on behalf of the Committee without authorization by affirmative vote of the Committee, except the chair, or in his or her place the vice chair, when making a regular report of the Committee activities and concerns to the Alameda CTC.

8.5 Conflict with Governing Documents. In the event these bylaws conflict with the 2000 Transportation Expenditure Plan, the 2014 Transportation Expenditure Plan, California state law, or any action lawfully taken by ACTIA or the Alameda CTC, the conflicting provision in the Transportation Expenditure Plans, state law, or the lawful action of ACTIA or the Alameda CTC shall prevail.

8.6 Staffing. Alameda CTC will provide staffing to the Committee including preparation and distribution of meeting agendas, packets, and minutes; preparation of reports to the Alameda CTC Committees and Commission; tracking of attendance; and per diem administration.



Memorandum

6.13

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 17, 2021

TO: Alameda County Transportation Commission

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

SUBJECT: 2021 Multimodal Performance Report Update

Recommendation

This item is to provide the Commission with an update on the Congestion Management Program 2021 Multimodal Performance Report. This item is for information only.

Summary

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

Through much of the last decade the annual performance report reflected gradual, multi-year shifts, across a variety of important indicators. However, the arrival of the COVID-19 pandemic quickly and radically changed transportation in Alameda County such that many of the standard instruments of measurement used for the performance report would fail to capture the current state of the system. Additionally, key data from the United States Census Bureau's American Community Survey will not be released due to insufficient sampling. Alameda CTC uses these data to better understand detailed demographic information including age and income as well as commute times and mode splits.

The 2021 report, included as Attachment A, was therefore developed using a new methodology in order to shed light on the transportation system with a more real-time analysis of available metrics focused on changes over the past year as the nature of the pandemic and its impacts have changed.

Key findings from this report include:

- Alameda County's population declined for the first time in 2021, losing about 10,000 residents and falling to 1.67 million. Natural growth slowed, foreign immigration was at its lowest since at least the 1990s, and domestic migration out of Alameda County nearly doubled.
- Alameda County is home to about 21 percent of the region's population and a similar share of the housing supply. New housing development has outpaced other counties in the region between 2016 and 2020, as Alameda County has approved about 28 percent of total new units in the region, about 35,000 of 128,000 total units. However, just over ten percent of these units are affordable, well below the Regional Housing Needs Assessment goal of 37.5 percent. In 2019, almost half of Alameda County renters were rent-burdened.
- The county added about 40,000 jobs in the last year, and unemployment fell to five percent. A full recovery is not complete as unemployment is still above the pre-pandemic low of less than three percent.
- Transit ridership is down between 50 and 80 percent for all operators in Alameda County, compared to 2019. At the onset of the pandemic transit ridership plummeted, but in the last year, it has started to bounce back. Between October 2020 and October 2021 BART, LAVTA, Capital Corridor and ACE ridership each at least doubled, while SF Bay Ferry quadrupled. AC Transit ridership also increased about 26 percent; AC Transit is currently carrying the highest percentage of pre-pandemic ridership of any operator in the region. Weekend and off-peak ridership are recovering faster for some operators.
- Prior to the pandemic, 90 percent of Bay Area workplaces had employees commute to physical offices at least four days per week. That changed significantly during the pandemic, and in April 2021 almost three quarters of workers did not travel to their workplace at all. However, over 2021, workers started to return to the office. By December 2021, only 28 percent did not travel to work at all, and just over half commute at least three days a week. Most employers expect a hybrid work pattern, with approximately three days in the office. BART ridership increases have tracked closely with workers returning to the office.
- Total collisions for all modes (auto, bike, pedestrian, etc.) fell about 26 percent in 2020 and most severe collisions fell 22 percent. However, fatal collisions increased sharply in Alameda County and statewide. Speeding remains the most common factor in all collisions. Collision data for 2021 in Alameda County is not yet available.
- Pedestrian collisions increased by eight percent in 2020, compared to 2019, while fatal and severe collisions remained flat. Bike collisions fell 18 percent and fatal and severe collisions fell 34 percent—to the lowest level since 2006. The share of total collisions involving bicycles and pedestrians increased from 16 percent in 2019 to 21 percent in 2020—the highest level in almost a decade.

- Bikeshare trips dropped 64 percent in Alameda County between 2019 and 2021, although there was an increase in trips in late 2021. Vandalism has been a persistent issue through the pandemic. Scootershare trips in Oakland also fell 76 percent and have continued to fall through 2020 and 2021.

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

Attachment:

- A. [2021 Multimodal Performance Report: Transportation and COVID-19 in Alameda County](#)

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Bicycle and Pedestrian Advisory Committee Meeting Minutes Wednesday, October 21, 2021, 5:30

7.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Call to Order

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

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

2. Roll Call

A roll call was conducted and all members were present with the exception of David Fishbaugh and Chiamaka Ogwuegbu.

3. Public Comment

There were no public comments.

4. BPAC Meeting Minutes

4.1. Approve July 15, 2021, BPAC Meeting Minutes

Nick Pilch made a motion to approve the consent calendar. Ben Schweng seconded the motion. The motion passed with the following vote:

Yes: Hill, Johansen, Marleau, Matis, Pilch, Schweng, Turner

No: None

Abstain: None

Absent: Fishbaugh, Ogwuegbu

5. Regular Matters

5.1. City of Dublin Bicycle and Pedestrian Master Plan Update

Chris Marks noted that the Countywide BPAC has been asked to review and advise the City of Dublin during the current update of its Bicycle and Pedestrian Master Plan. Mr. Marks introduced Pratyush Bhatia, City of Dublin to present the item. Mr. Bhatia shared a brief project update and introduced Amanda Leahy and Camilla Dartnell with Kittelson and Associates to provide a detailed presentation on this item. The project team presented the plan's outreach and community engagement findings and their network prioritization framework and concluded with the project's next steps.

5.2. East Bay Greenway (from Lake Merritt BART to South Hayward BART) Project Update

Chris Marks introduced Jhay Delos Reyes, Kristen Villanueva, and Aleida Andrino-Chavez to provide an update on East Bay Greenway (EBGW) Project and the East 14th/Mission and Fremont Blvd. Corridor Project. Mr. Delos Reyes noted that the

Eastbay Greenway project has been a high priority for the Commission since 2008. Mr. Delos Reyes summarized the project history and noted that the project environmental document proposed two alternatives; the Rail-to-Trail alternative, which assumes that the Union Pacific Railroad (UPRR) Oakland Subdivision would no longer have active rail service; and the Rail-with-Trail alternative that assumes the minimum possible encroachment into UPRR right-of-way while still constructing a continuous facility alongside the rail. Mr. Delos Reyes stated that staff is investigating a new alternative consisting of potential on-street opportunities from Fruitvale Bay Area Rapid Transit (BART) to South Hayward BART to address early implementation, and he outlined the three time horizons for the new vision of EBGW. Ms. Andrino-Chavez reviewed the synergies of the EBGW Project with the East 14th/Mission and Fremont Blvd Multimodal Corridor Project.

6. Member Reports

6.1. BPAC Roster

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

6.2. BPAC Calendar

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

6.3. Member Reports

Nick Pilch noted that he reached out to Alameda CTC staff to add e-mail messaging via the BPAC website. Mr. Pilch also noted that the staff contact information for the BPAC is not on Alameda CTC's website. Mr. Pilch also requested to resume committee chair reports to the Commission. Chris Marks stated that all committees are still meeting virtually, and he will keep them posted when the agency resumes reporting out to the Commission.

Feliz Hill shared that the City of San Leandro is conducting a survey to solicit feedback from the public to improve safety along Williams Street and Bancroft Avenue.

Kristi Marleau invited members to Bike East Bay Biketopia on November 13, 2021, at Derby Street and Milvia Street in Berkeley.

7. Staff Reports

There were no staff reports.

8. Meeting Adjournment

The meeting adjourned at 7:30 p.m. The next meeting is scheduled for Thursday, January 20, 2022, via Zoom.

**Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Member Roster Fiscal Year 2021-2022**

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires
1	Mr.	Turner, Chair	Matt	Castro Valley	Alameda County Board of Supervisors, District 4	Apr-14	Dec-19	Dec-21
2	Ms.	Marleau, Vice Chair	Kristi	Dublin	Alameda County Mayors' Conference, D-1	Dec-14	Jun-21	Jun-23
3	Mr.	Fishbaugh	David	Fremont	Alameda County Board of Supervisors, District 1	Jan-14	May-21	May-23
4	Mr.	Gould	Ben	Berkeley	Transit Agency (Alameda CTC)	Dec-21		Dec-23
5	Ms.	Hill	Feliz G.	San Leandro	Alameda County Board of Supervisors, District 3	Mar-17	Jul-19	Jul-21
6	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Feb-20	Feb-22
7	Mr.	Matis	Howard	Berkeley	Alameda County Board of Supervisors, District 5	Sep-19		Sep-21
8	Mr.	Ogwuegbu	Chiamaka	Oakland	Alameda County Mayors' Conference, D-4	Jan-21		Jan-23
9	Mr.	Pilch	Nick	Albany	Alameda County Mayors' Conference, D-5	Jan-21		Jan-23
10	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Jul-19	Jul-21

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Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 17, 2022

TO: Alameda County Transportation Commission

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

SUBJECT: Approve the San Pablo Avenue Multimodal Corridor Project Concept for Further Project Development

Recommendation

This is an action item for the San Pablo Avenue Multimodal Corridor Project (San Pablo Project) to approve the near-term project that staff will move into subsequent project development phases and for which staff will seek construction funding.

- In Oakland, Emeryville and South Berkeley (to Heinz/Russell/San Pablo intersection), staff recommends a project concept which includes a dedicated side-running bus lane, a protected bike lane and pedestrian safety enhancements. Given the limited width of San Pablo Avenue, the recommended near-term project concept requires that the current outside travel lane is converted to a bus lane, the current parking/loading spaces along the curb are converted to a protected bike lane, and some locations (e.g. driveways, limited location loading zones, and right turn locations) have breaks in the bike protection and/or mixing zones between modes. During the design process, the team will seek to maximize safety for bicyclists and maximize safety and performance for buses within the near-term project design constraints of this corridor.
- In Berkeley (north of Heinz/Russell/San Pablo intersection) and Albany, staff recommends bus bulbs at Rapid bus stops and targeted pedestrian safety enhancements on San Pablo Avenue, as well as targeted improvements to parallel bike routes and crossings of San Pablo Avenue.

Summary

The San Pablo Project has completed a long-term visioning phase and has now embarked on a near-term implementation phase. Alameda CTC has identified a cost-effective project that can make substantive progress towards the project and agency goals in a 3-5-year time horizon (pending full funding acquisition). The recommended bus lane will offer significant bus speed and reliability benefits on this high ridership route, while the pedestrian crossing

improvements and bike lane will provide significant improvements to safety and comfort on this high-injury corridor. Alameda CTC is committed to delivering this critical project to make concrete progress towards addressing safety, transit efficiency, and placemaking as quickly as possible. Staff has been working closely with agency partners and stakeholders since late 2020 to advance the project.

The Commission approved the funding and contracts to complete all phases of the near-term project through final design in September 2020 and approved an amendment to the contract in January 2022. This spring, Alameda CTC is seeking approval of the project concept from the Alameda CTC Commission, Oakland City Council, Emeryville City Council, Berkeley City Council and/or Committee, and input from the AC Transit Board. Upon receipt of these approvals, Alameda CTC will advance the near-term project into preliminary engineering and submit applications to secure construction funding. Securing consensus on a concept in spring 2022 is critical to enabling Alameda CTC to submit funding applications this summer. There are numerous anticipated multi-year grant funding cycles in 2022, for which we believe this project could be competitive.

Background

Alameda CTC is leading the San Pablo Project, which is central to achieve the goals and strategies that were adopted in the 2020 Countywide Transportation Plan (CTP). San Pablo Avenue is on the countywide High-injury Network (HIN) and has the third highest incidence of injury collisions in Alameda County. There is an urgent need to improve safety for all users. San Pablo is also one of the streets with the highest bus ridership in the East Bay. However, due to congestion, buses are often slow and unreliable. With ongoing residential and commercial growth in the corridor, reliable, attractive bus service is critical to efficiently move more people.

The goals of the San Pablo Avenue Multimodal Corridor Project are to:

- Enhance safety for all travel modes
- Improve comfort and quality of trips for all users
- Support a strong local economy and efficiently accommodate growth along the corridor while respecting local contexts
- Promote equitable transportation and design solutions for diverse communities throughout corridor

San Pablo Avenue traverses four cities in northern Alameda County: Oakland, Emeryville, Berkeley and Albany. Caltrans owns the right-of-way north of I-580, while the City of Oakland owns the right-of-way south of I-580.

The San Pablo Project was initiated in 2017. Phase 1 of the project, which concluded in summer 2020, considered potential long-term concepts for the corridor in Alameda and Contra Costa Counties – including bus rapid transit and protected bike facilities – through extensive outreach and technical analysis. Due to the complex and constrained nature of the corridor, with only 73 feet available curb-to-curb in Alameda County, every concept that was considered entailed notable trade-offs, especially at intersections. At the end of Phase 1, there was not consensus around a single long-term vision to advance throughout the

corridor. In addition, the full corridor project resulted in very high costs, in the range of \$350-\$700 million depending on the scale of improvements.¹ Phase 1 results are documented on the Project History tab of the project webpage: www.alamedactc.org/sanpablo.

However, Alameda CTC also received strong community and Commission support to advance some type of near-term improvements focused on the critical needs of safety improvements for pedestrians and cyclists on this high injury corridor, transit efficiency, and supporting existing communities and placemaking. Most bus rapid transit projects in the Bay region have taken decades to develop and deliver and stakeholders expressed a strong desire to get something done more quickly.

Alameda CTC worked closely with agency partners to identify a smaller-scale, cost-effective near-term project in the Alameda County section of the corridor. The goal of this project is to make incremental yet substantive progress toward project goals, focusing on safety, transit efficiency, and placemaking. These near-term improvements can inform potential additional improvements in the corridor in the future.

In September 2020, the Commission approved contracts and funding to advance the near-term San Pablo project through design, approvals, and environmental to construction documents. In November 2022, staff presented an update on our multimodal arterial corridor projects to PPLC, including this project. In January 2022, the Commission approved a small scope expansion reflected in the below description. Contra Costa County has also embarked on a second phase of work described at the end of this memo.

Near-Term Project

The near-term project includes safety enhancements in all four cities; in Oakland, Emeryville and South Berkeley it includes a bus and bike lane project on San Pablo Avenue; and in Berkeley and Albany it includes bus bulbs at Rapid stops on San Pablo and improvements to parallel bike routes.

Safety: In Phase 1, there was widespread community, political and technical support for safety upgrades to the San Pablo Avenue corridor. Therefore, in all four Alameda County cities, the near-term project includes targeted safety enhancements to improve pedestrian, bicyclist, and transit rider safety, focused particularly on improving crossing conditions for those on foot or on bike. Safety enhancements include the following types of improvements:

- High visibility crosswalks and striping
- Improved pedestrian crossing signals
- ADA compliant curb ramps and sidewalks
- Wayfinding signage
- Improved bicycle crossings of San Pablo Avenue at intersections with bike routes
- Targeted lighting improvements at crosswalks and bus stops

¹ More information on Phase 1 can be found on the *Project History* tab of the project webpage: www.alamedactc.org/sanpablo

Bus and Bike Lanes: In Oakland, Emeryville and South Berkeley, the near-term project includes side-running bus lanes and consideration of protected bike lanes. This reflects the area of the corridor where support was highest in Phase 1 for a substantial change to the street – Oakland and Emeryville – as well as a small segment of Berkeley recently added at the request of elected officials.² The outside travel lane in each direction will be converted to a bus-only lane. The existing parking and loading spaces on each side of the street will be converted to a protected bike lane, and parking and loading will be relocated to side streets and/or off-street lots. Given the importance of loading to many of the businesses and other street-front uses in the corridor, staff has undertaken robust engagement with storefronts along the corridor to explore the viability of alternative loading solutions. In addition, staff is working with East Bay Paratransit and relevant advisory committees to discuss issues related to curbside pick-up and drop-off access for seniors and people with disabilities.

Due to the constrained roadway width, need for near-term delivery, and many competing demands on the limited right-of-way, the design of these dedicated transit and bike facilities may require some design compromises. To allow for near-term project delivery, including a streamlined Caltrans approval and delivery process, the project design must minimize changes to existing curbs and medians. At a limited number of locations (e.g. driveways, limited location loading zones, and right turn locations), there may be breaks in the bike protection and/or mixing zones between autos and buses, autos and bikes, or bikes and buses. Bus stop islands with protected bike lanes behind them at sidewalk level will be provided to eliminate mixing between buses and bikes at bus stops, requiring bus stops in this segment of the corridor to be consolidated into a single set of stops served by both Local and Rapid buses. As the project design advances, detailed Title VI analysis and outreach will be conducted, as required.

Bus Bulbs and Parallel Bike Route Upgrades: North of Ashby Avenue, in Berkeley and Albany, the project includes bus bulbs at Rapid stops on San Pablo Avenue and targeted improvements to parallel bike routes. The bus bulbs will improve bus speed and reliability by allowing buses to stop in the traffic lane and not pull into and out from the curb. These could be a building block for bus lanes in a future phase if deemed appropriate. In order to provide a safe, comfortable continuous bike facility along the corridor throughout Alameda County in the near-term, the project will make improvements to key bicycle routes parallel to San Pablo and improve key bike route crossings of San Pablo.

Advancement of the currently scoped near-term project does not preclude additional improvements on San Pablo Avenue in Berkeley or Albany in the future. Berkeley has received a grant to conduct a Specific Plan along San Pablo Avenue. This provides Berkeley

² The September 2020 Commission approval included consideration of bus and bike lanes in Oakland and Emeryville. In 2021, Alameda CTC received requests from elected leaders and advocates in Berkeley to expand the current near-term project into Berkeley, at a minimum to the Russell/Heinz bike boulevard crossing in South Berkeley. A substantial redefinition of the scope of the near-term project would impact near-term delivery of the safety and efficiency improvements that Alameda CTC committed to, but the short extension to Russell/Heinz was deemed feasible. In January 2022, the Commission approved contracts and funding for the scope expansion to include bike lanes to the Russell/Heinz bike boulevard crossing and bus lanes to just north of Ashby Avenue at the 72 Rapid bus stop.

staff and elected officials the opportunity to more fully consider some of the potential future transportation concepts with the existing communities along San Pablo Avenue in Berkeley and to identify transportation priorities. 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 as the Specific Plan work gets underway.

