



Alameda CTC Commission Agenda Thursday, January 28, 2021 2:00 p.m.

Due to the statewide stay at home order and the Alameda County Shelter in Place Order, and pursuant to the Executive Order issued by Governor Gavin Newsom (Executive Order N-29-20), the Commission will not be convening at its Commission Room but will instead move to a remote meeting.

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

Chair:	Pauline Russo Cutter, Mayor City of San Leandro	Executive Director:	Tess Lengyel
Vice Chair:	John Bauters, Councilmember City of Emeryville	Clerk of the Commission:	Vanessa Lee

Location Information:

Virtual Meeting Information: <https://zoom.us/j/98912547788?pwd=a09mN3JGSXJYZVpWdHBTUG1HQUJmZz09>
Webinar ID: 989 1254 7788
Password: 650406

For Public Access Dial-in Information: 1 (669) 900 6833
Webinar ID: 989 1254 7788
Password: 650406

To request accommodation or assistance to participate in this meeting, please contact Vanessa Lee, the Clerk of the Commission, at least 48 hours prior to the meeting date at: vlee@alamedactc.org

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

4. Election of Commission Chair and Vice Chair	Page/Action	
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4.1. Approve the election of the Commission Chair and Vice-Chair	1	A
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5. Chair and Vice Chair Report

6. Executive Director Report

7. Consent Calendar

Alameda CTC standing committees approved all action items on the consent calendar, except Item 7.1, 7.2 and 7.8.

7.1. Approve December 3, 2020 Commission Meeting Minutes	3	A
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7.2. Approve December 28, 2020 Commission Meeting Minutes	7	A
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7.3. Alameda CTC Committee Assignments	9	I
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7.4. I-580 Express Lanes Operations Update	13	I
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7.5. Link21 Project Briefing (formerly the New Transbay Rail Crossing Project)	33	I
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7.6. Allocation for the Project Initiation Document phase of the West End Bike Ped Bridge Project	37	A
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7.7. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments	57	I
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7.8. Approve Community Advisory Committee Appointments	67	A
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8. Community Advisory Committee Written Reports (Report Included in Packet)
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8.1. Bicycle and Pedestrian Committee Summary Minutes	75	I
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8.2. Independent Watchdog Committee Summary Minutes	81	I
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9. Planning, Policy and Legislation Committee
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The Planning, Policy and Legislation Committee approved the following action item, unless otherwise noted in the recommendations.

9.1. State and federal legislative activities update and approval of the 2021 Legislative Program	85	A
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10. Sales Tax Revenue Update

10.1. FY2019-20 Sales Tax Revenues Update	115	I
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11. Closed Session

11.1. Pursuant to California Government Code section 54956.9 (d)(1) Conference with General Counsel regarding current litigation with Union Pacific Railroad for the 7 th Street Grade Separation East Project, Union Pacific Railroad Company, Plaintiff, v. Alameda County Transportation Commission, et al., Defendants filed in Federal District Court.		I
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11.2. Pursuant to California Government Code section 54569 (d)(2) |
Conference with General Counsel regarding potential litigation
regarding pursuit of the GoPort Project.

11.3. Report on Closed Session |

12. Adjournment

Next Meeting: February 25, 2021

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda, submit an email to the clerk or use the Raise Hand feature or if you are calling by telephone press *9 prior to or during the Public Comment section of the agenda. Generally public comments will be limited to 3 minutes.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the [website calendar](#).