Stakeholder Engagement

To seek input on the near-term improvements proposed for the San Pablo Avenue corridor in Alameda County, and especially on the impacts to parking/loading in Oakland and Emeryville, Alameda CTC staff has done targeted stakeholder engagement. We have formed a project-specific Active Transportation Working Group, comprised of stakeholders from all four Alameda County cities along the corridor, to discuss pedestrian and bicycle design issues. In Oakland and Emeryville, Alameda CTC has conducted focus groups in partnership with community-based organizations focused on reaching people in Equity Priority Communities³, and conducted one-on-one engagement with merchants and other storefront uses to help the project team ensure that designs under consideration meet critical loading, ADA and access needs. Alameda CTC staff has also shared updates on the project and sought input from agency advisory committees, including accessibility committees and city BPACs.

Alameda CTC will conduct another round of targeted stakeholder engagement in summer 2022 to get input on block-by-block design of the bus and bike lanes in Oakland, Emeryville and South Berkeley, as well as targeted engagement around locations where bus bulbs and parallel bikeway upgrades are proposed. This outreach will include:

- One-on-one storefront engagement (door-to-door, phone, meetings, etc.)
- Community organization presentations and partnerships
- Active Transportation Working Group
- Other targeted outreach around specific design issues/locations

Approval of Project Concept for Oakland, Emeryville, South Berkeley

When the Alameda CTC Commission approved the contract amendment authorizing staff to begin the near-term project implementation phase of the San Pablo Project in September 2020, the item specified that “the infrastructure pilot will *consider* dedicated bus and bike lanes in Oakland and Emeryville” and explicitly stated that “Commissioners are not being asked to approve any designs or right-of-way allocations at this point; the exact configuration to be implemented by the infrastructure pilot will be determined as part of Phase 2.” Staff is now requesting approval of the project concept in this section of the corridor in order to allow staff to advance the preliminary engineering, Caltrans approvals, and environmental process. Alameda CTC will apply for construction funding for the overall near-term project based upon confirmed support from project partners and elected officials.

³ Equity Priority Communities, formerly known as Communities of Concern, are areas that have a significant concentration of underserved populations, such as households with low incomes and people of color.

Alameda CTC will also apply for construction funding for improvements throughout the corridor.

Alameda CTC is also seeking support for the project concept from the relevant agency partners, including the Oakland City Council (tentatively scheduled for May 2022), Emeryville City Council (scheduled for March 15, 2022), Berkeley City Council and/or Committee (date TBD), and the AC Transit Board (scheduled for March 9, 2022). Caltrans will also be a key project partner in approving any final design concepts to advance. Alameda CTC staff is working closely with Caltrans staff to advance required project development processes towards a Caltrans approval in 2023.

Schedule and Next Steps

Staff presented to the Planning, Policy and Legislation Committee on March 14 and received public comments shown in Attachment A. Staff presented at the Emeryville City Council on March 15 and City of Emeryville submitted support letters shown in Attachment B.

Upon receipt of support from key partner agencies and the Alameda CTC Commission, staff will advance the preliminary engineering and submit applications to acquire construction funding for the project. Securing consensus on a concept in spring 2022 is critical to enabling Alameda CTC to submit funding applications this spring and summer. There are numerous anticipated multi-year funding cycles in 2022, for which we believe this project could be competitive.

For the bus and bike lane project, Alameda CTC is seeking to construct the project within 3-5 years. For the bus bulbs and parallel bike improvements, Alameda CTC is seeking to construct the project within 2-3 years. Both of these schedules are contingent on acquiring full construction funding for the projects. Meeting this ambitious schedule will continue to require strong collaborative relationships with our partner agencies.

Contra Costa County

Due to greater geometric and operational variability, different mode splits and travel needs, and varying support for preferred improvements, no clear set of improvements emerged from Phase 1 in Contra Costa County. The West Contra Costa Transportation Advisory Committee and Contra Costa Transportation Authority are leading Phase 2 work there, which includes additional location-specific design and evaluation needed to advance long-term concepts. Alameda CTC will continue to coordinate with Contra Costa County to ensure both near-term compatibility and a long-term vision for the corridor that considers both counties.

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

Attachments:

- A. Written public comments received at March 14, 2022 Planning, Policy and Legislation Committee Meeting
- B. City of Emeryville letters



Memorandum

8.1A

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 17, 2022

TO: Alameda County Transportation Commission

FROM: Tess Lengyel, Executive Director
Carolyn Clevenger, Deputy Executive Director of Planning and Policy
Vanessa Lee, Clerk of the Commission

SUBJECT: Public Comment Submissions regarding the San Pablo Avenue
Multimodal Corridor Project Concept for Further Project Development

Please find additional written public comments received for the March 14, 2022 Planning, Policy and Legislation Committee meeting, Item 5.2: Approve the San Pablo Avenue Multimodal Corridor Project Concept for Further Project Development):

- Addie Jenkins
- Adi Shakti
- Alan Gordon
- Anida Weyl
- Anne Brandon
- Arthur Bohart
- Belle Adler
- Chauncey Roberts
- Dan Ross
- David Anderson
- David Freeling
- Devaki Merrill
- Elizabeth Shedd
- Gunnar Madsen
- Ilyana Landes
- Jenelle C. Prins
- Judy Sui
- Kelly Snider
- Kirsten Tatterfield
- Ladan Sobhani
- Laurel Gardner
- Lauren Parsons
- Linda Jolivet
- Lisa London
- Lynn Delaney
- Mari Vlastos
- Phyllis Kamrin
- Rebecca Eros
- Robert Johnson
- Robert Zweben
- Sam Cohen
- Sandra Tarbet
- Sheryl Bregman
- Susan C. Terris
- Wendy Ware
- Yael Falicov
- Zara Ortiz
- Antione Grondin
- Ari Sreenivasan
- Ben Gerhardstein
- Ben Paulos
- Celeste Lavin
- David Maltzan
- Dereh Sagehorn
- Greg Finley
- Hazel Court
- Isaac Williams
- John Thompson
- Kester Allen
- Lindsay Brothers
- Ludovic Blain
- Mary Claire Heffron

- Mary Lynn Morales
- Maryann Wolfe
- Michael Katz
- Paula Rydberg
- Samuel Maier
- Sherri Reeves
- Tarek Rachad
- Will Leben
- William Wilcox

- Michael Beaty
- Milana R
- Minda Berbeco
- Raymond Sutedjo-The

From: [Addie Jenkins](#)
To: [Vanessa Lee](#)
Subject: RE: Modifications on San Pablo Avenue
Date: Friday, March 11, 2022 9:45:58 AM

I **highly disagree** with the project to eliminate one lane of traffic in both directions on San Pablo Avenue and, most importantly, to eliminate parking.

I believe bicycles can take side streets without any harm to the riders. But, more importantly, the businesses along San Pablo need our support and help, especially after the damage caused by the pandemic.

This change could easily wipe out the retail and restaurants along this important corridor.

Yes, taking the bus and bicycling are better options for the environment but so is having a healthy community.

Bicycling is not an option for me and the bus is not an option at night due to feeling unsafe waiting on the street and being on the bus with homeless people.

PLEASE be reasonable!

Addie Jenkins
961 Jones St
Berkeley, CA 94710

From: [ADI SHAKTI](#)
To: [Vanessa Lee](#)
Subject: San Pablo Ave comment
Date: Friday, March 11, 2022 11:24:49 PM

I prefer San Pablo stay a two lane street with parking. --Adi Shakti

From: [EayGee](#)
To: [Vanessa Lee](#)
Subject: keep San Pablo as it is.
Date: Sunday, March 13, 2022 8:48:56 PM

To whom it may concern. Please Keep San Pablo as it is. Your proposal is going to create a traffic nightmare in the area. WE don't need more gridlock that there already is. You already ruined telegraph and now you want to do the same thing to San Pablo. And why didn't this get announced to everybody in the neighborhoods earlier so we could fight this????

Alan Gordon
510-677-9250

From: [Vanessa Lee](#)
To: [Elizabeth Lake](#)
Subject: FW: San Pablo Ave
Date: Monday, March 14, 2022 8:44:17 PM

[Vanessa Lee](#)
[Alameda County Transportation Commission](#)

From: Anida Weyl <aluckymom@gmail.com>
Sent: Monday, March 14, 2022 3:20 PM
To: Vanessa Lee <VLee@alamedactc.org>
Subject: San Pablo Ave

Please please please leave San Pablo Avenue alone! Without parking, not only will all the shops fail, but the local neighborhood becomes the parking lot for all businesses.

The changes made to Telegraph Avenue are a constant reminder of why this singal lane idea is a bad one. Traffic backs up, hence more cars idling causing more pollution instead of less. It doesn't make the area more walkable as people need to find parking further and further away, causing more traffic in residential areas.

The purpose of these larger roadways is to protect the local neighbors, not destroy them.

Please please PLEASE reconsider destroying another Neighborhood. The idea is a good one, but it's way too soon to subvert areas now.

Thank you for your consideration.

Anida Weyl, resident of Berkeley.

From: [Vanessa Lee](#)
To: [Elizabeth Lake](#)
Subject: Fwd: Proposed Changes to San Pablo Avenue
Date: Friday, March 11, 2022 3:30:11 PM

Sent from my iPhone

Begin forwarded message:

From: Anne Brandon <anne.d.brandon@gmail.com>
Date: March 11, 2022 at 3:23:36 PM PST
To: Vanessa Lee <VLee@alamedactc.org>
Subject: Proposed Changes to San Pablo Avenue

Hello,

I wanted to register my very strong disagreement to the proposals for San Pablo Avenue. That is one of the busiest corridors in Oakland/Berkeley as it is. Reducing the traffic flow to one lane is a terrible idea. Also, eliminating all parking is also a terrible idea, given the huge increase in residential units that have gone up (visitors to those residences) and the businesses that are along the corridor.

Please do not allow this to happen.

Thank you.

Anne Brandon

--

Anne D. Brandon
CORCORAN GLOBAL LIVING
DRE #01877719
510-682-6644

"I have not and will not verify or investigate information supplied by third parties".

From: [Vanessa Lee](#)
To: [Elizabeth Lake](#)
Subject: FW: narrowing San Pablo
Date: Tuesday, March 15, 2022 10:47:12 AM

[Vanessa Lee](#)
[Alameda County Transportation Commission](#)

From: arthur bohart <arthurbohart@gmail.com>
Sent: Tuesday, March 15, 2022 10:45 AM
To: Vanessa Lee <VLee@alamedactc.org>; K T <caribbeanblue@earthlink.net>
Subject: narrowing San Pablo

It has come to my attention that there is a proposal to narrow San Pablo in El Cerrito to one line. This is a HORRIBLE idea and I strongly object. San Pablo is the only major thoroughfare around here. It already can get very crowded in the morning and late afternoon. Furthermore it often gets crowded if cars get off the freeway because the freeway is jammed.

I do not know what the purpose of this is. If it is to put in a bike lane, that is a terrible idea. Barrett avenue (I live just off Barrett at the top of the hill) was narrowed to one lane in Richmond some years ago to install a bike lane. I often travel along it and the times I have seen a cyclist in the years since this was done I could count on one hand. In the meantime traffic now piles up on several blocks long at times.

I strongly object to this plan. I would like to know who votes for this so I can vote against them in the next election if I have a choice.

Sincerely

Arthur Bohart

El Cerrito resident

From: [Vanessa Lee](#)
To: [Elizabeth Lake](#)
Subject: FW: san pablo avenue
Date: Tuesday, March 15, 2022 10:56:00 AM

[Vanessa Lee](#)
[Alameda County Transportation Commission](#)

From: arthur bohart <arthurbohart@gmail.com>
Sent: Tuesday, March 15, 2022 10:55 AM
To: Vanessa Lee <VLee@alamedactc.org>
Subject: san pablo avenue

I need to revise my email I just sent. I see that this proposal is for Alameda County and does not affect San Pablo in El Cerrito.

Nonetheless, as someone who often drives down San Pablo into Berkeley and Oakland, it is still a HORRIBLE idea. If you are trying to force cars off the road this is not the way to do it. You need to deal with THE REALITY NOW, not farfetched visions for years in the future. For the foreseeable future this will create horrible traffic jams, and paralyze businesses along the route when people cannot find places to park. You will be hurting the environment because of cars having to inch along, all the while polluting.

All this so that buses can come and go and bicyclists? I would love to see your estimates of how many bicyclists will use the bike lanes. My experience in Richmond, as I said in my last email, is that installing bike lanes does not lead to extensive use.

YOu need to seriously reconsider this.

Sincerely

Arthur Bohart

El Cerrito resident.

From: [Belle Adler](#)
To: [Vanessa Lee](#)
Subject: San Pablo Parking
Date: Sunday, March 13, 2022 10:33:33 AM

Dear Commissioners:

Please do not take away parking along San Pablo...to date there is NO data that suggests people will ride bicycles if you remove parking spaces. This will only put pressure on side/residential streets for parking. Are you trying to put businesses out of business? Really?
Belle Adler

From: [chaunceyroberts](#)
To: [Vanessa Lee](#)
Subject: Narrowing Driving Lanes on San Pablo
Date: Saturday, March 12, 2022 5:44:41 PM

What is the purpose of creating less lanes on a major thoroughfare which will cause more congested traffic for residents in North Oakland, Emeryville and possibly Berkeley. This makes absolutely now sense and also add to the long delays and disruption for emergency vehicles to get to their destinations. Please re-think this proposal and think about the residents of this amazing city.

Oakland resident and concerned citizen.

Sent from my Galaxy

From: [Dan Ross](#)
To: [Vanessa Lee](#)
Subject: San Pablo Avenue
Date: Thursday, March 10, 2022 7:46:59 PM

Hi,

I'm a home owner at 8th and Bancroft and I'm very concerned about the proposal to eliminate one lane of traffic each way on San Pablo Ave and eliminate all the parking. Honestly it's the stupidest idea I could imagine. This is a main artery in Berkeley. I can only imagine the worse traffic it will cause. What route will replace this thoroughfare. Can you tell me how this is going to benefit the community.

Thank you,
Dan Ross

--

dangodan.com (510) 967-9887

From: [David P. Anderson](#)
To: [Vanessa Lee](#)
Subject: Proposed San Pablo project
Date: Friday, March 11, 2022 11:00:03 AM

I strongly oppose the "San Pablo Multimodal Corridor Project".
I live near San Pablo and drive on it every day.
I also bicycle near it every day.

There are many bike-friendly streets (e.g. 10th) that parallel San Pablo.
There is no need to create a bike lane on San Pablo.

Reducing car lanes from 2 to 1 will cause congestion,
increase trip time, and increase emissions.

-- David Anderson
1243 Ashby, Berkeley

From: [David Freeling](#)
To: [Vanessa Lee](#)
Cc: [Taplin, Terry](#); jarreguin@cityofberkeley.info
Subject: San Pablo Ave
Date: Thursday, March 10, 2022 7:21:37 PM

San Pablo is an important driving corridor. Any attempt to redesign it down to one driving lane will only create serious traffic backlog, harming everyone. I bike frequently but always take streets parallel to San Pablo, such as 9th, Acton, or the Ohlone Greenway. Because of these alternatives, redesigning San Pablo is not necessary and will only have vast unintended consequences. A better plan would be to create more pedestrian and bike crossings on San Pablo, to make it easier for people to cross the street. "Red light flashers" would be the ideal solution -- traffic lights that are usually invisible to drivers but turn into full red lights when a button is pressed.

David Freeling

Teacher, Tutor, Author

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From: [Vanessa Lee](#)
To: [Elizabeth Lake](#)
Subject: Fwd: San Pablo Ave, unintended consequences
Date: Monday, March 14, 2022 9:05:47 AM

Sent from my iPhone

Begin forwarded message:

From: David Freeling <davidfreeling@gmail.com>
Date: March 13, 2022 at 11:12:18 PM PDT
To: Vanessa Lee <VLee@alamedactc.org>
Cc: "Taplin, Terry" <tmaplin@cityofberkeley.info>
Subject: **San Pablo Ave, unintended consequences**

I love biking too but if San Pablo Ave is reduced to one lane of car flow each way, the resulting traffic snarl will just create more pollution and greenhouse gas emissions, as cars linger through the area. Public money would be better spent on public restrooms, giving the people a humane way to meet their needs. And better pedestrian crossings.

From: [devaki merrill](#)
To: [Vanessa Lee](#)
Subject: San Pablo corridor plan
Date: Saturday, March 12, 2022 11:35:37 AM

Hello, thanks for reading my email.

While I appreciate the intent to force people into public transit, to assume that everyone will do so is absurd. And those of us locals who are elderly (I turn 80 in a month) will definitely need to drive occasionally, if only to get closer to a dry-cleaners. Where will we park? Is it your intent to force even more double parking than already happens? There is no ACT going east/west that I'm aware of between Ashby and Stanford, and Stanford's bus is very rare. If the plan is to run more smaller vans east/west, that just puts traffic on local, smaller streets instead of on a street intended for several lanes and larger vehicles.

Before making such a radical decision, I urge you to wait until SF's remake of Van Ness is fully operational to see what actually transpires there. The positives and the negatives should be known in your planning stage, not after you have made your final decision.

Good luck with a plan that is actually HELPFUL to a majority of people who will be using San Pablo in the future. It is not clear to me that will be the case.

Thanks again for reading this email.

Sincerely yours,

Judy Merrill

From: [Vanessa Lee](#)
To: [Elizabeth Lake](#)
Subject: FW:
Date: Tuesday, March 15, 2022 10:47:02 AM

[Vanessa Lee](#)
[Alameda County Transportation Commission](#)

From: Elizabeth Shedd <elizabethshedd6@gmail.com>
Sent: Tuesday, March 15, 2022 10:34 AM
To: Vanessa Lee <VLee@alamedactc.org>
Subject:

This is absurd. Transportation planners have been trying to get people out of their cars for at least fifty years. Another turn of the screw only raises the misery level and sends cars onto side streets. Need to reduce transportation staff by 80 percent (consider the silly street painting and concrete blobs, eg at Alameda and Hopkins) and use the money for homeless.

From: [Vanessa Lee](#)
To: [Elizabeth Lake](#)
Subject: FW: San Pablo Corridor Project
Date: Friday, March 11, 2022 11:40:18 AM

[Vanessa Lee](#)
[Alameda County Transportation Commission](#)

From: Gunnar Madsen <madsen@gunnarspot.com>
Sent: Friday, March 11, 2022 10:57 AM
To: Vanessa Lee <VLee@alamedactc.org>
Subject: San Pablo Corridor Project

I live 2 blocks off of San Pablo (on 9th near Jones), I take public transit, I bicycle for most of my trips in town and, yes, I also have a car for sometimes use.

From Ashby to the Albany border, there is already a designated bicycle boulevard on 9th street. 10th street is also bicycle-friendly. From Gilman north into El Cerrito there are safe parallel streets to San Pablo for biking (Kains, Stannage). Making San Pablo a major bicycle thoroughfare is wasteful considering the wealth of safer and nicer alternatives already in existence. Yes, bicyclists need parking and access along San Pablo to visit retail and housing there, but that can be done in more imaginative ways, I'm sure.

When the freeways clog, San Pablo takes up the slack and becomes clogged. When San Pablo clogs, our local neighborhoods become unsafe with speeding cars trying to beat the traffic (making the Bike Boulevard itself unsafe). Slenderizing San Pablo to a single lane of traffic is untenable with the current level of auto traffic. Perhaps in a magical, distant future, when public transit is fully funded and buses run every 5 minutes, a vision of San Pablo as a leafy, single lane road makes sense. Today, it seems like madness.

Very Truly Yours,

Gunnar Madsen



Gunnar Madsen

G-SPOT RECORDS

www.mcmgm.xyz

From: [llyana landes](#)
To: [Vanessa Lee](#)
Subject: San Pablo Ave. redesign project
Date: Friday, March 11, 2022 8:14:34 PM

Hello --

I just heard about this; wish I had had input before now. I understand some of the needs driving this proposed plan, but I still think it's a big mistake. Since San P. Ave is actually a highway, it makes more sense to me to restrict it from bicycle use, as they can much more safely ride on parallel side streets. If it gets turned into one lane only for car traffic, it will end up being a congestion nightmare for everyone who drives, and what alternative do we have? (I'm 75, and not about to bike for my transportation needs, and there are a lot of seniors in our area who are not biking either.) Please please don't turn this otherwise useful highway into a congestion/traffic nightmare!!! I also will feel very sorry for all the businesses along that route.

Thank you,

Llyana

From: [Vanessa Lee](#)
To: [Elizabeth Lake](#)
Subject: FW: Proposed Changes to San Pablo Avenue
Date: Monday, March 14, 2022 8:44:06 PM

Vanessa Lee
Alameda County Transportation Commission

-----Original Message-----

From: Jenelle C. Prins <jcprins@sbcglobal.net>
Sent: Monday, March 14, 2022 6:41 PM
To: Vanessa Lee <VLee@alamedactc.org>
Subject: Proposed Changes to San Pablo Avenue

I live on 43rd St. between Adeline and Market and have done so since 1999. There used to be two primary avenues that I could use to go from my place to get into downtown or to go north in Berkeley and points farther north - Telegraph and San Pablo. Market and Adeline only go so far before ending. Since 2019, Telegraph has become a nightmare due to the changes removing lanes and rearranging parking. Supposedly this was to make a protected bike lane, which I am all in favor of, but I have seen more close calls with cyclists after the changes because cyclists and drivers can't see each other when drivers have to make turns.

This leaves San Pablo as my main thoroughfare. (I frequently can't use the freeway to get anywhere because it is a virtual parking lot.) In its current state, San Pablo is already fairly congested, so it is not my first choice for getting anywhere close by, but if I have to go to, say, Albany or into downtown Oakland, it is my only real choice. This is especially true once I get into Berkeley where one-way streets and blocked streets make it nearly impossible to get from farther Adeline towards any street to the west. It makes no sense to make the sole remaining thoroughfare a single lane. If we are supposed to be reducing greenhouse gases, requiring cars to idle for longer periods of time does not seem the way to go.

Removing parking also would seem counterintuitive if we are trying to encourage people to shop locally. Plus, given that many spots are metered, it would rob the various localities of revenue.

I know that the Bay Area is on a kick to get everyone to get from place to place on bicycles or via public transportation, but cycling makes no sense for me. I am disabled. I am not able to easily walk between bus stops and the places I need to go on a regular basis. However, I also don't qualify for paratransit. My knees are not happy with attempts at cycling either. As a result, I haven't ridden a bicycle in decades.

In addition, I couldn't do my grocery shopping using a bicycle or public transportation, since I tend to do large shoppings 2-3 times per month rather than going out every day or so. It allows me to conserve fuel and time and physical exertion. I would add that my preferred grocery store is located on San Pablo. How am I supposed to get 4 cases of soda and 8-10 bags of groceries home via bike or bus? Plus, I can't afford the bus or a new bicycle. Every bicycle I have bought over the past 20 years has been stolen. The last time the thieves removed the side of my garage (the wall!) to get at the bicycles. Locked gates, bike locks, and apparently actual walls are no deterrence.

Also, I supplement my disability income with pet sitting. Sometimes I have as many as 3 homes to visit on a single day. I also used to walk dogs pre-pandemic and had to get to 3-4 houses within a matter of 3-4 hours. Public transportation and bicycles were simply not an option. I simply couldn't get to the various places I needed to go via bus in the time allotted, even though I was sometimes driving down transit lines.

I am envisioning San Pablo Avenue at or near rush hour. Both lanes are packed and trying to turn left across San Pablo is an exercise in patience. Where would you put those cars if you remove a lane? Getting across the avenue would be even more of a misery. You can't honestly think that removing a lane is going to magically cause thousands of people to abandon their cars? Who wants to cycle to work and get there all sweaty? Going out to

dinner? Same issue, plus then you have to ride home in the dark. Does this mean you can't have that second glass of wine? That also eliminates those quiet conversations to and from work or the restaurant. My best friend is an avid biker, but even she doesn't use her bike for routine commuting or errands. Because it is not convenient or workable.

In the "advertisement" for this initiative, I saw a reference to "outdated, car-centric" planning. While more and more people are taking to cycling, there are plenty of cars on the road. We are still a car-centric nation, state, and locality. Removing a lane will not somehow transform the area from a car-centric location. Rather it will make road conditions worse and increase road rage. Telegraph Avenue is a disaster. It is more crowded, more stressful, and I have abandoned all the stores I used to patronize. I used to use the Walgreen's as my pharmacy, utilize a stylist for hair, and routinely go to restaurants in the area. Now I just avoid the place. I can't avoid San Pablo, because it is one of my main access roads.

I do understand a desire to reduce injuries. However, while certainly there are unsafe drivers on the roads, making the one remaining thoroughfare a single lane is not going to solve the problem. With no alternatives, it will just make drivers more harried, more angry, more distracted. Cycling injuries might also decrease if cyclists remembered that they do share the road and that they are not indestructible. Unless things have changed significantly, cyclists are still subject to traffic laws, yet they routinely run through stop signs and stop lights. Routinely.

You are supposed to be considering the needs of ALL of the citizens. San Pablo is the only main road between Oakland and El Cerrito and beyond these days that is more than a single lane. Please don't take that away.

Sincerely
Jenelle C. Prins
994 43rd St.
Oakland, CA

Sent from Jenelle C. Prins

From: [Vanessa Lee](#)
To: [Elizabeth Lake](#)
Subject: Fwd: San Pablo 1 lane no parking
Date: Monday, March 14, 2022 9:05:26 AM

Sent from my iPhone

Begin forwarded message:

From: J Sui <judisui@gmail.com>
Date: March 14, 2022 at 8:09:16 AM PDT
To: Vanessa Lee <VLee@alamedactc.org>
Subject: San Pablo 1 lane no parking

This is a terrible idea! To take away street parking for a dedicated bike lane!
Put bikes on a side street. The impact on transit would be terrible! Slow down
the buses? What about blue placard parking?

Please don't approve this!

(How is traffic on Telegraph where this has been done? I know it's lengthened
my bus trips).

Please excuse the typos and weird autocorrects.

Judi

From: [Kelley Snider](#)
To: [Vanessa Lee](#); [Kelley Snider](#)
Subject: Horrifying San Pablo Ave. Plan
Date: Friday, March 11, 2022 6:55:52 PM

Hi,

I was informed to write to your email regarding the ridiculous plan for San Pablo Ave. which I currently reside a block from.

Is there some reason why these weird destruction of streets keeps happening? It is so hard to drive anywhere now, no one uses the bike lanes (the few cyclists I see use the car lanes instead and give you the finger if you honk at them), it is stupid to have no parking for any of the businesses on San Pablo, and equally stupid to erect obstructions, i.e. cement barriers and median strips, in a land of fires and earthquakes, especially when the reason people in Oakland died in the last conflagration was because the streets were too narrow. This plan is stupid, a waste of money, a bane to commerce on San Pablo Ave., and a threat to public safety. Who did you put in charge of all these stupid moves? A 5 year old boy with a Lego set? The Bicycle Coalition?

Fix the potholes and sidewalks instead of this stupid waste of taxpayer money. Put up STOP signs if you want to "calm" streets, it's a lot cheaper and doesn't throw the baby out with the bath water.

Thanks,

Kelley Snider

Sent from [Mail](#) for Windows

From: [Kirsten Tatterfield](#)
To: [Vanessa Lee](#)
Subject: Oppose the San Pablo Avenue Multimodal Corridor Project Concept
Date: Sunday, March 13, 2022 8:31:07 PM

This plan is, like all the past ones, is " All Stick, No Carrot! " To encourage people to use public transportation, there need to be massive subsidies, increased routes and all day and frequent schedules FIRST, in order to attract riders. Bike traffic needs to be on less busy streets -- Not on Busy thoroughfares.

From: [Vanessa Lee](#)
To: [Elizabeth Lake](#)
Subject: Fwd: Public Comment Regarding San Pablo Corridor Project
Date: Friday, March 11, 2022 2:33:05 PM

Sent from my iPhone

Begin forwarded message:

From: Ladan Sobhani <ladan.sobhani@gmail.com>
Date: March 11, 2022 at 2:24:37 PM PST
To: Vanessa Lee <VLee@alamedactc.org>
Subject: **Public Comment Regarding San Pablo Corridor Project**

Dear Commissioners,
Thank you for the opportunity to voice my opinion about this project.

As a Berkeley resident of 21 years who lives and works directly off San Pablo Avenue, I am very familiar with the effects of congestion on this major artery (Highway 123), as well as the effects in our neighborhood as drivers try to bypass the congestion by zipping through side streets.

Below are some of the many reasons I oppose reducing automobile traffic to one lane each way along San Pablo Ave in lieu of a dedicated bus lane:

- 1- The reduced auto access will create major traffic jams along San Pablo, generating a far greater carbon footprint as cars idle in traffic, while a relatively small portion of the carbon footprint will be offset by increased bus ridership.
- 2- Neighboring streets will see a major spike in automotive traffic as drivers try to get around stopped traffic on San Pablo Ave. Anytime there is a traffic jam on San Pablo Ave, drivers speed through the side streets, often having to turn around where they didn't realize the streets are blocked.
3. Today I drove down International Blvd to get a sense of what the dedicated bus lane has done there. As had been described by my friends who use that Blvd frequently, I witnessed cars from the backed-up single lane of traffic zooming into the bus lane to get around traffic. At 50th Ave, cars not only zoomed along the bus lane, but they also went through the red light. I only saw one bus in either direction (two total) during my drive along International Blvd.
- 4- I have the luxury of biking to work, which I do most days by using the side streets which are safer than San Pablo. The vast majority of my friends also avoid San Pablo Ave and other major automotive thoroughfares when biking. **I fully support improving the streets running parallel to San Pablo for bicycle safety** (even basic re-paving would go a long way!). I recognize this is not possible in

Oakland and most of Emeryville until about 62nd St. and would support a dedicated bike lane along San Pablo from Oakland up to Russell St .

5- Pablo Avenue is used by all the workers (including my husband) who need their vehicles with all their tools & equipment to get to their job sites. My husband can't load the windshields and auto glass tools he needs onto the bus or tie them to his bike. The Bay Area is a community with rapid development. All the contractors, carpenters, electricians, plumbers, housekeepers and other trades people who service these communities need their vehicles for their work.

My colleagues & employees do not have the luxury of taking public transportation or biking to work. As housing prices have gone up, workers have been pushed farther from Berkeley, making public transportation prohibitively time consuming. All the construction happening along San Pablo Avenue is by workers commuting from more affordable communities like Vallejo, Livermore, etc (we witness it with the construction site across the street from our shop).

Rather than creating a dedicated bus lane, **I believe our communities would be far better served if we spent these transit dollars on smaller buses (like the ones used for transporting seniors) that came every 5 minutes**

Thank you for your time,
Ladan Sobhani

--

Auto Glass Express
www.bayareaautoglassexpress.com
2147 San Pablo Ave
Berkeley CA 94702
Tel: 510-847-2674

From: [Vanessa Lee](#)
To: [Elizabeth Lake](#)
Subject: Fwd:
Date: Friday, March 11, 2022 2:51:47 PM

Sent from my iPhone

Begin forwarded message:

From: Laurel Gardner <gardnerlaurel@gmail.com>
Date: March 11, 2022 at 2:45:14 PM PST
To: Vanessa Lee <VLee@alamedactc.org>

Eliminating a lane of traffic and/or parking on San Pablo Ave is a move against people who can't bike and still deserve equal opportunity to independent living, in particular the ageing.

There are far safer streets to bike down other than San Pablo. Biking one street above or below the main thoroughfare is always safer. Berkeley should dedicate those streets to bikes.

From: [lauren parsons](#)
To: [Vanessa Lee](#)
Subject: No No No No No, please No
Date: Saturday, March 12, 2022 11:47:08 AM

With all due respect, reconfiguring San Pablo corridor through Berkeley, Albany, etc. to include a dedicated bus lane, eliminate parking for local businesses with a bike lane instead is a very very very bad idea. This plan will have cascading negative effects.

Use smaller buses.

Don't ruin San Pablo Avenue!!!!!!

Lauren Parsons

Sent from my iPhone

From: [linda jolivet](#)
To: [Vanessa Lee](#)
Subject: Proposal to reduce lanes in El Cerrito on San Pablo
Date: Saturday, March 12, 2022 3:42:46 PM

Sent from [Mail](#) for Windows

The idea of creating more traffic at peak hours by reducing lanes is a BAD idea! Please stop making life more difficult and El Cerrito more congested. Whoever thought of this horrendous idea should be voted out of office. I could understand a street like Central or Moser, but San Pablo is just not logical!

These types of ideas make life more difficult for people who live here, older drivers, and encourage the exodus to places like Sacramento and Roseville.

From: [Lisa London](#)
To: [Vanessa Lee](#)
Subject: Proposal for San Pablo Avenue
Date: Friday, March 11, 2022 11:15:38 AM

Good morning:

I want to go on record stating my disapproval for the proposed bicycle accommodations on San Pablo Avenue. Your proposal would create hardships for the businesses along the corridor due to lack of parking and also problems for those of us who tote multiple children and/or the elderly to appointments. It would also severely impact anyone incapable of riding a bicycle or public transportation. Please consider the many for whom this would be unworkable before moving forward with what appears to be a poorly thought out plan.

Thank you.

Lisa London

Sent from my iPhone

From: [Lynn Delaney](#)
To: [Vanessa Lee](#)
Subject: How do "they" justify robbing us of parking spaces and a lane of traffic on a busy street?~
Date: Saturday, March 12, 2022 2:26:14 PM

From: [Mari Vlastos](#)
To: [Vanessa Lee](#)
Subject: crazy idea for San Pablo!
Date: Sunday, March 13, 2022 11:09:03 AM

I'm a disabled resident of Berkeley and MUST travel by car. PLEASE don't make my trips any longer—San Pablo is congested enough as it is! (I can barely make it to my doctors off Telegraph because of the one lane congestion in Oakland now.)

Mari Vlastos
1221 Queens Road
Berkeley

From: [Marylynnmorales](#)
To: [Vanessa Lee](#)
Subject: I'm a D2 resident and cyclist
Date: Friday, March 11, 2022 6:57:36 AM

I ride my bike for transportation and I also drive a car. There are alternate routes for cyclists, please don't make San Pablo avenue worse, traffic-wise. Make a good and final plan for access and safety, but short run it doesn't make sense to further piss off drivers. Think it all the way through before rushing changes. My two cents, for what it's worth.
Sincerely, Mary Lynn Morales

Mary Lynn Morales, MS, LAc
(510) 326-7928
www.mlmorales.com

From: [Vanessa Lee](#)
To: [Elizabeth Lake](#)
Subject: Fwd: San Pablo Ave
Date: Monday, March 14, 2022 9:05:55 AM

Sent from my iPhone

Begin forwarded message:

From: Maryann Wolfe <maryann.wolfe@icloud.com>
Date: March 13, 2022 at 10:05:33 PM PDT
To: Vanessa Lee <VLee@alamedactc.org>
Subject: San Pablo Ave

Reducing San Pablo Ave to one lane going north and one lane moving south makes no sense, with no parking, ruins business activity and creates traffic slowdowns that will make users frustrated. San Pablo Ave helps freeway drivers find better commutes as well. I am totally opposed to this change.

Maryann Wolfe

Sent from my iPhone

From: [Michael Katz](#)
To: [Vanessa Lee](#)
Subject: Do not narrow San Pablo Ave. in Berkeley
Date: Sunday, March 13, 2022 12:22:51 AM

Dear Commissioners, c/o Vanessa Lee,

As a cyclist, pedestrian, transit rider, and your constituent, I urge you to reject any design that would remove mixed-use lanes or parking on San Pablo Avenue here in Berkeley.

Narrowing San Pablo Ave. would make conditions worse for everyone. It would worsen existing severe congestion – which would worsen the very climate impacts that our city is trying to reduce.

The temporary disruption caused by blockage and construction would kill off several fragile small businesses in one of Berkeley's perpetually struggling commercial districts. These merchants are trying to recover from the pandemic. Removing street parking would permanently kill still more businesses, by denying customers' access to them.