Alameda CTC Schedule of Upcoming Meetings February 2021

Commission Chair

Mayor Pauline Russo Cutter
City of San Leandro

Commission Vice Chair

Councilmember John Bauters
City of Emeryville

AC Transit

Board President Elsa Ortiz

Alameda County

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

BART

Vice President Rebecca Saltzman

City of Alameda

Mayor Marilyn Ezzy Ashcraft

City of Albany

Councilmember Rochelle Nason

City of Berkeley

Councilmember Lori Droste

City of Dublin

Mayor Melissa Hernandez

City of Fremont

Mayor Lily Mei

City of Hayward

Mayor Barbara Halliday

City of Livermore

Mayor Bob Woerner

City of Newark

Councilmember Luis Freitas

City of Oakland

Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont

Councilmember Jen Cavanaugh

City of Pleasanton

Mayor Karla Brown

City of Union City

Mayor Carol Dutra-Vemaci

Executive Director

Tess Lengyel

Commission and Committee Meetings

Time	Description	Date
9:00 a.m.	I-680 Sunol Smart Carpool Lane JPA (I-680 JPA)	February 8, 2021
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
2:00 p.m.	Alameda CTC Commission Meeting	February 25, 2021

Advisory Committee Meetings

1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	February 4, 2021
5:30 p.m.	Bicycle and Pedestrian Committee (BPAC)	February 4, 2021
1:30 p.m.	Joint Paratransit Advisory and Planning Committee and Paratransit Technical Advisory Committee (PAPCO/ParaTAC)	February 22, 2021

Due to the statewide stay at home order and the Alameda County Shelter in Place Order, and pursuant to the Executive Order issued by Governor Gavin Newsom (Executive Order N-29-20), the Commission will not be convening at its Commission Room but will instead move to a remote meeting.

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



Memorandum

4.1

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

DATE: January 21, 2021

TO: Alameda County Transportation Commission

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

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

Recommendation

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

Summary

Per the Alameda County Transportation Commission (Alameda CTC) Administrative Code, the 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. The typical term of the Chair and Vice Chair of the Commission does not exceed two years; and the current Chair and Vice-Chair have just completed their first year of service.

Background

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

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

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1. Call to Order

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioners Arreguin, Carson, Miley, and Saltzman.

Commissioner Cox attended as an alternate for Commissioner Chan.
Commissioner Narum attended as an alternate for Commissioner Thorne.

Subsequent to the roll call:

Commissioners Carson and Miley arrived during item 4. Commissioner Arreguin arrived during item 5. Commissioner Saltzman arrived during item 7.

3. Public Comment

There were no public comments.

4. Chair and Vice Chair Report

Chair Cutter stated that the Commission and Alameda CTC will celebrate the service of six Commissioners that are retiring, moving on from, or changing positions at the Commission. She noted that in addition to their tireless work for their local communities, each of them has dedicated countless hours to serve the County and Alameda CTC. Chair Cutter expressed her appreciation for their accomplishments and for their role in development of strong partnerships throughout the County to ensure important infrastructure projects, programs, and planning efforts are delivered.

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

Commissioner Narum informed the Commission that Commissioner Thorne is in the hospital and noted that cards and notes can be sent to the City of Pleasanton administrative staff for distribution to Commissioner Thorne.

5. Executive Director Report

Tess Lengyel stated that it has been an amazing year with the Commission providing leadership and direction to the agency. She noted that it has been an honor to serve the Commission this year and Alameda CTC is continuing to deliver promises to the voters. Ms. Lengyel stated that Alameda CTC's goal is to plan, fund and deliver and she highlighted accomplishments over the last year regarding planning, programming and funding efforts. Ms. Lengyel concluded by thanking staff for their hard work, dedication, professionalism and expertise. She acknowledged Vanessa Lee, Clerk of the Commission

and Angie Ayers, Assistant Clerk for transitioning quickly during the pandemic to continue to support the Commission.

Commissioner Pilch asked if pilot projects are eligible for the Comprehensive Investment Plan (CIP). Ms. Lengyel said that pilot projects are eligible for the CIP.

6. Consent Calendar

6.1. Approve November 19, 2020 Commission Meeting Minutes

6.2. Approve the Alameda CTC 2020 Calendar Year Meeting Schedule

Commissioner Halliday thanked Commissioner Bauters for his work and expertise at the November 2020 meeting. *Commissioner Ortiz moved to approve the Consent Calendar. Commissioner Ezzy Ashcraft seconded the motion. The motion passed with the following roll call votes:*

Yes: Arreguin, Bauters, Carson, Cox, Cutter, Dutra-Vernaci, Ezzy Ashcraft, Freitas, Haggerty, Halliday, Haubert, Kaplan, Marchand, McBain, Mei, Miley, Ortiz, Pilch, Thao, Thorne, Valle

No: None

Abstain: None

Absent: Saltzman

7. Recognition of Departing Commissioners

Chair Cutter stated that Alameda CTC staff, in cooperation with our departing Commissioners, put together a video to kick off the celebration of recognizing their years of service. In the video, each Commissioner reflected on their accomplishments as Alameda CTC Commissioners, their most memorable moments at the agency and they shared their retirement plans. She congratulated Commissioner Haubert for being elected to the Alameda County Board of Supervisors and noted that the following Commissioners are retiring: Supervisor Scott Haggerty, Mayor John Marchand, Mayor Bob McBain, Mayor Nick Pilch, Mayor Jerry Thorne. She extended thanks to each Commissioner on behalf of everyone at Alameda CTC.

Commissioners Arreguin, Bauters, Carson, Dutra-Vernaci, Ezzy Ashcraft, Halliday, Kaplan, Mei, Miley, and Thao recognized the outgoing Commissioners and expressed their thanks for each outgoing Commissioners' vision, leadership, friendship, and service to the County.

Commissioner Haubert reflected on his time as Mayor, stating that he enjoyed serving his community as the Mayor of Dublin and stated that his dedication to the County will continue in his new role as Supervisor.

Commissioner Marchand expressed his appreciation for the Commissioners' kind words and he stated that it has been an honor to work with the Commissioners. Commissioner Marchand thanked Tess Lengyel and Alameda CTC staff for the great work of the agency.

Commissioner Pilch thanked staff and stated that it has been wonderful to get to know the Commissioners.

Commissioner Haggerty stated that he respects and has enjoyed working with everyone on this Commission. He acknowledged each of the Commissioners and wished Commissioner Haubert luck as the new County Supervisor.

8. Commission Member Reports

Commissioner Saltzman shared that the BART Board approved a 3-year labor contracts with their three labor unions. Chair Cutter requested Commissioner Saltzman to provide a summary of this information for the Mayors to share with their communities.

Commissioner Miley noted that he had a conversation with Ms. Lengyel regarding paratransit and the need for travel training during the pandemic. He expressed his concerns about how older adults and people with disabilities are moving around during the pandemic and their quality of life.

Commissioner Bauters wished everyone a happy Holiday season and reminded the Commissioners to be safe during the season.

Commissioner Cutter stated that she will communicate with any new Commissioners that are appointed to the Commission and will notify current Commissioners if there are changes to the Committee appointments.

9. Adjournment

The next meeting is Thursday, January 28, 2021 at 2:00 p.m.

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Alameda County Transportation Commission
Commission Meeting Minutes
Monday, December 28, 2020, 10 a.m.

7.2

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 Freitas, Thao, and Valle.

Commissioner Cox attended as an alternate for Commissioner Chan.

Vanessa Lee, Clerk of the Commission, noted that there are no representatives for the City of Dublin and the City of Piedmont appointed to the Commission.

Subsequent to the roll call:

Commissioner Thao arrived during item 4.

3. Public Comment

There were no public comments.

4. Closed Session

4.1. Pursuant to Government Code Section 54956.9 (e)(2): Potential Litigation related to the occurrence of serial meetings regarding the I-880 to Mission Boulevard East-West Connector/Quarry Lakes Project

4.2. Report on Closed Session

Alameda CTC General Counsel Zack Wasserman Stated that no action was taken in closed session.