The only mitigation for these impacts would be to flood adjacent residential streets with traffic and parked vehicles. This is simply an unacceptable way to treat San Pablo Ave.'s neighbors.

At Berkeley's public open houses about this proposed project, many of us cyclists agreed (along with merchants and neighbors) on the following assessment of this countywide project: Some stretches of San Pablo Ave. in other cities, like Oakland, certainly need better access and accommodation for bicycle riders. But this is because they lack a network of alternative side streets.

Berkeley is different. Tenth Street and the Curtis Street/Cornell Avenue couplet are adjacent, quiet streets that offer cyclists continuous, low-stress alternative routes. Any sane cyclist would avoid San Pablo Ave.'s noise, fumes, and congestion – regardless of San Pablo's configuration – and instead use these convenient residential streets.

For all of these reasons, I urge you to reject misguided proposals to eliminate mixed-use travel lanes or parking spots on San Pablo Ave. in Berkeley.

Respectfully yours,
Michael Katz
2117 Rose St.
Berkeley, CA 94709

From: [Paula Rydberg](#)
To: [Vanessa Lee](#)
Subject: San Pablo street proposal
Date: Sunday, March 13, 2022 7:34:45 PM

To whom it may concern,

I object to the one lane proposal each way and elimination of parking on San Pablo ave. You will be hurting businesses and People who use it as a main thoroughfare to get across town.

Don't do this

Paula Rydberg

Berkeley Resident for 12 years.

Sent from my iPhone

From: [Vanessa Lee](#)
To: [Elizabeth Lake](#)
Subject: FW: San Pablo Ave.
Date: Monday, March 14, 2022 8:44:08 PM

Vanessa Lee
Alameda County Transportation Commission

-----Original Message-----

From: Phyllis Kamrin <almaduo@comcast.net>
Sent: Monday, March 14, 2022 6:10 PM
To: Vanessa Lee <VLee@alamedactc.org>
Subject: San Pablo Ave.

ACTC:

I own an ebike and use it quite frequently for errands and work. However, I do not agree that bikes should be on SPA there are other alternatives that should be better maintained. For you bike activists, focus instead on getting more streets paved so that biking on side streets isn't such a jarring experience. Focus on getting better bike parking in high use areas so I don't have to worry about my bike getting stolen while I shop. I also use my car for work as I have multiple sources of income, don't be so judgmental about car drivers. Just as not every cyclist is arrogant and entitled, most drivers are courteous and wanting to do the right thing.

I am in favor of a bike lane, but about buses: Yesterday I was walking down on SPA near my closest bus shelter. Inside was a man enthusiastically masturbating, pants down, with all his bags and belongings taking up the whole space. DISGUSTING! Please fix the real problems with buses and bus ridership before you do any structural changes to the roadways. I stopped taking the bus after witnessing fights and heckling on some bus routes. Also, while SPA buses are great, connections are terrible. I can't count the number of times my son called panicked from BHS saying that the bus hadn't come and he was going to be late for work.

--

Phyllis Kamrin
Director, Crowden Chamber Music for Adults Left Coast Chamber Ensemble www.leftcoastensemble.org Director, INTERSECTION workshop

From: [Rebecca Eros](#)
To: [Vanessa Lee](#)
Subject: San Pablo Ave.
Date: Sunday, March 13, 2022 6:58:08 PM

Dear Commissioners,

I am writing to request that you not approve the reconfiguration of San Pablo Ave. in Berkeley. Reducing car traffic on San Pablo to a single lane is problematic for a number of reasons. The delays caused by the increased congestion will increase pollution in the neighborhood. While biking is a great idea, there are already dedicated bike streets a couple blocks away. In addition, cars slowed down on San Pablo will simply head to neighborhood streets to get away from traffic, causing danger to residents. Eliminating parking on San Pablo will harm small businesses, as customers head to destinations with more convenient parking. People who do continue to patronize these will park in the neighborhood, losing revenue for the city and increasing already significant parking congestion.

Please do not reconfigure San Pablo.

Thank you,
Rebecca Steeby Eros
2514 10th St.
Berkeley, CA 94710

From: johnsonrh4@earthlink.net
To: [Vanessa Lee](#)
Subject: San Pablo Ave
Date: Sunday, March 13, 2022 8:50:05 PM

I ride my bicycle everywhere and stay off the main traffic arteries. If the goal is to cut down on air pollution then choking the traffic on San Pablo would have the opposite effect. I would like to propose that the easiest and fastest way to cut down on traffic and get the public into mass transportation is to increase the taxes on vehicles not change the patterns of the streets.

I have witness all the expensive street changes around Berkeley and feel that this has been a huge mistake. The money would have been much better spent solving our homeless problem.

I can assure you that I'm not alone and suggest that the current administrators get in touch with the people or we will replace you.

Regards,

Robert Johnson

Sent from [Mail](#) for Windows

From: [Vanessa Lee](#)
To: [Elizabeth Lake](#)
Subject: Fwd: Modifying the traffic lanes on San Pablo Ave
Date: Monday, March 14, 2022 9:20:30 AM

Sent from my iPhone

Begin forwarded message:

From: robert zweben <rzweben@gmail.com>
Date: March 14, 2022 at 9:18:36 AM PDT
To: Vanessa Lee <VLee@alamedactc.org>
Subject: Modifying the traffic lanes on San Pablo Ave

Dear Sir or Madam,

I do not favor reducing the lanes on San Pablo Ave in Berkeley. Nor do I think eliminating parking is sensible. The disruption of the street will have a long term effect on businesses located on San Pablo Ave on top of everything else.

Yours,

Robert Zweben

From: [Vanessa Lee](#)
To: [Elizabeth Lake](#)
Subject: Fwd: San Pablo Bus Lane Proposal
Date: Friday, March 11, 2022 5:03:53 PM

Sent from my iPhone

Begin forwarded message:

From: Samuel Cohen <sjcohen0@gmail.com>
Date: March 11, 2022 at 4:53:39 PM PST
To: Vanessa Lee <VLee@alamedactc.org>
Subject: San Pablo Bus Lane Proposal

Hello,

I saw that there is a proposal to remove one of the lanes on San Pablo to restrict cars and allow more bus traffic. I live on 10th and Channing just a block off San Pab.

Wanted to let you know i think this is a terrible proposal and is not a realistic solution. It will cause more problems than it fixes.

Hope this does not get approved. Thank you.
-Sam

From: [Sandra Tarbet](#)
To: [Vanessa Lee](#)
Subject: eliminating one lane of traffic on San Pablo Avenue
Date: Saturday, March 12, 2022 9:11:35 PM

I am writing to express my dismay and disappointment at the idea of eliminating one lane on San Pablo Avenue.

Many of us take San Pablo Avenue home from work from Oakland to Berkeley and Albany.

It is the only corridor between the two other than I-80 and 580.

There is this "pressure" to ride bikes, walk, and take AC Transit.

This is what YOU GUYS want, not what the taxpayers want.

I am a 62 year old woman who works in Oakland and has to get home to Albany.

I'm NOT going to put myself in the hospital by riding a bike, thank you!

Sorry but I'm not exposing myself to the crime (or covid) on our busses and it is simply not safe for me,

an elderly woman alone to be on a public transit.

I NEED TO DRIVE A CAR. When you close down a whole lane you are planning AGAINST a whole population:

Older people, disabled people, people transporting children, people who have to have their cars for work, the list goes on.

OUR SIDE STREETS WILL BECOME JAMMED, BUMPER TO BUMPER, AND DANGEROUS TO ALL.

PLEASE NO removing lanes on San Pablo Avenue.

Sandra Tarbet
east bay resident 50 years.

From: [Sandra Tarbet](#)
To: [Vanessa Lee](#)
Subject: eliminating one lane and parking on San Pablo Avenue
Date: Saturday, March 12, 2022 9:13:10 PM

HOW will be support our local businesses on San Pablo Ave. when you eliminate all parking on the Avenue????

No, we're not all going to walk, kill ourselves on a bicycle, or take the bus. WE NEED TO DRIVE AND WE NEED TO PARK!

You will be closing small businesses if you do this!!!

From: [Vanessa Lee](#)
To: [Elizabeth Lake](#)
Subject: Fwd: San Pablo Avenue
Date: Friday, March 11, 2022 1:46:13 PM

Sent from my iPhone

Begin forwarded message:

From: Sheryl Bregman <sheryl_bregman@hotmail.com>
Date: March 11, 2022 at 1:33:53 PM PST
To: Vanessa Lee <VLee@alamedactc.org>
Subject: San Pablo Avenue

Please do NOT eliminate any traffic lane on San Pablo. Eliminating a lane and parking will be devastating to the many small local businesses on San Pablo and will cause nothing but congestion and delay for those of us who frequent those businesses. The proposal is a sure way to send residents to shop on line.

- Sheryl Bregman
Oakland, CA

From: [S. Terris](#)
To: [Vanessa Lee](#)
Subject: A proposal to make San Pablo Ave one lane each way - AGAINST
Date: Saturday, March 12, 2022 9:52:27 AM

March 12, 2022

Dear Alameda CTC:

I understand there is a proposal to turn San Pablo Avenue from 2 North/South lanes to 1 North/South lane. Before implementing that proposal, I propose needed local solutions be implemented **first** to prevent the traffic from rerouting itself from San Pablo Ave. to Carlson Blvd in El Cerrito and Richmond. Please fix long-standing local traffic problems first.

Why: I have written to Richmond's Public Works Dept last year (2021) about the glut of traffic and speeding on the connecting street where I live between Carlson Ave. and San Pablo Ave. I talked to my surrounding neighbors and they all agreed traffic on our street needs to be slowed. Speed bumps, or putting a stop sign on Carlson at Sutter have been requested. I called Richmond's PW Dept to follow up - no response.

Carlson Blvd. is also used as a major thoroughfare in El Cerrito and Richmond. Traffic builds up from the 80E exit on Carlson. Traffic (including LARGE trucks) speeds during rush hours, turns L on Sutter Ave. (where I live) to connect to San Pablo Ave. I imagine if SP were turned to 1 lane both ways, the backup (on our small street) to connect to SP would DOUBLE. That would be a BIG problem for residents on Sutter Ave., in particular. I'm sure it would be a problem for other, similar streets.

There have been a few FATAL accidents on Carlson Ave., due to speeding while intoxicated, in the past half year. Nothing has been done yet about slowing traffic (and speeding problems) on Carlson Blvd. Residents are begging for traffic slowing on Carlson Blvd. to no response from Richmond.

Summary in opposition to turning SP into 2 1-way lanes at this

time:

1. Local traffic problems on Carlson Blvd. in El Cerrito and Richmond should be fixed **FIRST!**
2. Local traffic problems on streets connecting Carlson Blvd and San Pablo Ave., particularly narrow streets, should be fixed **FIRST!**

I understand the vision and need for making room for both cars and bicycles. However I think we need to plan more appropriately for the long term. After resolving current traffic problems, then implement a huge undertaking. If the local traffic problems are not resolved first, I anticipate local traffic disaster for everyone (cars and bicycles).

Finally, a plea from those of us with disabling conditions that do not allow us to use a bicycle. We need a solution that is both/and, and not either/or. Some of us need to use a car to do shopping, etc.

Thank you for listening to the pleas of local residents before acting on your proposal.

I know that the promise of infrastructure money is dazzling to the imagination. And please, fix the long-standing infrastructure problems with traffic **FIRST**.

Sincerely yours,

Susan C Terris
6206 Sutter Ave.
Richmond, CA 94804
510 528 0440

"We are souls dressed up in sacred biochemical garments and our bodies are the instruments through which our souls play their music." Albert Einstein

From: [Wendy Ware](#)
To: [Vanessa Lee](#)
Subject: Please don't eliminate ANY San Pablo Ave. lanes
Date: Saturday, March 12, 2022 12:13:03 AM

Hi,

> I understand that Alameda AC Transit Committee is thinking about eliminating a lane in each direction on San Pablo Ave and ALL parking. That is the worst idea ever! Please don't do this as traffic is already bad with all of the people who get off the freeway and drive on San Pablo during rush hours, you'll turn this into the mess that is Telegraph Ave in downtown Oakland or parts of Berkeley or San Francisco and those areas are terrible to drive in. I live off San Pablo and use it everyday several times a day, please don't make it worse.

> I own property in Oakland, pay taxes and vote in Alameda and will remember this in November.

> Thanks for understanding what's important to the tax payers in Oakland.

> W. Ware

>

> Sent from my iPad

From: [Yael Falicov](#)
To: [Vanessa Lee](#)
Subject: San Pablo Ave corridor
Date: Friday, March 11, 2022 12:18:21 AM

Hello,

I have learned from a social media post that a redesign of San Pablo Ave is being considered, including narrowing traffic to one lane. I am a local resident who lives one block off of San Pablo Ave. I am also a public health professional, long time environmentalist, and public transit proponent. I am concerned that this plan creates a public safety and environmental health issue.

At rush hour, and increasingly at many more hours, when traffic on I-80 grinds to a halt, many people use San Pablo Ave to travel from Oakland/Berkeley to Richmond. It is indeed the only non-freeway thoroughfare. Ambulances and fire trucks use it with frequency. If the avenue becomes a one lane street, traffic will back up substantially. In an emergency, such as a fire, public safety vehicles will not be able to drive through.

Additionally, vehicles idling in traffic will add to the already terrible air quality in our neighborhood. Maps published in yesterday's New York Times show that the entire corridor along San Pablo Ave has some of the worst air quality in the area, ranked highly hazardous. We residents do not deserve even more unhealthy air, presumably in the name of environmental design. Our children have some of the highest rates of asthma in the country.

The reality is that local public transit does not run frequently enough in non-commute hours, or more generally to enough locations OFF of San Pablo, to replace cars in our area for residents. Bike lanes are great for people who are able-bodied and who work close to home. But prioritizing bikes above all else is not good planning in an area with poor bus lines and where so many older people and people with disabilities, not to mention people with long or circuitous commutes, and people with small children, are still car dependent. Just adding bike lanes does not help the majority of residents, not does it help air quality without a viable plan to get more people out of their cars.

Thank you for considering this input.

Yael Falicov, MPH

From: [Zara Ortiz](#)
To: [Vanessa Lee](#)
Subject: San Pablo Ave lane elimination
Date: Saturday, March 12, 2022 1:24:14 PM

Hello,

I'm am writing to voice my opinion on the proposed lane change/elimination of CA HWY 123 aka San Pablo Ave. **I am against this proposal.** This is not the solution to our ever growing population here in Berkeley and our surrounding cities. Please help me understand why we keep adding more and more housing units but expect people not to come here with their cars? Also help me understand why this seems so sneaky. As a native/long time resident of Berkeley I only knew of this proposal because I happened to come across a post about it on the Nextdoor app. It caught my eye as I was searching for baby items. Like many other unsuspecting residents, I will not be able to attend the scheduled Zoom meeting. Why is the general public not notified directly about this sort of plan that so greatly affects us?

Thank you for your time.

Zara Ortiz

From: [Antoine Grondin](#)
To: [Vanessa Lee](#)
Subject: PPLC 3/14 Item 5.2
Date: Saturday, March 12, 2022 8:49:25 AM

Hi,

My wife, my children and I are residents at 1439 67th St, Berkeley, and are travelling along San Pablo regularly. We are **in support of adding reserved & protected bike lanes and dedicated bus lines** on the entire length. This corridor is dangerous to cross, dangerous to bike on, and has heavy car traffic, making it an unfriendly corridor to my family and I. We believe that a non-car centric redevelopment of this corridor would drastically improve our quality of life, the safety of our neighbourhood and the quality of the air.

--

--

Antoine Grondin

From: [Arvi Sreenivasan](#)
To: [Vanessa Lee](#)
Subject: PPLC 3/14 Item 5.2 -- in support!
Date: Sunday, March 13, 2022 8:00:17 AM

Hello, I'm an Alameda county resident and I'm writing to strongly support the San Pablo Ave Multimodal Corridor plan.

I'm a dad and I take my kids to school and activities whenever I can. Safe infrastructure to ride is the biggest factor I consider, when decided whether I can replace a car trip with a bike trip.

I see some opponents cite parents with kids as a reason we have all stay in cars forever. It's not true! Enable us to choose a greener future, please.

Thank you.

-Arvi

From: [Ben Gerhardstein](#)
To: [Vanessa Lee](#)
Cc: jarreguin@cityofberkeley.info; [Ben Gerhardstein](#); [Dave\(dave@bikeeastbay.org\) Campbell](mailto:Dave(dave@bikeeastbay.org) Campbell); [Derek Sagehorn](#); [Karen Parolek](#); [Kesarwani, Rashi](#); ttaplin@CityofBerkeley.info
Subject: PPLC 3/14 Item 5.2
Date: Saturday, March 12, 2022 10:08:05 AM

Hello,

As a Walk Bike Berkeley coordinating committee member and a West Berkeley resident who has regularly experienced near misses with my young children on San Pablo, I strongly support adding bus and protected bike lanes and pedestrian crossing improvements along the whole San Pablo corridor. Please proceed with the planned near-term project to add bus and bike lanes in South Berkeley (3/14 Item 5.2). We must take every opportunity to make this high-injury street safer and more sustainable.

Best

Ben Gerhardstein
Walk Bike Berkeley

From: [Ben Paulos](#)
To: [Vanessa Lee](#)
Subject: PPLC 3/14 item 5.2
Date: Saturday, March 12, 2022 3:20:43 PM

I would like to speak out in favor of protected bike lanes and rapid bus lanes on San Pablo Avenue across Berkeley and beyond.

The concept of a "parallel bike network" on side streets is simply the status quo. We need to improve cycling and other mobility options, not simply ignore them.

San Pablo Avenue has the potential to be "superhighway" for bike commuters, increasing the speed of a bike commute and recognizing bikes as transit. This is especially true as ebikes become more common and people use them for longer commutes.

The status quo of side streets has too many stop signs and interruptions to allow for a quick commute, which encourages people to drive.

Likewise the 72R bus line only pretends to be a rapid bus under current conditions. We need to make it a real bus rapid transit system to rival the BART.

Thank you,

Ben Paulos
Berkeley, CA

+--+--+--+
Ben Paulos
benpaulos@gmail.com

From: [Celeste Lavin](#)
To: [Vanessa Lee](#)
Subject: PPLC 3/14 Item 5.2 comment
Date: Saturday, March 12, 2022 1:29:46 PM

Hello-

I just moved to Dwight Way and Ninth, two blocks away from San Pablo Avenue. I strongly support creating bus lanes and protected bike lanes on San Pablo to help more people move safely through our city and my neighborhood.

Thank you,
Celeste Lavin

From: [David Maltzan](#)
To: [Vanessa Lee](#)
Subject: PPLC 3/14 item 5.2
Date: Saturday, March 12, 2022 10:36:16 AM

Hello,

I am writing to express my support for the San Pablo Avenue Corridor project, especially the bus lanes and bulbouts - we desperately need better bus corridors here in the East Bay so that we can reduce car dependence and increase safety for all.

Thank you,

David Maltzan
120 Bayo Vista Av
Oakland, CA 94611

From: [Derek Sagehorn](#)
To: [Vanessa Lee](#)
Subject: LATE SUBMISSION: PPLC 3/14 Item 5.2
Date: Saturday, March 12, 2022 6:57:41 AM

Hello,

I write as chair of the East Bay Transit Riders Union in support of the San Pablo Avenue Multimodal Corridor Concept. This is a great opportunity to make San Pablo Avenue safer, more livable and provide transportation improvements for bus riders, pedestrians, bike riders and car drivers.

ACTC has conducted extensive outreach within the community and implemented changes in response to feedback. At this time, we must move forward to ensure San Pablo Avenue stays on track towards becoming an even better place.

--

Derek Sagehorn
(925) 783-1963
sagehoe@gmail.com

From: [Vanessa Lee](#)
To: [Elizabeth Lake](#)
Subject: Fwd: San Pablo Corridor feedback (strongly support!)
Date: Friday, March 11, 2022 2:51:52 PM

Sent from my iPhone

Begin forwarded message:

From: Greg Finley <gregpfinley@gmail.com>
Date: March 11, 2022 at 2:49:17 PM PST
To: Vanessa Lee <VLee@alamedactc.org>
Subject: San Pablo Corridor feedback (strongly support!)

Hello,

I'm a resident of the San Pablo Park area in Berkeley and was told to send feedback on the San Pablo Corridor project to this address.

I just wanted to share that I enthusiastically support the proposal and can't wait to see it happen. I hope it is approved swiftly.

My only disappointment is that I wish the protected bike lanes would extend all the way through Berkeley and Albany. But the pedestrian safety and parallel bike route improvements are still very welcome.

Thanks,
Greg Finley

From: [Hazel Court](#)
To: [Vanessa Lee](#)
Subject: Comment on PPLC 3/14 Item 5.2
Date: Saturday, March 12, 2022 11:35:06 AM

Hi, my name is Hazel and I am a resident, bike rider, and bus rider in Oakland. I'm writing to tell you I support the proposed San Pablo Ave bus/bike/ped improvements.

San Pablo today is the single most frightening street to bike on in this city. I feel strongly that whenever I take it I am risking death from either angry close-passing cars, or parked cars that pull out or open their door into me. Local residents like me need a separated bike way with hard permanent barriers.

In addition the critical bus lines which use this street are notoriously delayed by car traffic. If we are serious about replacing polluting car usage with clean public transit, buses on this street need a dedicated right of way.

The street is an overbuilt car wasteland and in dire need of these improvements.

Thank you.

From: [Isaac Williams](#)
To: [Vanessa Lee](#)
Subject: PPLC 3/14 Item 5.2
Date: Saturday, March 12, 2022 7:59:32 AM

Hi,

I wanted to email to voice my support for bus & bike lines along the San Pablo corridor. As frequent rider of the 72 line and an aspirational bike rider, I know such changes would greatly improve access and the quality of being along San Pablo. When the bus and bike lines exist, I'm certain the few car trips I sometimes take will cease to exist.

Looking forward to a better future for transit & cycling in the East Bay!

Thanks,

Isaac

--

Isaac Williams
he|him|his
510-735-7158 | isaac.scott.williams@gmail.com

Go Bears!

From: [John Thompson](#)
To: [Vanessa Lee](#)
Subject: PPLC 3/14 Item 5.2
Date: Saturday, March 12, 2022 10:15:41 AM

Hello Vanessa & Alameda CTC,

I am writing in support of the proposed bike lane expansion and other improvements on San Pablo Avenue. As a resident of Oakland living on San Pablo Avenue, I use the short (non-separated), existing bike lanes to go to work, go to the store, see friends, and move around the city every day. It would be a huge benefit to me for these bike lanes to be expanded northward as much as possible as well as for buses to get priority on the avenue, for when I need to go to Berkeley/Albany. I hope you will consider my comments when making your decision, it would improve my safety as well as many other riders on San Pablo.

Thanks,
John Thompson

--

Thanks,
John Thompson

From: [Kester Allen](#)
To: [Vanessa Lee](#)
Subject: Re: Approve the San Pablo Avenue Multimodal Corridor Project Concept for Further Project Development.
Date: Friday, March 11, 2022 7:51:58 AM

Hi,

CM Taplin said that this was the right place to comment on the [Approve the San Pablo Avenue Multimodal Corridor Project Concept for Further Project Development](#) proposal. I wholeheartedly support it, and any additional bike safety features that can be added. I was recently doored on College Ave, breaking my hip and four ribs, a serious injury which would have been prevented by exactly the proposed type of bike safety improvements in the proposal. Thank you for your hard work!

Cheers,
Kester Allen

From: [Lindsay Brothers](#)
To: [Vanessa Lee](#)
Subject: In support of PPLC 3/14 Item 5.2
Date: Saturday, March 12, 2022 11:47:57 AM

Hi there,

I am writing to express my support of the plan to improve San Pablo by adding bike and bus lanes. Thank you for your hard work in making the East Bay more friendly and safer for all citizens! I regularly ride the bus and walk, but San Pablo is very unsafe. My husband was just in a car accident on that street. We also need more ways to bike and take public transit in order to meet our ambitious climate goals.

Thank you for your hard work on this item!

All the best,
Lindsay Brothers
2815 Mathews Street

--

Lindsay Brothers
lindsayebrothers@gmail.com
lindsay-brothers.com
[LinkedIn](#)

From: [Ludovic Blain](#)
To: [Vanessa Lee](#)
Subject: PPLC 3/14 Item 5.2
Date: Saturday, March 12, 2022 11:16:39 AM

I own two residential properties in berkeley, living with my family in one. Most of my time on San Pablo is spent driving to oakland or albany, and driving to shops and restaurants on it. In fact todays breakfast, and last night's dinner, came from restaurants on San Pablo in berkeley and Emeryville.

I strongly support more bus and bike lanes, and improvements for pedestrians, on the street. Driving on the street is challenging and dangerous because it prioritizes driving, and drivers act like it. I'd rather a slower safer street. Doing that for bikes, buses and pedestrians also makes it safer for drivers.

So I support the San Pablo Avenue Multimodal Corridor as supported by walk bike berkeley.

Thanks,
Ludovic Blain

From: [Vanessa Lee](#)
To: [Elizabeth Lake](#)
Subject: Fwd:
Date: Monday, March 14, 2022 9:05:16 AM

Sent from my iPhone

Begin forwarded message:

From: Mary Claire Heffron <mcheffron@gmail.com>
Date: March 14, 2022 at 8:40:19 AM PDT
To: Vanessa Lee <VLee@alamedactc.org>

I am a neighbor on Carleton Street near San Pablo. In recent times the noise, traffic, speeding, strange race like activity late at night, and other traffic is almost unbearable. I am in favor of anything that would get people on bikes, out of cars, into buses, and limit the traffic. San Pablo is also an alternative to get off of highway 80. So, to support more walking, less driving, i am in favor. Not in favor of widening street, more traffic. This is potentially a great shopping corridor as well, and with really accessible transportation, it would be good to encourage this while getting people out of their cars.

Mary Claire Heffron Ph.D. California Reflective Practice Mentor
Medical Staff Emeritus, UCSF Benioff Children's Hospital Oakland
Zero to Three Academy of Fellows
Reflective Supervision Collaborative <https://www.swhd.org/rsc/>

06 EMAILConfetti_560.jpeg



From: [Michael Beaty](#)
To: [Vanessa Lee](#)
Subject: San Pablo Avenue Multimodal Corridor Project
Date: Saturday, March 12, 2022 12:59:18 PM

I would like to add my voice to those supporting the San Pablo Avenue Multimodal Corridor Project as currently envisioned. I live in the Golden Gate neighborhood and frequently use/cross San Pablo Avenue and adjacent streets. I most often ride my bicycle, but also sometimes walk, drive, or ride the 72 bus.

The current challenges for pedestrians, cyclists, and transit users are well known at this point. I would like to emphasize that the current automobile-dominant configuration is not consistent with my needs as a directly impacted nearby resident, even though I still sometimes drive down it myself. The relatively wide 4 lane S.P.A. configuration encourages speeding and freeway-like behavior. It can be so dangerous to cyclists that I end up driving instead. This contributes to local air pollution, traffic congestion, and the climate crisis. But the alternative is risking a trip to the E.R. Or the morgue. I shouldn't have to risk my life just to get groceries and pick up my prescriptions. Get rid of the off-street parking and put the protected bike lanes in.

I also strongly support the bus only lanes. Improved access for busses will mean better connections to BART and other transit lines. This will further reduce the miles I currently drive my car. When I want to ride BART today, I usually drive to the station and park. I would much prefer a reliable and even faster connection by taking the bus. Limiting private vehicle traffic to a single lane in each direction will greatly improve pedestrian safety and accessibility. It's a feature, not a bug! Put the dedicated bus lanes in. I would even encourage mounting cameras on the buses for automated enforcement as San Francisco does.

Finally, I welcome the many pedestrian improvements and streetscape elements in the current proposal. Making the sidewalks more inviting and allowing safer, more accessible crossings of S.P.A. will definitely improve the quality of life here. I believe it will ultimately help local businesses as well once a critical mass of regular foot traffic is established. Doing so will add to the vibrancy of the neighborhood and encourage development of the many empty and underdeveloped lots nearby.

I urge the Commission to move forward with the San Pablo Avenue Multimodal Corridor Project. Thank you for your consideration.

Michael Beaty
1037 Arlington Avenue
Oakland, CA 94608

Sent from [Mail](#) for Windows

From: [Milana R](#)
To: [Vanessa Lee](#)
Subject: San Pablo corridor changes
Date: Saturday, March 12, 2022 11:39:48 AM

Hello,

I found this email through a nextdoor post regarding changing the San Pablo traffic flow, closing a lane and eliminating parking. I am 200% for this.

I live a few blocks off San Pablo, and walk and bike often. San Pablo scares the bejesus out of me. I don't bike it deliberately, and when I have to cross the road I swear I'm living a real life version of frogger. I would love to be able for bikes and buses to use this corridor more effectively. There are very few through roads in this area accessible to bikes, I would love for that to change.

Thank you for reading,
Milana

From: [minda berbeco](#)
To: [Vanessa Lee](#)
Cc: [Taplin, Terry](#)
Subject: Comments on San Pablo Corridor Project
Date: Thursday, March 10, 2022 7:54:30 PM

Hello,

I'm writing to share my support of the plans for the San Pablo Corridor including reducing the car lanes down to one lane in each direction. When I worked in an office on San Pablo Ave, I actually witnessed multiple people get struck by cars while crossing in the crosswalks. I've also had several near-misses when crossing the street with my children. I'm grateful that you are addressing this issue and prioritizing pedestrian and bike safety over cars.

Thank you,

Minda Berbeco
District 2 resident - Berkeley

----- Forwarded message -----

From: **Aguilar-Canabal, Diego** <DAguilarCanabal@cityofberkeley.info>
Date: Thu, Mar 10, 2022 at 7:42 PM
Subject: CM Taplin update on San Pablo Corridor Project
To: Taplin, Terry <ttaplin@cityofberkeley.info>

Dear D2 neighbors,

On Monday, March 14 at 11:30am, a committee of the Alameda County Transportation Commission will be meeting to discuss several informational reports and an action item to [Approve the San Pablo Avenue Multimodal Corridor Project Concept for Further Project Development](#). This is a near-term phase of the [San Pablo Avenue Corridor Project](#). Phase 1 results are documented on the Project History tab of the project webpage: www.alamedactc.org/sanpablo.

The recommended action is as follows:

- *In Oakland, Emeryville and South Berkeley (to Heinz/Russell/San Pablo intersection), staff recommends a project concept which includes a dedicated side-running bus lane, a protected bike lane and pedestrian safety enhancements. Given the limited width of San Pablo Avenue, the recommended near-term project concept requires that the current outside travel lane is converted to a bus lane, the current parking/loading spaces along the curb are converted to a protected bike lane, and some locations (e.g. driveways, limited location loading zones, and right turn locations) have breaks in the bike protection and/or mixing zones between modes. During the design process, the team will seek to maximize safety for bicyclists and maximize*

safety and performance for buses within the near-term project design constraints of this corridor.

- *In Berkeley (north of Heinz/Russell/San Pablo intersection) and Albany, staff recommends bus bulbs at Rapid bus stops and targeted pedestrian safety enhancements on San Pablo Avenue, as well as targeted improvements to parallel bike routes and crossings of San Pablo Avenue.*

If you'd like to share your input on this, you can email your comments to vlee@alamedactc.org by the end of day Friday (3/11) and/or to join the Transportation Committee [Zoom hearing on Monday at 11:30am](#).

Warm regards,

-

Diego Aguilar-Canabal | (he/him/él)

Legislative Aide – District 2

Office of Councilmember Terry Taplin

2180 Milvia St

Berkeley, CA 94704

(510) 981-7120

[Sign up for the District 2 Newsletter!](#)

From: [Vanessa Lee](#)
To: [Elizabeth Lake](#)
Subject: Fwd: PPLC 3/14 Item 5.2
Date: Monday, March 14, 2022 9:05:35 AM

Sent from my iPhone

Begin forwarded message:

From: Raymon Sutedjo-The <raymonst@outlook.com>
Date: March 14, 2022 at 8:00:37 AM PDT
To: Vanessa Lee <VLee@alamedactc.org>
Subject: PPLC 3/14 Item 5.2

To Alameda CTC,

I'm writing to express my **full support** for the San Pablo corridor improvement.

As a current Oakland resident (and past Berkeley resident), I'm very aware of the numerous safety issues as well as the subpar bus service on this corridor.

I'm a regular transit and bike rider, but I typically avoid San Pablo Avenue due to the issues mentioned above. However, if the street design is changed to include bus-only lanes and protected bike lanes, I'd be far more likely to use San Pablo to travel to/from Oakland.

San Pablo Avenue is an essential corridor that connects multiple East Bay cities, but the current design is dangerous and does not serve all street users equally. I strongly urge CTC to move forward with this plan to address said issues.

Thank you,
Raymon

From: [Maier, Samuel](#)
To: [Vanessa Lee](#)
Subject: PPLC 3/14 Item 5.2
Date: Saturday, March 12, 2022 10:28:53 AM

Dear Alameda County Transportation Commission,

My name is Samuel Maier and I am a resident of South Berkeley.

I am incredibly excited about the San Pablo Avenue Multimodal Corridor Plan and give my full support to traffic calming, bus lanes, and protected bike lanes.

Given the ongoing climate catastrophe, I think it is essential the East Bay make active and public transit a priority.

Additionally, working and low-income residents who rely on San Pablo Avenue buses deserve faster, safer commutes.

Cyclists and pedestrians should be able to move throughout Oakland, Emeryville, and South Berkeley in an environment with lower risk of serious injury or death. As well, I firmly believe that cycling in the area should be accessible to all, regardless of safety-consciousness or ability.

Thank you very much for your work addressing these matters.

Sincerely,

Samuel Maier
1632 Alcatraz Ave
Berkeley, CA

From: [Sherri Reeves](#)
To: [Vanessa Lee](#)
Subject: San Pablo Ave Corridor Changes
Date: Saturday, March 12, 2022 2:52:57 PM

Hello,

I am an Albany resident who works in Oakland. I am writing to express my support for the proposed pedestrian and cycling safety improvements that are being discussed at the upcoming meeting. I would bike on San Pablo Ave more if it was safer.

Thank you.

Sherri Reeves
510-418-7335

[Sent from AT&T Yahoo Mail on Android](#)

From: [Tarek Rached](#)
To: [Vanessa Lee](#)
Subject: PPLC 3/14 Item 5.2
Date: Saturday, March 12, 2022 10:18:23 AM

Please do what you can to add bus lanes and improvements to bike infrastructure to San Pablo Ave!

Thank you,
Tarek Rached, Berkeley resident.

From: [Vanessa Lee](#)
To: [Elizabeth Lake](#)
Subject: Fwd: Public comment: San Pablo Avenue Multimodal Corridor Project Concept
Date: Friday, March 11, 2022 2:43:19 PM

Sent from my iPhone

Begin forwarded message:

From: Will Leben <leben@stanford.edu>
Date: March 11, 2022 at 2:40:23 PM PST
To: Vanessa Lee <VLee@alamedactc.org>
Subject: Public comment: San Pablo Avenue Multimodal Corridor Project Concept

As an Emeryville resident located a block from San Pablo Ave., I'm a frequent user of that corridor and frequent witness to its problems. As someone who does not own a car, I travel San Pablo Ave. by bike, by walking, or by AC Transit.

Please approve the San Pablo Avenue Multimodal Corridor Project Concept for Further Project Development. The dangers from cars on San Pablo Ave. have been serious at least since 2008, when I moved here, and are getting worse, due to less enforcement of traffic laws and more aggressive driving, with drivers speeding and sometimes deliberately passing dangerously close to me on my bike.

There's a belief among some drivers that streets are for cars, and this belief is too often reinforced by county road use policies. Speeding is bad for everyone, even if cyclists and pedestrians are not present. The plan for San Pablo Ave. promises to make the road safer for everyone through designs that reduce conditions that encourage speeding while offering cyclists and pedestrians safer passage on this corridor,

Many drivers will oppose plans that in the end make driving a less convenient choice, just as many cyclists and pedestrians would oppose measures to make cycling and walking less convenient. But the difference is that cycling and walking are good for us and good for the environment. Of course we need to make it possible for cars to move efficiently, but not at the expense of the safety and access of others.