5. Regular Matters

5.1. Address and Cure recently identified Brown Act Violation for the I-880 to Mission Boulevard East-West Connector/Quarry Lakes Project

Zack Wasserman recommended that the Commission approve a letter committing that the Commission and the members will not engage in serial meetings in the future. Mr. Wasserman stated that there has been discussion on this matter at the November 19, 2020, Commission meeting and at a special meeting with the Programs and Projects Committee (PPC) earlier in December. He stated that the Alameda CTC Commission received a Cease and Desist letter from Flavio Poehlmann regarding a serial meeting Brown Act violation concerning the Quarry Lakes Project. At the November 19th Commission meeting, facts were placed on the record about the serial meetings, who was called, and the content of the discussions. Mr. Wasserman stated that the Commission is holding the current special meeting to complete the cure of the potential violation and action taken at this meeting will cure the issue. Mr. Wasserman stated that Mr. Poehlmann asked for a

number of other actions in his letter, however none of those actions are required and many of them were beyond the authority and scope of the Alameda CTC. He concluded by reiterating that acting on this item will end this matter as a legal issue. He noted that Mr. Poehlmann will receive two letters, one from the Commission signed by the Chair of the Commission and one from the PPC Committee signed by the PPC Chair.

Commissioner Haggerty moved to approve this item. Commissioner Halliday seconded the motion. The motion passed with the following roll call votes:

Yes: *Bauters, Brown, Carson, Cox, Cutter, Droste, Dutra-Vernaci, Ezzy
Ashcraft, Haggerty, Halliday, Kaplan, Kaplan Mei, Miley, Nason, Ortiz,
Saltzman, Thao, Woerner*

No: *None*

Abstain: *None*

Absent: *Valle*

6. Commission Member Reports

Commissioner Bauters acknowledged Mayor Halliday and the City of Hayward for solving a cold case regarding the homicide of Michaela Garecht.

Tess Lengyel thanked the Commissioners for attending the November 19, 2020 Special Meeting.

7. Adjournment

The next meeting is Thursday, January 28, 2021 at 2:00 p.m.



Memorandum

7.3

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

DATE: January 21, 2021

TO: Alameda County Transportation Commission

FROM: Pauline Cutter, Chair
Tess Lengyel, Executive Director

SUBJECT: 2021 Committee Member Assignments

Recommendation

On behalf of Alameda CTC Chair, Pauline Cutter, this memo is intended to inform Commissioners of the new committee assignments and meeting times for each committee, as well as agency assignments to other organizations.

Summary

Standing committee meetings will continue to be held on the second Monday of each month, with the exception of August and December. The Finance and Administration Committee and the Multi-modal Advisory Committee will meet on a quarterly or as-needed basis. The I-680 Sunol Express lane Joint Powers Authority will meet on a quarterly, or as-needed, basis.

Staff will place the meetings for the duration of the year on Commissioners' calendars. Please notify your alternate of your assignments along with the meeting times and duration. If there are any questions regarding committee assignments, please feel free to contact either Chair Cutter or the Executive Director, Tess Lengyel.

Background

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

Fiscal Impact: There is no fiscal impact.

Attachment:

- A. Standing Committee and other agency assignments

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2021 Alameda CTC Standing Committees and Other Appointments*

QUARTERLY			STANDING	
I-680 SUNOL EXPRESS LANE JOINT POWERS AUTHORITY**	FINANCE AND ADMINISTRATION COMMITTEE (FAC)**	MULTI-MODAL (I-580 POLICY ADVISORY, GOODS MOVEMENT, TRANSIT) **	PROGRAMS AND PROJECTS COMMITTEE (PPC)	PLANNING, POLICY AND LEGISLATION COMMITTEE (PPLC)
9:00 AM -- 9:30 AM	9:30 AM -- 10:00 AM	9:00 AM -- 10:00 AM	10:00 AM -- 11:30 PM	11:30 PM -- 1:00 PM
Lily Mei, Chair David Haubert, Vice Chair Karla Brown Glenn Hendricks, VTA Melissa Hernandez	Luis Freitas, Chair Richard Valle, Vice Chair Karla Brown Jen Cavanaugh Melissa Hernandez Chair Cutter and Vice-Chair Bauters	Rebecca Kaplan, Chair Nate Miley, Vice Chair Karla Brown Wilma Chan Luis Freitas Elsa Ortiz Rebecca Saltzman Chair Cutter and Vice-Chair Bauters	Carol Dutra-Vernaci, Chair Rebecca Saltzman, Vice Chair Jen Cavanaugh David Haubert Lily Mei Nate Miley Sheng Thao Richard Valle Bob Woerner Chair Cutter and Vice-Chair Bauters	Elsa Ortiz, Chair Barbara Halliday, Vice Chair Keith Carson Marilyn Ezzy Ashcraft Wilma Chan Lori Droste Melissa Hernandez Rebecca Kaplan Rochelle Nason Chair Cutter and Vice-Chair Bauters

*Per the Alameda CTC Administrative Code, the Chair and Vice Chair of Alameda CTC are members of all Alameda CTC Standing Committees; The Chair also makes Alameda CTC appointments to the I-680 Sunol Joint Powers Authority and other agencies as applicable

**These Committees will meet quarterly or on an as needed basis

Other Agency Appointments:

San Joaquin Regional Rail Commission Representative:

Lily Mei, Melissa Hernandez

California Association of Councils of Government Representative:

John Bauters

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DATE: January 21, 2021

TO: Alameda County Transportation Commission

FROM: Liz Rutman, Director of Express Lanes Implementation and Operations
Ashley Tam, Associate Transportation Engineer

SUBJECT: I-580 Express Lanes Operations Update

Recommendation

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

Summary

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

Background

The Alameda CTC is the project sponsor of the I-580 Express Lanes, located in the Tri-Valley corridor through the cities of Dublin, Pleasanton, and Livermore, which opened to traffic in February 2016. The I-580 Express Lanes extend from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to the I-680 Interchange in the westbound direction. Motorists using the I-580 Express Lanes facility benefit from travel time savings and travel reliability as the express lanes optimize the corridor capacity by providing a choice to drivers. Single occupancy vehicles (SOVs) may choose to pay a toll and travel within the express lanes, while carpools, clean-air vehicles, motorcycles, and transit vehicles using a FasTrak® flex toll tag may enjoy the benefits of toll-free travel in the express lanes. Efforts are underway to modify the toll system to implement the 50% toll discount for Clean-Air Vehicles (CAV) in accordance with the new policy adopted in June 2020; implementation of the policy is expected in 2021 with prior outreach to notify the public of the change.

An All Electronic Toll (AET) collection method has been employed to collect tolls. Toll rates are calculated based on real-time traffic conditions (speed and volume) in express and general purpose lanes, and can change as frequently as every three minutes. California Highway Patrol (CHP) officers provide enforcement services, and the California Department of Transportation (Caltrans) provides roadway maintenance services through reimbursable service agreements.

Due to the COVID-19 public health crisis and state and regional Shelter-in-Place (SIP) orders, use of the express lanes has significantly decreased compared to prior years. As of September, overall express lane traffic volumes are still lower than traffic prior to the pandemic but are trending upward and reflect signs of recovery, particularly in the eastbound direction.

FY 2020-2021 Q1 Operations Update:

Performance of the I-580 Express Lane for the first quarter (Q1) of fiscal year 2020-2021 are highlighted below. See Attachment A for more details.