Many thanks,
Will Leben
1007 41st St. Apt. 133
Emeryville 94608

From: [William Wilcox](#)
To: [Vanessa Lee](#)
Subject: In favor of San Pablo Project!
Date: Friday, March 11, 2022 11:42:48 PM

I live in Oakland and regularly bike and take the bus. I also drive occasionally but think this is a great project. I often don't bike or bus on San Pablo particularly with my girlfriend because bicycling is so terrifying. I have feared for my life many times. And otherwise the 72 bus is so infrequent and poorly timed that if you miss one you have to wait 20 minutes for the next so I don't bother taking it. I think this project will improve bus service and bike safety. I have almost died on this street a dozen times and I think I shouldn't have to fear for my life to go to the movies or get dinner.

Thanks!

William Wilcox
281 41st St Oakland CA 94611



City of Emeryville

INCORPORATED 1896

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

March 17, 2022

VIA FIRST CLASS MAIL AND EMAIL (comments@l80Ashby.com)

Tess Lengyel
Executive Director
Alameda County Transportation Commission
1111 Broadway #800
Oakland, CA 94607

Re: Letter of Support for the Alameda CTC San Pablo Avenue Multimodal Improvement Project ("Project")

Dear Alameda CTC Project team:

The City Council of the City of Emeryville writes this letter to show the City's support for the Alameda CTC San Pablo Avenue Multimodal Improvement Project ("Project"). The City appreciates how the Project team has been engaging with the general public, businesses, City staff, and the bicycle and pedestrian advocacy groups during the project development process thus far.

The City will continue to work closely with and support Alameda CTC, and other stakeholders, in getting the Project to the finish line while also accommodating our local community/business needs.

The City of Emeryville is in full support of the Project's purpose, needs, expected outcomes, and expected benefits. We look forward to continuing to work with the Alameda CTC on this and many other projects in and around Emeryville.

Very Truly Yours,

John Bauters
Mayor of the City of Emeryville

cc: *via email only*

Emeryville Mayor John Bauters, Vice Mayor Ally Medina, and City Council Members
Courtney Welch, Dianne Martinez, and Scott Donahue

Emeryville City Attorney's Office

Emeryville Transportation Management Association Director Roni Hatrup

Alameda-Contra Costa County Transit General Manager Michael Hursh

City of Oakland City Administrator Ed Reiskin and Department of Transportation Director
Ryan Russo

City of Albany City Manager Nicole Almaguer and Public Works Director Mark Hurley

City of Berkeley Mayor Jesse Arreguin, City Manager Dee Williams-Ridley and Public
Works Director Liam Garland

Metropolitan Transportation Commission Executive Director Therese McMillian

Bay Area Air Quality Management District Executive Gregory Nudd

Bike East Bay Advocacy Director Dave Campbell

California Air Resource Board Executive Officer Richard Corey

Alameda County Fire Department Chief Willie McDonald



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March 17, 2022

VIA FIRST CLASS MAIL AND EMAIL (comments@l80ashby.com)

Tess Lengyel
Executive Director
Alameda County Transportation Commission
1111 Broadway #800
Oakland, CA 94607

Re: Letter of Support for the Alameda CTC San Pablo Avenue Multimodal Improvement Project ("Project")

Dear Executive Director Lengyel:

The City Council of the City of Emeryville writes this letter to show the City's support for the Alameda CTC San Pablo Avenue Multimodal Improvement Project ("Project"). The City appreciates how the Project team has been engaging with the general public, businesses, City staff, and the bicycle and pedestrian advocacy groups during the project development process thus far.

The City will continue to work closely with and support Alameda CTC, and other stakeholders, in getting the Project to the finish line while also accommodating our local community/business needs.

Collaboration to date includes a presentation of the project by the Alameda CTC team to the Emeryville Transportation Committee at its November 4, 2021 meeting. The Transportation Committee approved a motion to forward a letter of support for the Project to the Emeryville City Council with the following Project design considerations, and the City Council at its March 15, 2022 meeting supported these considerations:

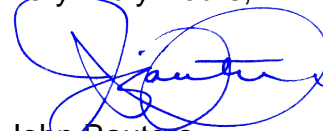
1. Recommend the Project move forward with "Option A" for the near-term pilot including:
 - a) Side-running bus lanes
 - b) Protected micro-mobility / bike lanes
 - c) Design development at intersections, driveways, limited loading areas, and bus stops with consideration for all modes of transportation
 - d) Robust public outreach/engagement along San Pablo Avenue

2. Recommend the Project identify areas where limited loading areas shall be considered with the following criteria:
 - a) Mid-block parcels with no off-street parking/loading options within a reasonable distance of the parcel
3. Recommend the Project consider additional design efforts for the 40th Street / San Pablo Avenue Transit Hub Area including:
 - a) Curb changes
 - b) Paratransit/ADA Access
 - c) Caltrans Design Exceptions (Queuing, Signal Timing, and Lane Widths)
 - d) Diversion Analysis
 - e) Utility Relocations

Since the November Transportation Committee Meeting, the Alameda CTC Project team along with staff from each of the involved cities has conducted public outreach to community members and local businesses along the San Pablo Avenue corridor. The preliminary results of this public outreach were shared at the March 15th City Council meeting, demonstrating the thorough nature of the project team's outreach efforts to date.

The City of Emeryville is in full support of the Project's purpose, needs, expected outcomes, and expected benefits. We look forward to continuing to work with the Alameda CTC on this and many other projects in and around Emeryville.

Very Truly Yours,



John Bauters
Mayor of the City of Emeryville



Memorandum

8.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 17, 2022

TO: Alameda County Transportation Commission

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

SUBJECT: Selection Process for Bond Counsel, Disclosure Counsel, and Underwriter Services and Declaration of Official Intent to Reimburse Certain Measure BB Expenditures from Proceeds of Indebtedness Update

Recommendation

This item is to provide the Commission with an update on the selection process for bond counsel, disclosure counsel and underwriter services for the upcoming bond issuance and obtain approval of a resolution declaring the Commission's official intent to reimburse certain Measure BB expenditures from the proceeds of indebtedness.

Summary

At its meeting on September 23, 2021, the Commission approved the issuance of Requests for Qualifications (RFQs) for bond counsel, disclosure counsel, underwriters, and various other small service contracts necessary to complete the bond issuance process. Alameda CTC's objective for issuing debt, which requires contracting for these services, is to ensure the efficient, effective, and successful delivery of the Measure BB capital program.

The procurement process for these services began with extensive business outreach activities in Fall 2021. Outreach was conducted with the assistance of Alameda CTC's Contract Equity Consultant, GCAP Services, Inc., as well as the Business Outreach Committee, a consortium of Bay Area transportation and transit agencies. An RFQ for bond counsel services and disclosure counsel services (RFQ No. R22-0005) was issued on October 13, 2021 with a statement of qualifications (SOQ) submittal date of November 5, 2021, which was extended on October 29, 2021 to November 15, 2021 through Addendum No. 1 to allow proposers more time to develop comprehensive SOQs. Alameda CTC received five SOQs in response to RFQ No. R22-0005, four for both bond counsel and disclosure counsel services and one for disclosure counsel services exclusively. The SOQs were thoroughly evaluated using pre-established review criteria outlined in the RFQ by Alameda CTC staff, the agency's Municipal Advisor (MA) from The PFM Group, and a representative from the San Mateo County Transit

District. Based upon the Selection Review Panel's final SOQ scoring, a pool of qualified bond counsel firms was created comprised of the following four firms:

- Hawkins Delafield & Wood LLP;
- Nixon Peabody LLP;
- Norton Rose Fulbright US LLP; and
- Stradling Yocca Carlson & Rauth.

A pool of qualified disclosure counsel firms was created comprised of the following five firms:

- Hawkins Delafield & Wood LLP;
- Nixon Peabody LLP;
- Norton Rose Fulbright US LLP;
- Schiff Hardin LLP; and
- Stradling Yocca Carlson & Rauth.

All five qualified firms from the bond counsel and disclosure counsel pools were invited for interviews on December 7, 2021. Based upon the Selection Review Panel's evaluation of the consultant interviews, Norton Rose Fulbright US, LLP was selected as the top firm for bond counsel services and Stradling Yocca Carlson & Rauth was selected as the top firm for disclosure counsel services.

On October 13, 2021, an RFQ was issued for underwriting services (RFQ No. R22-0004) with an SOQ submittal due date of November 5, 2021 for which proposers could submit SOQs for the positions of senior managing underwriter, co-managing underwriter, or both senior and co-managing underwriter. The due date was extended on October 29, 2021 to November 15, 2021 through Addendum No. 1 to allow proposers more time to develop comprehensive SOQs. Alameda CTC's Contract Equity Consultant and the Business Outreach Committee were again utilized for additional business outreach. A total of 15 SOQs were received by the submittal deadline in response to RFQ No. R22-0004, seven for the position of senior managing underwriter, three for the position of co-managing underwriter, and five for both the positions of senior managing underwriter and co-managing underwriter. An experienced panel made up of representatives from the Transportation Authority of Marin, the agency's MA from The PFM Group, and Alameda CTC evaluated the submittals using pre-established review criteria outlined in the RFQ and participated in the interview process. Based upon the Selection Review Panel's final SOQ scoring, a pool of qualified senior managing underwriters was created comprised of the following top seven firms:

- BofA Securities, Inc.;
- Barclays;
- Citigroup Global Markets Inc.;
- Goldman Sachs & Co. LLC;
- JPMorgan Securities LLC;
- Morgan Stanley; and
- Wells Fargo Bank, N.A.

A pool of qualified co-managing underwriters was created comprised of the following top four firms:

- Goldman Sachs & Co. LLC;
- Jefferies LLC;
- Morgan Stanley; and
- Siebert Williams Shank & Co., LLC and Backstrom McCarley Berry & Co. LLC.

The top four firms from each pool of qualified underwriters were invited for interviews on December 8, 2021 and December 9, 2021. Based upon the Selection Review Panel's evaluation and recommendation, Citigroup Global Markets Inc. was selected to provide senior manager services and Goldman Sachs & Co. LLC and Jefferies LLC were selected to provide co-manager services for Alameda CTC's Measure BB inaugural bond issuance.

The top ranked firms in each of the RFQs were selected based on their qualifications, demonstrated knowledge and understanding of the objectives and work requirements, and approach to marketing and pricing (RFQ No. R22-0004 only).

In addition, staff is requesting the Commission's approval of a resolution declaring its official intent to use a portion of the proceeds of an upcoming bond issuance or external financing to reimburse the Alameda CTC for Measure BB expenditures that have already been, or may be, paid prior to the issuance of such debt. This resolution will establish compliance with section 1.150-2 of the Treasury regulations.

Background

Per the Public Utilities Code, Alameda CTC is authorized to issue limited tax bonds to finance capital expenditures as provided for in the transportation expenditure plan which are to be payable from the proceeds of the sales tax measure. The Alameda CTC anticipates the need for external financing in the current fiscal year (FY 2021-22) based on the budget approved by the Commission in May 2021. The projects and category of projects in the 2014 Transportation Expenditure Plan with the largest draw on 2014 Measure BB capital project funds over the next few years include: Congestions Relief, Local Bridge Seismic Safety (TEP 26), Countywide Freight Corridors (TEP27), State Route (SR) 84/Interstate (I)-680 Interchange and SR-84 Widening (TEP 31) , I-680 High Occupancy Toll/High Occupancy Vehicle Lane from SR 237 to Alcosta (TEP 35), and Gap Closure on Three Major Trails (TEP 42), which together account for more than the total debt financing need.

The timing of this financing need can be extended to the second quarter of FY2022-23, based on current cash flow projections. However, with interest rates as low as they are today, the sooner the Alameda CTC goes to market the lower the cost of funds should be overall. Cash flow projections indicate that the 2014 Measure BB capital program will continue to be solvent throughout the life of the measure as there will be sufficient funds to pay the debt service on the bonds.

The key steps involved in the issuance of bonds include hiring a financing team to finalize the financing plan, developing bond documents, preparing for rating agency presentations, marketing the bonds to investors, pricing the bonds, and closing the transaction.

The first step in the process of issuing debt is to select a financing team made up of an Independent MA, who will advocate for the Alameda CTC and help staff to make informed decisions throughout the bond issuance process. The MA will help to develop the plan for financing, develop the credit rating strategy, advise on the method of sale, assist in the development of the bond documents and plan and coordinate the bond closing. Bond Counsel, Norton Rose Fulbright US LLP (NRF), will serve as counsel to Alameda CTC in preparing the Trust Indenture and other bond documents that are market standard and those that protect the interest and maintains future flexibility for the Alameda CTC. Tax professionals on the NRF team will provide an objective legal opinion on the validity of a specific bond offering and the tax-exempt status of the interest on Alameda CTC's bonds for investors. Bonds cannot be sold without the opinion of a recognized bond counsel. Alameda CTC's Bond Disclosure Counsel, Stradling Yocca Carlson & Rauth (SYC&R), will be relied upon to thoroughly and accurately disclose all pertinent matters relating to Alameda CTC and the bonds being offered to investors. SYC&R will provide advice and offer their opinion on matters of compliance with federal and SEC disclosure requirements. SYC&R will prepare the official statement and the continuing disclosure agreement. Together, NRF and SYC&R will work on matters such as federal and state law and tax approvals and ensuring that proper legal procedures are being followed. Lastly, the Bond Underwriters, Citigroup Global Markets Inc. (Citigroup), Goldman Sachs & Co. LLC (Goldman), and Jefferies LLC (Jefferies), will purchase any of our new municipal securities in the bond issuance that remain on the day of sale and resell them to investors. Citigroup, Goldman, and Jefferies will assist in the development of the plan of finance, the bond structure, the rating agency presentation, and in the review of bond documents. They will also manage the pricing process and market the bonds.

Other participants in the bond issuance process include:

- *Rating Agencies* - To assess the credit quality of the bonds, assign a rating to the bond issuance and update ratings periodically while the debt is outstanding.
- *Trustee* – To act in a fiduciary capacity for the benefit of bondholders in enforcing the terms of the trust indenture. They transmit principal and interest payments from issuer to the bondholders and hold and invest money in the construction and other funds that serve as security for the payment of debt service on the bonds.
- *Auditor* – To provide a report of Alameda CTC's financial position.

Under Section 1.150-2 of the Treasury regulations, the proceeds of bonds may be used to reimburse a prior capital expenditure if a formal declaration of official intent to reimburse the expenditure with the proceeds of a borrowing (a "declaration of official intent") has been properly and timely made. This declaration of official intent is commonly made via a reimbursement resolution adopted by the Commission. Once a declaration of official intent has been made, bond proceeds may be used to reimburse expenditures previously paid no

earlier than sixty (60) days prior to the date of adoption of the declaration of intent. Certain preliminary (or "soft") costs may be excepted from this 60-day limitation.

Based on current cash-flow projections, it is possible that some of the Measure BB capital expenditures that the Alameda CTC intends to be financed through the upcoming debt issuance process may need to be paid before the closing of the debt issuance process. This resolution allows Alameda CTC the flexibility to pay those costs, as needed, out of Measure BB capital funds and reimburse the Measure BB capital fund for the expenditure from bond proceeds once the debt financing is finalized.

Fiscal Impact: There is no fiscal impact to the budget for this item. Bond counsel, disclosure counsel, and Underwriters will be paid during closing with bond proceeds when the bonds are sold.

Attachment:

- A. Resolution 22-003 Declaration of Official Intent To Reimburse Certain Expenditures from Proceeds of Indebtedness

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Commission Chair
Mayor John J. Bauters
City of Emeryville

Commission Vice Chair
Board President Elsa Ortiz
AC Transit

Alameda County
Supervisor David Haubert, District 1
Supervisor Richard Valle, District 2
Supervisor David 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 Rigel Robinson

City of Dublin
Mayor Melissa Hernandez

City of Fremont
Mayor Lily Mei

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Councilmember Luis Freitas

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Mayor Teddy Gray King

City of Pleasanton
Mayor Karla Brown

City of San Leandro
Mayor Pauline Russo Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

ALAMEDA COUNTY TRANSPORTATION COMMISSION RESOLUTION 22-003

Declaration of Official Intent To Reimburse Certain Expenditures from Proceeds of Indebtedness

WHEREAS, the Alameda County Transportation Commission, a joint powers authority duly organized and existing under the laws of the State of California (the "Issuer"), intends to construct and acquire certain transportation improvements within the County of Alameda, such transportation improvements being more fully described in the Alameda County 30-Year Transportation Expenditure Plan adopted by the Board of Supervisors of Alameda County and approved by the voters of Alameda County as Measure BB at an election held on November 4, 2014, as such Expenditure Plan may be amended from time to time pursuant to its terms (such transportation improvements being hereinafter collectively referred to as the "Project");

WHEREAS, the Issuer has paid certain expenditures and expects to pay certain additional expenditures (collectively, the "Reimbursement Expenditures") in connection with the Project prior to the incurrence of indebtedness for the purpose of financing costs associated with the Project on a long-term basis;

WHEREAS, Section 1.150-2 of the Treasury Regulations requires the Issuer to declare its official intent to reimburse prior expenditures for the Project with proceeds of a subsequent borrowing;

WHEREAS, the Issuer reasonably expects that debt obligations in a principal amount not to exceed \$200,000,000 will be incurred and that a portion of the proceeds of such debt obligations will be used to reimburse all or a portion of the Reimbursement Expenditures; and

WHEREAS, the governing body of the Issuer desires to declare its official intent to reimburse all or a portion of the Reimbursement Expenditures for the Project with proceeds of a subsequent borrowing;

NOW, THEREFORE BE IT RESOLVED, that the governing body of the Issuer declares:

Section 1. The foregoing recitals are true and correct.

Section 2. This declaration is made solely for purposes of establishing compliance with the requirements of Section 1.150-2 of the Treasury Regulations. This declaration does not bind the Issuer to make any expenditure, incur any indebtedness, or proceed with the Project.

Section 3. The governing body of the Issuer hereby declares its official intent to use proceeds of indebtedness to reimburse the Issuer for all or a portion of the Reimbursement Expenditures.