- Motorists made over 1,641,000 express lane trips during operational hours in Q1. Daily express lane trips averaged 25,600, a 27% decrease from the same quarter in the prior fiscal year. The average number of daily express lane users has been steadily increasing from June through September 2020.
 - Paid trips totaled 885,000, or 13,800 trips per day. This constitutes a 25% decrease from the same quarter in the previous fiscal year, but an 8% increase over the prior quarter.
 - Toll-free trips made up 46% of all trips, which decreased from 48% in the same quarter of the previous year.
- Generally, express lane users experienced better traffic conditions than the general purpose lanes, particularly during peak commute hours.
 - Westbound peak period (6 AM - 9 AM) express lane speeds averaged 73 miles per hour (mph) and users experienced average level of service (LOS) A throughout the corridor.
 - Eastbound peak period (3 PM - 6 PM) express lane speeds averaged 63 mph and users experienced averaged LOS C throughout the corridor.
- The average assessed toll for SOV motorists was \$1.79 and \$3.02 for westbound and eastbound, respectively.
- CHP performed 607 hours of enforcement services and made 633 enforcement contacts during Q1.
- The estimated gross toll revenue generated from the I-580 Express Lanes in fiscal year 2020-21 thus far is \$2.18 million, excluding revenues from violation fees and penalties. The forecasted operating budget is \$1.43 million.

After SIP orders were issued in March, traffic volumes in the express lane decreased by approximately 60%. In response to the decreased usage, toll rates were rolled back to January 2018 levels, with maximum tolls of \$13 for westbound travel and \$9.50 for eastbound travel, which are lower than the pre-COVID maximums of \$14 and \$13, respectively. Express lane usage in Q1 of fiscal year 2020-2021 reflects an overall 27%

decrease in average daily traffic volumes compared to Q1 of the previous fiscal year, but there are directional disparities. Westbound I-580 express lane commute traffic is still at roughly 60% of pre-COVID levels, while eastbound I-580 express lane commute traffic is up to 95% of pre-COVID levels. Staff will manage eastbound express lane congestion by adjusting the dynamic pricing in early 2021 to increase the eastbound maximum toll back up to the January 2019 maximum of \$12.

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

Attachment:

- A. I-580 Express Lane Operations Update (FY 2020-21 Q1)

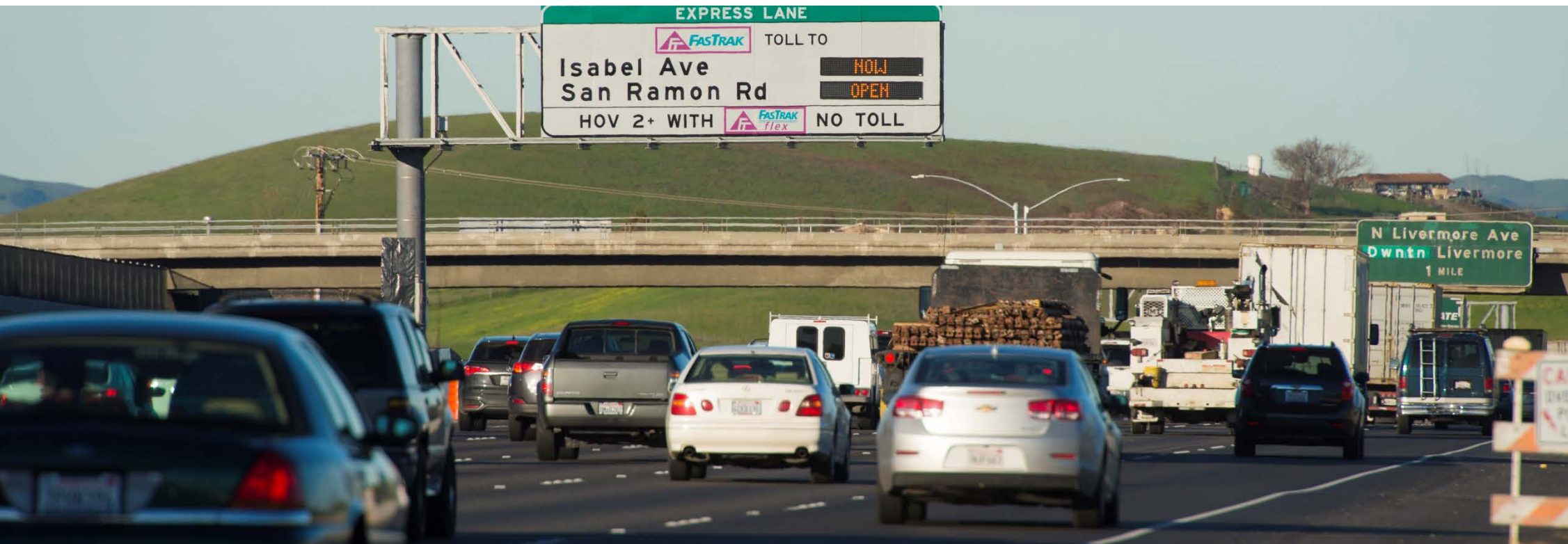
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ALAMEDA COUNTY TRANSPORTATION COMMISSION