Section 4. The governing body of the Issuer recognizes that there are limitations under Section 1.150-2 of the Treasury on the amount of Reimbursement Expenditures that may be reimbursed from the proceeds of indebtedness based, among other things, on the date of adoption of this resolution, the date the particular Reimbursement Expenditure has been made and the date on which the Project is (or portions of the Project are) placed in service. The governing body of the Issuer also recognizes that Section 1.150-2 of the Treasury Regulations provides certain special rules relating to certain preliminary (or "soft") costs.

Section 5. This declaration shall take effect from and after its adoption.

Duly passed and adopted by the Alameda County Transportation Commission at the regular meeting of the Commission held on Thursday, March 24, 2022 in Oakland, California by the following votes:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED:

ATTEST:

John Bauters, Chairperson

Vanessa Lee, Clerk of the Commission



Memorandum

8.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 17, 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 an update on federal, state, regional, and local legislative activities. Staff recommends the Commission approve positions on two bills, as detailed in Table 1.

Background

The Commission approved the 2022 Legislative Program in December of 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.

President Biden delivered his State of the Union Address on March 1, 2022. The President's FY23 budget is expected shortly thereafter.

On Tuesday, March 15, 2022, the President signed into law the "Consolidated Appropriations Act, 2022," which provides full-year funding through September 30, 2022 for projects and activities of the Federal Government.

The Metropolitan Transportation Commission (MTC) is developing a short list of priority projects for regional endorsement by MTC for a subset of competitive federal grant programs. The goal is for the region to create a more focused advocacy platform for a small number of the most competitive projects by minimizing competition within the region. Staff will work with the MTC to ensure that Alameda CTC transportation project priorities are included for consideration for regional endorsement. MTC is also working directly with various transportation agencies and stakeholders throughout the region. Discussions with MTC to date have focused on grade crossing and separation programs and the new National Infrastructure Project Assistance program, for which they are focusing on large multimodal roadway and active transportation projects. MTC is expected to approve a list of projects for regional endorsement in March.

State Update

The 2022 legislative session is the second year of a two-year session. The deadline for new bills to be introduced was February 18, 2022.

Staff is evaluating the bills introduced by the deadline in relation to the Commission's adopted legislative platform, and will continue to do bill analysis, coordinate with our partner agencies and make recommendations to the Commission in the coming months.

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. Staff and our state advocate will continue to monitor the Governor's budget proposal as it is heard in the Assembly and Senate.

Based on discussions at previous Committee and Commission meetings, and per the adopted 2022 Legislative Program, the following bills are recommended for the Commission to take a position. Staff will continue to monitor and bring forward additional bills as the legislative session progresses.

Table 1. Recommended Bill Positions

Bill Number	Bill Information	Analysis	Recommended Position
<u>AB 1944</u> <u>Lee,</u> <u>Garcia</u>	<p>An act to amend Section 54953 of the Government Code, relating to public meetings. This bill would specify that if a member of a legislative body elects to teleconference from a location that is not public, the address does not need to be identified in the notice and agenda or be accessible to the public when the legislative body has elected to allow members to participate via teleconferencing.</p> <p>This bill would require all open and public meetings of a legislative body that elects to use teleconferencing to provide a video stream accessible to members of the public and an option for members of the public to address the body remotely during the public comment period through an audio-visual or call-in option.</p>	<p>AB 1944 will support the Commission's goal of providing equitable access to public meetings and help to reduce greenhouse gas emissions by allowing members of a legislative body to teleconference into meetings from remote locations.</p>	Support
<u>AB 2336</u> <u>Friedman</u>	<p>This bill would authorize, until January 1, 2028, the Cities of Los Angeles, Oakland, San Jose, and the City and County of San Francisco, in addition to two other cities to be identified in the bill to establish the Speed Safety System Pilot Program if the system meets specified requirements. The bill would require the participating cities or city and county to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and would require the city or city and county to engage in a public information campaign at least 30 days before implementation of the program.</p>	<p>AB 2336 will support the Commission's goal of enhancing transportation safety. This legislation will support investments in active transportation, including improved safety, and advance Vision Zero strategies to reduce speeds and protect communities. Specifically, this bill would allow local flexibility to set safer speed limits, which aligns with the Countywide Transportation Plan and the 2022 Legislative Program goals for advancing safety. Per previous discussions at the Commission, staff is recommending amendments to seek to expand the</p>	Support and seek an amendment to allow all interested jurisdictions in Alameda County to participate in the pilot program

	<p>The bill would require the participating cities or city and county to issue warning notices rather than notices of violations. The bill would require the participating cities or city and county to develop uniform guidelines for, among other things, the processing and storage of confidential information. The bill would designate all photographic, video, or other visual or administrative records made by a system as confidential, and would only authorize public agencies to use and allow access to these records for specified purposes.</p>	<p>number of jurisdictions in the pilot. This bill was not able to advance last session due to strong opposition; staff therefore recommends pursuing only one targeted amendment and to express our strong support for the bill.</p>	
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Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachment:

- A. Alameda CTC 2022 Legislative Program

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.



Memorandum

8.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 17, 2022

TO: Alameda County Transportation Commission

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

SUBJECT: Approve Measure B, Measure BB and Vehicle Registration Fee Programs and Policies Updates

Recommendation

It is recommended that the Commission approve the Measure B, Measure BB, and Vehicle Registration Fee Programs and Policies Updates.

Summary

Alameda CTC is responsible for administering local funds collected from the 2000 Measure B and 2014 Measure BB transportation sales tax programs, and the 2010 Vehicle Registration Fee (VRF) Program. The programs generate over \$320 million annually to support capital transportation improvements, roadway maintenance, transit, and paratransit operations within Alameda County.

Alameda CTC distributes Measure B/BB/VRF funds through two categorical types:

- 1) Direct Local Distributions (DLDs) - Monthly formula allocations distributed to eligible local jurisdictions and transit agencies.
- 2) Grant funded Reimbursements - Payments made on a reimbursement basis after work is performed; i.e. capital projects and discretionary funded improvements.

This is a DLD and discretionary programs status update that includes a discussion on the DLD program historical revenues, upcoming discretionary opportunities, and staff recommendations to modify DLD policies and implementation guidelines. Alameda CTC staff recommends an update to the DLD timely use of funds policy requirements, and temporary modification to the Seniors and People with Disabilities (Paratransit) implementation guidelines to expand expenditure eligibilities on essential transportation services.

Background

Direct Local Distributions (DLD) Programs Update

The Measure B and Measure BB sales tax, and Vehicle Registration Fee (VRF) Programs provide a significant funding stream for transportation improvements throughout Alameda County. Over half of all revenues generated are distributed to the local cities, transit agencies, and the county as “Direct Local Distributions” (DLD) to be used for locally identified and prioritized transportation improvements.

From the start of the 2000 Measure B, 2010 VRF, and 2014 Measure BB programs through the end of Fiscal Year (FY) 20-21, Alameda CTC distributed over \$1.8 billion in DLD funds to local recipients (Attachment A – Historical Direct Local Distributions by Fund Program).

The DLD funds are distributed to eligible jurisdictions per a prescribed formula in the respective voter approved Transportation Expenditure Plans. DLD recipients include the fourteen incorporated cities in Alameda County, County of Alameda, and five transit agencies (Alameda-Contra Costa Transportation Authority, Bay Area Rapid Transit District, Livermore Amador Valley Transportation Authority, San Francisco Water Emergency Transportation Authority, and the San Joaquin Regional Rail Commission).

Measure B/BB DLDs are flexible funding sources that allow Alameda CTC and local jurisdictions to address a variety of countywide transportation needs from traditional roadway maintenance, infrastructure repair, bicycle/pedestrian enhancements, transit operations, to the implementation of large capital improvement projects.

Alameda CTC requires DLD recipients to submit separate annual Audited Financial Statements and Program Compliance Reports that summarize the DLD recipients' fiscal year's financials, expenditures, fund balances, and program achievements to monitor program compliance. The reports for the FY 2020-21 reporting period (July 1, 2020 through June 30, 2021) were due at the end of December 2021 and are currently under review by Alameda CTC staff and the Independent Watchdog Committee (for Measure B/BB programs). In June 2022, the Commission will receive a full Annual Program Compliance Summary Report that includes the summary of recipient expenditures and DLD accomplishments.

DLD Policy Updates Recommended

The use of Measure B/BB/VRF DLD program funds are guided by Commission approved Implementation Guidelines and policies. On April 22, 2021, the Commission approved interim policy changes to the DLD program which granted an extension to the DLD Timely Use of Funds requirements, and expanded expenditure eligibilities for the Seniors and People with Disabilities (Paratransit) Program through June 30, 2022. Staff is recommending changes to the Timely Use of Funds Policy, and continued extensions of the certain paratransit program eligibilities to address recipients' needs and concerns.

Timely Use of Funds Policy Update

The purpose of the DLD Timely Use of Funds Policy is to ensure program accountability and expeditious use of DLD funds. The existing policy approved by the Commission in December 2015 states: "DLD recipient shall not carry a fiscal year ending fund balance greater than 40 percent of the Direct Local Distribution revenue received for that same fiscal year for four consecutive fiscal years, by funding program." In June 2020 and June 2021, the Commission approved two separate one-year time extensions to allow jurisdictions until the end of FY 2021-22 to drawn down balances, and directed staff to explore updating the policy to address recipients' challenges with achieving the required 40 percent annual ending balance to revenue requirement.

DLD recipients have stated the current policy is difficult to achieve, and fund balances do not reflect the following:

- 1) Expenditure fluctuations of early project development costs compared to more expensive construction activities;
- 2) Capital construction expenditures occurring after the fiscal year closing, and multi-year construction projects;
- 3) Intentional DLD reserves to support the implementation of large capital improvements (especially in the case with smaller cities); or
- 4) Strategic planning to leverage Measure B/BB/VRF funds as matching sources against external discretionary state/federal funding opportunities.

To address the DLD recipients concerns, and policy feasibility issues, Alameda CTC staff recommends the approval of the proposed Timely Use of Funds Policy summarized below, and fully outlined in Attachment B.

Per the proposed policy, the recipient shall expend DLD funds expeditiously pursuant to the following requirements:

- i. RECIPIENT may not hold an end of fiscal year fund balance of greater than four-times their annual DLD revenue received for that same fiscal year, by respective Measure B, Measure BB, and VRF Program. A RECIPIENT found to be non-compliant with this requirement through the Annual Program Compliance reporting process must return the equal amount of DLD funds that exceeds the maximum allowable end of fiscal year fund balance to Alameda CTC, as approved by the Commission. The Cities of Albany, Emeryville, and Piedmont are excluded from this requirement.
- ii. Measure B RECIPIENT must expend all Measure B DLD funds and all interest earned thereon by June 30, 2026.
- iii. RECIPIENT must document the use of end of year program fund balances towards eligible transportation improvements as part of the Annual Program Compliance Process.

Overall, the proposed policy addresses the DLD recipients aforementioned concerns and continues to hold DLD recipients accountable for the expeditious use of voter-approved funds. Additionally, the proposed policy considers the upcoming sunset of the Measure B program on March 30, 2022 and requires a complete expenditure drawn down deadline by June 30, 2026 (four years after the end of the Measure B program ending).

Paratransit Program Eligibilities Extensions

In consideration of the continuing COVID-19 impact in Alameda County and the need for essential transportation services, staff recommends extending the previously approved provisions for the Paratransit Program eligibilities, as noted below:

- *Meal Delivery Program Cost Eligibilities*

The current Paratransit Implementation Guidelines limited Meal Delivery Program cost eligibilities to DLD recipients with previously established programs. For the past two fiscal years, the Commission has approved the expansion of the eligibilities to all DLD recipients due to COVID-19 impacts.

Staff recommends a continued one-year extension of meal delivery program eligibility under the Seniors and People with Disabilities (Paratransit) Program Implementation Guidelines for FY 2022-23. This extension will allow all DLD recipients the option to use their DLD Paratransit funds for transportation costs related to meal delivery program operations, which have become a critical service priority for seniors and people with disabilities within Alameda County. Eligible expenditures are for transportation services, not meals.

- *Same-Day Transportation Services and Specialized Accessible Van Service Cost Eligibilities*

The current Paratransit Implementation Guidelines limits eligibility to Same Day Transportation Services and Specialized Accessible Van Service to individuals age 70 or above. Last year, the Commission approved a reduction to the minimum age eligibility requirement from 70 to 60 years old to expand the transportation service options to medical facilities and COVID-19 vaccination sites for a larger at-risk age group who may be experiencing mobility limitations due to age and disability.

Staff recommended an additional year of program eligibility based on the 60 years of age requirement through the end of FY 2022-23 as the County continues to recover from COVID-19 impacts.

Staff will bring forward additional recommendations to modify or extend these policies beyond FY 2022-23 as required.

Discretionary Programs

Alameda CTC distributes discretionary Measure B, Measure BB, and VRF funds for bicycle/pedestrian, transit, paratransit, freight, technology, and community development related projects. Discretionary funds are awarded to Project Sponsors on a competitive basis. Successful applicants are required to enter into project funding agreements with Alameda CTC and funds are paid on a reimbursement basis upon successful completion of the agreed upon scope of work.

This Spring, Alameda CTC will begin the programming and allocation processes for these discretionary funds as part of the agency's Comprehensive Investment Plan (CIP). The upcoming 2024 CIP covers a five-year programming horizon consisting of fiscal years 2023-24 to 2027-28. Alameda CTC local fund sources will be coordinated with Federal discretionary funds from the One Bay Area Grant Cycle 3 program. Over \$100 million is expected to be available to eligible jurisdictions.

Alameda CTC's programming and allocation process considers project sponsor's readiness, leveraging of external funds, project needs, performance, and equity across Alameda's CTC administered funds.

In April, staff will present CIP and OBAG Cycle 3 programming criteria and request the Commission's approval for a Call for Projects starting in May. No action is required at this time related to the discretionary programs update.

Fiscal Impact: There is no fiscal impact from the requested actions.

Attachments:

- A. Historical Direct Local Distributions by Fund Program
- B. Proposed DLD Timely Use of Funds Policy

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Measure B/Measure BB/Vehicle Registration Fee**Historical Direct Local Distributions¹**

Fiscal Year	Measure B	Measure BB	VRF	Total
FY 01/02	\$12,006,000			\$12,006,000
FY 02/03	\$49,455,451			\$49,455,451
FY 03/04	\$53,086,000			\$53,086,000
FY 04/05	\$54,404,793			\$54,404,793
FY 05/06	\$59,357,051			\$59,357,051
FY 06/07	\$61,176,456			\$61,176,456
FY 07/08	\$62,543,374			\$62,543,374
FY 08/09	\$54,501,184			\$54,501,184
FY 09/10	\$50,808,873			\$50,808,873
FY 10/11	\$56,693,936		\$527,810	\$57,221,746
FY 11/12	\$60,556,173		\$6,978,012	\$67,534,185
FY 12/13	\$64,812,051		\$6,877,080	\$71,689,131
FY 13/14	\$66,662,145		\$7,221,595	\$73,883,740
FY 14/15	\$69,516,036	\$13,429,323	\$7,369,866	\$90,315,225
FY 15/16	\$72,008,976	\$69,875,475	\$7,421,869	\$149,306,320
FY 16/17	\$74,971,061	\$72,194,974	\$7,452,819	\$154,618,854
FY 17/18	\$81,030,004	\$78,118,871	\$7,429,111	\$166,577,986
FY 18/19	\$87,708,370	\$84,886,228	\$7,601,315	\$180,195,912
FY 19/20	\$81,490,405	\$78,839,935	\$7,394,401	\$167,724,741
FY 20/21	\$89,439,711	\$86,880,617	\$7,548,617	\$183,868,946
Total	\$1,262,228,050	\$484,225,423	\$73,822,495	\$1,820,275,967

Notes:

1. Distributions are from the fiscal year start of each respective funding program, July 1 to June 30.

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Measure B/ Measure BB / Vehicle Registration Fee
Direct Local Distribution Program

TIMELY USE OF FUNDS POLICY

INTENT: The intent of the Timely Use of Funds Policy is to encourage Measure B/Measure BB/Vehicle Registration Fee (VRF) Direct Local Distribution (DLD) recipients ("RECIPIENT") to expend voter-approved transportation dollars expeditiously on transportation improvements and operations that the public can use and benefit from immediately.

I. TIMELY USE OF FUNDS POLICY

RECIPIENT shall expend DLD funds expeditiously pursuant to the following requirements:

- i. RECIPIENT may not hold an end of fiscal year fund balance of greater than four-times their annual DLD revenue received for that same fiscal year, by respective Measure B, Measure BB, and VRF Program. A RECIPIENT found to be non-compliant with this requirement through the Annual Program Compliance reporting process must return the equal amount of DLD funds that exceeds the maximum allowable end of fiscal year fund balance to Alameda CTC, as approved by the Commission. The Cities of Albany, Emeryville, and Piedmont are excluded from this requirement.
- ii. Measure B RECIPIENT must expend all Measure B DLD funds and all interest earned thereon by June 30, 2026.
- iii. RECIPIENT must document the use of end of year program fund balances towards eligible transportation improvements as part of the Annual Program Compliance Process.

II. PENALTY AND RESCISSION

RECIPIENT that does not meet the timeliness requirements set forth herein must return the equal amount of DLD funds that exceeds the maximum allowable end of fiscal year fund balance to Alameda CTC, as approved by the Commission.

All such funds returned to, or deem forfeited by Alameda CTC, shall be placed into an account for reallocation to the same programmatic type for transportation improvements in the county on a discretionary basis.

III. EXEMPTIONS

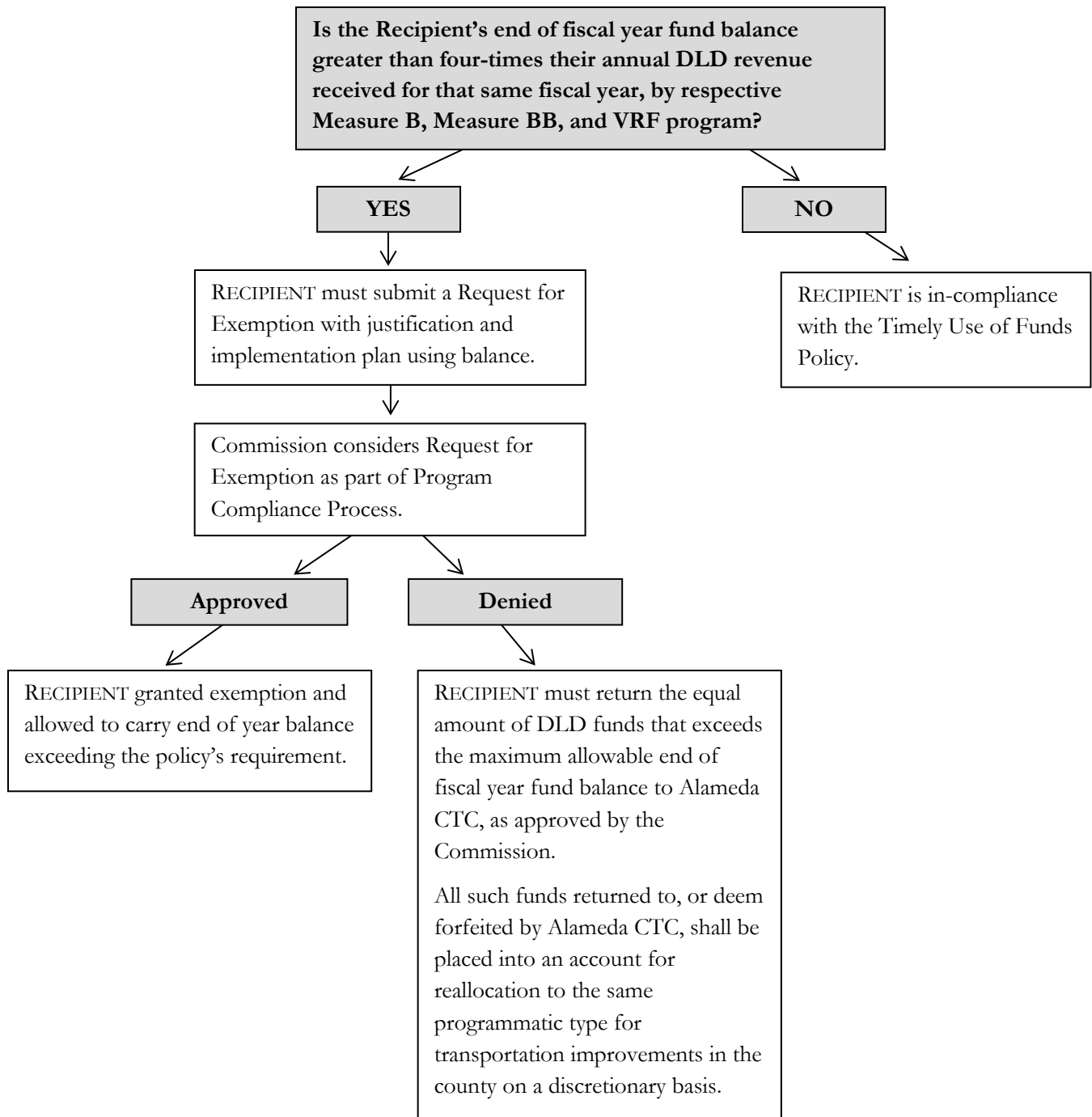
RECIPIENT may seek an exemption from the Timely Use of Funds Policy through the Annual Program Compliance reporting process. RECIPIENT must demonstrate that extraordinary circumstances have occurred, and provide a timely expenditure plan that would justify the exemption.

Exemption requests must be submitted to ALAMEDA CTC and considered by the Commission as part of the Annual Program Compliance Reporting process.



Measure B/ Measure BB / Vehicle Registration Fee
Direct Local Distribution Program

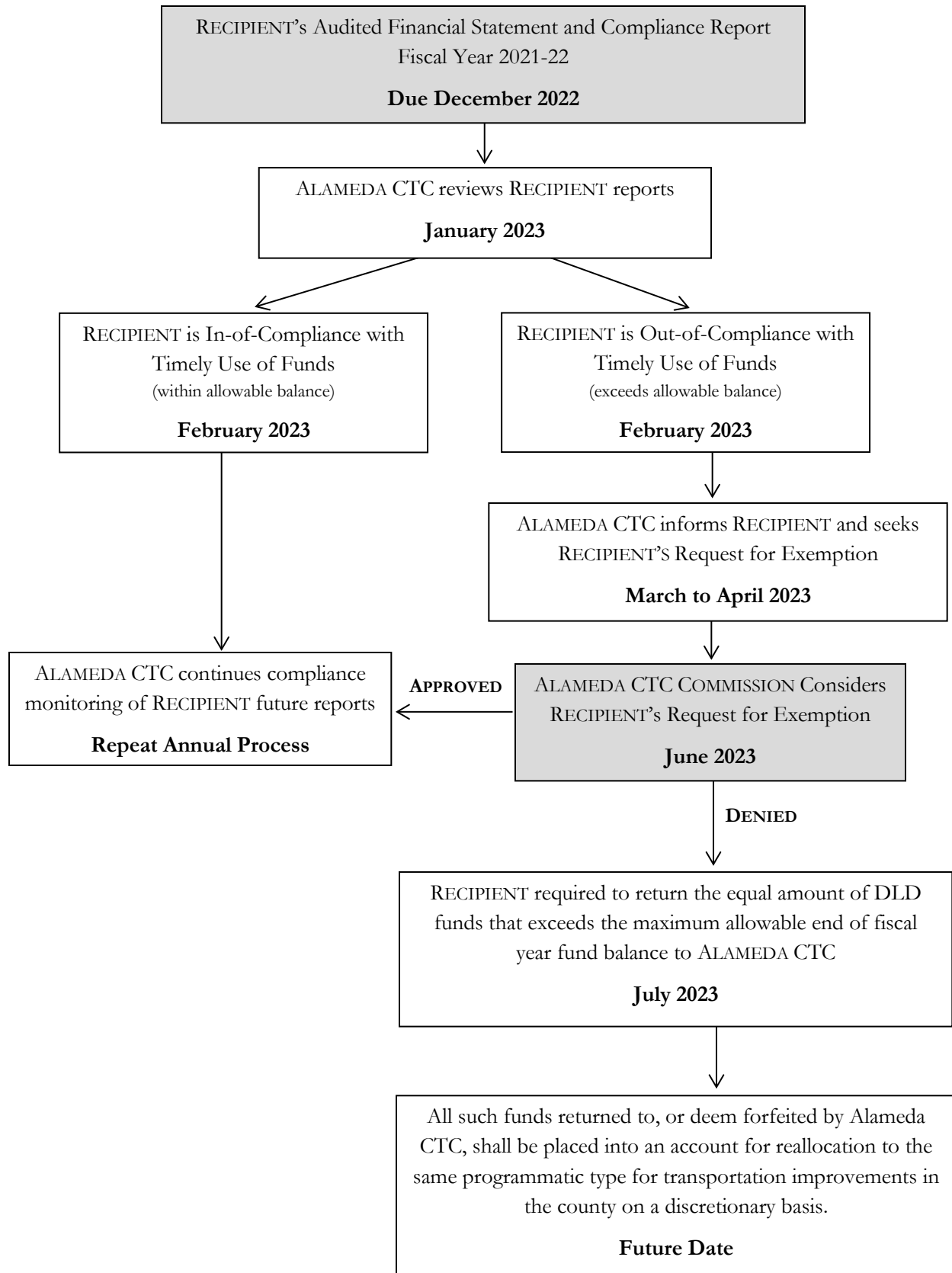
POLICY IMPLEMENTATION





Measure B/ Measure BB / Vehicle Registration Fee
Direct Local Distribution Program

EXAMPLE PROCESS IMPLEMENTATION SCHEDULE



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MEMORANDUM

March 15, 2022

TO: Alameda CTC

FROM: R. Zachary Wasserman and Neal Parish

RE: Consider and Adopt Resolution Pursuant to Government Code Section 54953(e) (AB 361) to Allow Hybrid and/or Remote Commission and Committee Meetings

Due to the COVID-19 pandemic, Alameda CTC has been holding all meetings of the Commission and its Committees on a remote basis since Governor Newsom first authorized such meetings pursuant to an Executive Order issued on March 17, 2020. Since October 2021, Alameda CTC's authority to hold these meetings on a remote basis has been based on the provisions of Government Code Section 54953(e), adopted as part of AB 361. This statutory provision requires that each agency reconsider its AB 361 findings at least every 30 days, and the Commission last made the appropriate findings pursuant to AB 361 at the regular Commission meeting held on February 24, 2022.

During the Commission's discussions regarding the AB 361 findings at prior Commission meetings, some Commissioners have expressed a desire to begin holding hybrid or in person meetings, where at least some Commissioners would participate in Commission and/or Committee meetings in person in Alameda CTC's Mary V. King Conference Room ("King Room") at Alameda CTC's offices in downtown Oakland. Other Commissioners remain hesitant about in person meetings due to the continued health risks presented by COVID-19. In part this is due to the configuration of the King Room, where Commissioners are not able to socially distance from each other if all Commissioners are seated at the dais, special constraints in the public section of the meeting room could affect how members of the public could be socially distanced from each other. We also understand that Alameda CTC has recently upgraded the audiovisual technology used for meetings in the King Room, in part to facilitate continued remote and hybrid meetings.

It is also important to recognize that Government Code Section 54953.3 in the Brown Act prohibits local agencies from requiring attendees at public meetings to register their name, to provide other information, or "otherwise to fulfill any condition precedent" to attendance. Although there is some ambiguity in light of the COVID-19 pandemic and the current state of emergency, many local agencies and their legal counsels have taken the position that this statute prohibits agencies from requiring attendees to provide proof of vaccination. This may be a conservative viewpoint, but we recommend that Alameda CTC take a similar approach here – which means that if members of the public are allowed to attend Commission and Committee meetings, we will have no way of knowing attendees' vaccination status.

Given all of these considerations, and since the current state of emergency declared by the Governor is expected to remain in place for the near future, Executive Director Tess Lengyel and Commission Chair John Bauters are proposing a gradual resumption of in person meetings. Initially, all Committee meetings would continue to be held on a fully remote basis, and only the Commission would have hybrid in person participation. To ensure that there is sufficient space for social distancing between those Commissioners who elect to attend in person, only a limited number of Commissioners would attend in person. The Executive Director, in consultation with the Commission Chair and the Commission Clerk, would confer with Commissioners to determine who would attend in person, and who would attend remotely. Additionally, to protect the health of the public, as well as the health of those Alameda CTC staff and Commissioners who attend the Commission meeting in person, all members of the public interested in participating in the Commission meeting would do so remotely.

During the continued state of emergency, Alameda CTC is legally permitted to hold its meetings in this hybrid fashion, or on a fully remote basis as the agency has done since March 2020, so long Alameda CTC complies with the requirements of AB 361. Most importantly, pursuant to Government Code Section 54953(e)(2), members of the public must be given notice of the means by which they are able to join the meeting by phone or internet-based option, and the public must also be given an opportunity to make public comment. Alameda CTC has complied with these requirements during the pandemic, both before and after the adoption of AB 361, and will continue to do so while the state of emergency is in effect. Note also that many observers have reported a general increase in public participation at public meetings that are held via teleconference.

The attached resolution will permit Alameda CTC to hold any and all meetings of the Commission, the Standing Committees, the Advisory Committees, and the Independent Watchdog Committee during the next thirty days on a remote or hybrid basis, as described above. Wendel Rosen attorneys will be available during the meeting to answer any questions Commissioners may have.



Commission Chair
Mayor John J. Bauters
City of Emeryville

Commission Vice Chair
Board President Elsa Ortiz
AC Transit

Alameda County
Supervisor David Haubert, District 1
Supervisor Richard Valle, District 2
Supervisor David 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 Rigel Robinson

City of Dublin
Mayor Melissa Hernandez

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Vice Mayor Regina Bonanno

City of Newark
Councilmember Luis Freitas

City of Oakland
Vice Mayor Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont
Mayor Teddy Gray King

City of Pleasanton
Mayor Karla Brown

City of San Leandro
Mayor Pauline Russo Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

ALAMEDA COUNTY TRANSPORTATION COMMISSION RESOLUTION 22-004

Resolution of the Alameda County Transportation Commission Determining that Conducting Fully In-Person Meetings of the Commission and Committees would Present Imminent Risks to Attendees' Health, and Electing to Hold Hybrid or Fully Remote Meetings Using Teleconferencing Pursuant to Government Code Section 54953(e)

WHEREAS, on March 4, 2020, California Governor Gavin Newsom issued a proclamation of a State of Emergency due to COVID-19 pursuant to Government Code Section 8625, and such proclamation remains in effect as of the date of this Resolution, as are the facts, circumstances, and emergency under which it was issued.

WHEREAS, on March 17, 2020, in connection with the above-referenced State of Emergency, the Governor issued Executive Order N-29-20 allowing local legislative bodies to hold meetings via teleconference and to make meetings accessible electronically notwithstanding contrary provisions of the Ralph M. Brown Act (Government Code Sections 54950 et seq., "Brown Act").

WHEREAS, on June 11, 2021, the Governor issued Executive Order N-08-21, which placed an end date of September 30, 2021, on the effectiveness of Executive Order N-29-20 that allowed exemptions to the Brown Act.

WHEREAS, as of October 1, 2021, Assembly Bill (AB) 361 allows a local agency to continue to use teleconferencing without complying with the standard Brown Act teleconferencing provisions if the agency's legislative body holds a meeting during a proclaimed state of emergency and determines by majority vote that, as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees (Government Code section 54953(e)).

WHEREAS, commencing with the Commission meeting of March 26, 2020 through the date of this Resolution, Alameda County Transportation Commission ("Alameda CTC") has held all meetings of its Commission, along with its Standing Committees, Advisory Committees and Independent Watchdog Committee (together, "Committees") on a fully remote basis pursuant to the authority initially granted by Executive Order N-29-20 and subsequently by AB 361.

WHEREAS, the Health Officer of the County of Alameda ("Health Officer") has issued various health orders and updates thereto designed to slow the spread of COVID-19 and its variants, including but not limited to recommendations and/or requirements for vaccinations, quarantines, sheltering in place, face coverings, and social distancing recommendations designed to protect public health.

WHEREAS, the Health Officer and many other health officers in the Bay Area and throughout the State lifted indoor mask mandates effective as of February 16, 2022, in recognition that the State and the County are both below their respective peaks of COVID-19 cases and hospitalizations, and because the overall risk of COVID-19 is lower than during the peak of the Delta and Omicron variants.

WHEREAS, notwithstanding the lifting of the indoor mask mandates, the Health Officer continues to recommend that members of the public make appropriate choices to reduce the impact of COVID-19 on personal and public health, potentially including the continued wearing of masks in indoor public settings, social distancing, and/or only gathering with friends and family who have been vaccinated and received booster shots.

WHEREAS, the Centers for Disease Control and Prevention have found that after getting vaccinated against COVID-19, protection against the virus may decrease over time and be less able to protect against the Delta and Omicron variants, and recently recommended that individuals receive booster shots.

WHEREAS, due to the continued health risks related to COVID-19, including the risks associated with the Delta and Omicron variants, Alameda CTC continues to be deeply concerned about protecting the health and safety of attendees, particularly given that even fully vaccinated people have contracted the Delta and Omicron variants, people may have and transmit the virus before knowing they are infected and/or if they are asymptomatic, less than sixty percent of eligible Alameda County residents have received a booster shot, meetings of Alameda CTC's Commission and Committees regularly exceed one hour in length, and its meeting facilities are limited in space with seats close together, especially with respect to public attendees.

WHEREAS, Government Code Section 54953.3 within the Brown Act prohibits local agencies from requiring members of the public to register their name or otherwise fulfill any condition precedent to their attendance at a meeting held pursuant to the Brown Act.

WHEREAS, Section 54953.3 accordingly prohibits Alameda CTC from requiring public attendees to its Commission and Committee meetings to provide proof of vaccination, as is otherwise required by Oakland ordinance prior to entrance into many indoor facilities.

WHEREAS, there has been a general increase in public participation at public meetings that are held via teleconference during the course of the pandemic.

WHEREAS, some Commissioners are fully vaccinated and boosted and would accordingly prefer to hold certain meetings of the Commission and Standing Committees on a hybrid basis, pursuant to which some Commissioners may attend such meetings in person at Alameda CTC's Mary V. King Conference room, so long as in-person attendance is limited to a small number of Commissioners so as to allow appropriate social distancing between and amongst the

Commissioners and any members of Alameda CTC's staff also able to safely attend such meetings in person.

WHEREAS, other Commissioners have stated that they continue to feel that their in-person attendance at Commission and Standing Committees would present an imminent risk to their personal health or safety due to the continued COVID-19 pandemic, and thus prefer the option to continue attending such meetings remotely.

WHEREAS, Alameda CTC desires to continue holding public meetings of the Commission and the Committees remotely using teleconferencing and virtual meeting technology in order to avoid the imminent risk to the health and safety of attendees, subject to the option for a limited number of Commissioners to attend Commission or Committee meetings in person at Alameda CTC's Mary V. King Conference room, with in-person attendance determined for each such meeting by the Executive Director in consultation with the Commission Chair and the Commission Clerk.

WHEREAS, at the regular Commission meeting held on March 24, 2022, the Commission considered all pertinent information, testimony, and comments with respect to this Resolution, including, without limitation, information received at the Commission meeting, the memo from legal counsel dated March 15, 2022, this Resolution, and all other information on which the Commission has based its decision.

NOW THEREFORE, BE IT RESOLVED, Alameda CTC hereby determines that there is a state of emergency proclaimed by the State of California based upon the COVID-19 pandemic.

BE IT FURTHER RESOLVED, that Alameda CTC further determines that holding Commission and Committee meetings fully in person would present imminent risks to the health or safety of attendees.

BE IT FURTHER RESOLVED, that Alameda CTC will accordingly follow the provisions of Government Code Section 54953(e)(2) with respect to future meetings of the Commission and any other legislative body of Alameda CTC after today's meeting, including but not limited to each of the Standing Committees, Advisory Committees, and the Independent Watchdog Committee, subject to continued compliance and review pursuant to Section 54953(e)(3), and with the option for limited numbers of Commissioners to attend Commission and Committee meeting in person, as and when deemed appropriate by the Executive Director, in consultation with the Chair and Commission Clerk and for the public to attend fully remotely.

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, March 24, 2022 in Oakland, California, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

Attest:

John J. Bauters,
Chair, Alameda CTC

Vanessa Lee,
Clerk of the Commission

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