I-580 Express Lanes

Quarterly Operations Update

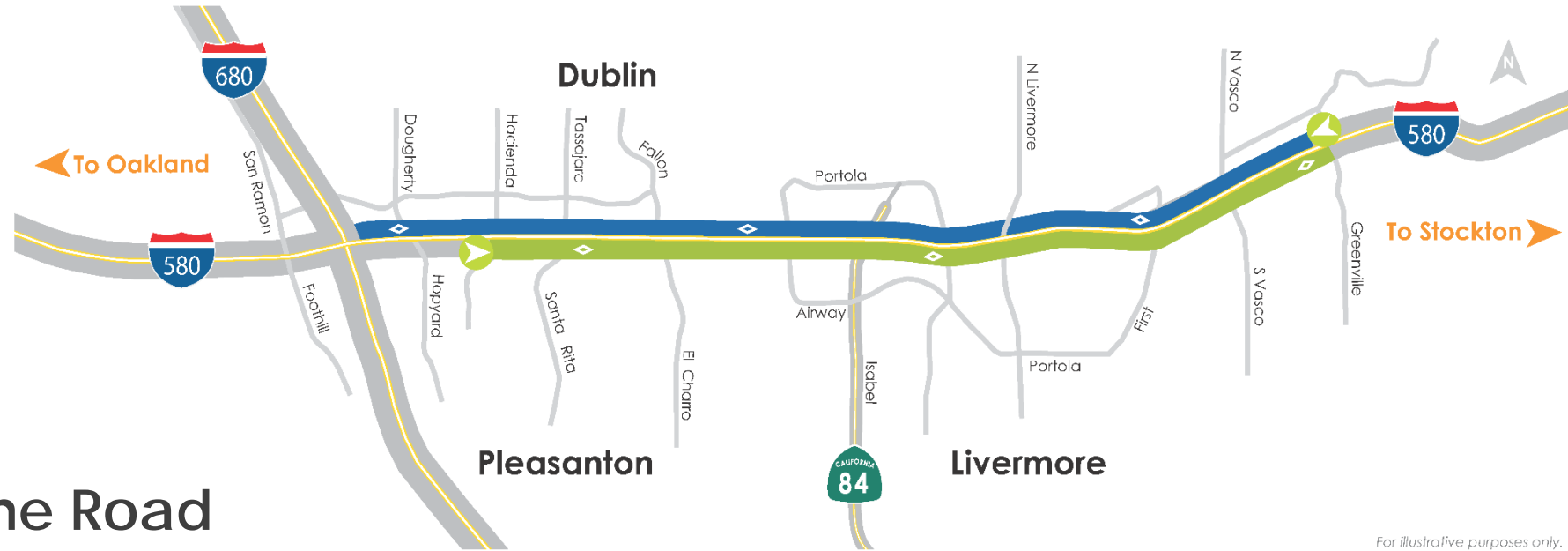


TOLL-PAYING VEHICLES



TRANSIT

I-580 Express Lane Overview



For illustrative purposes only.

Rules of the Road

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

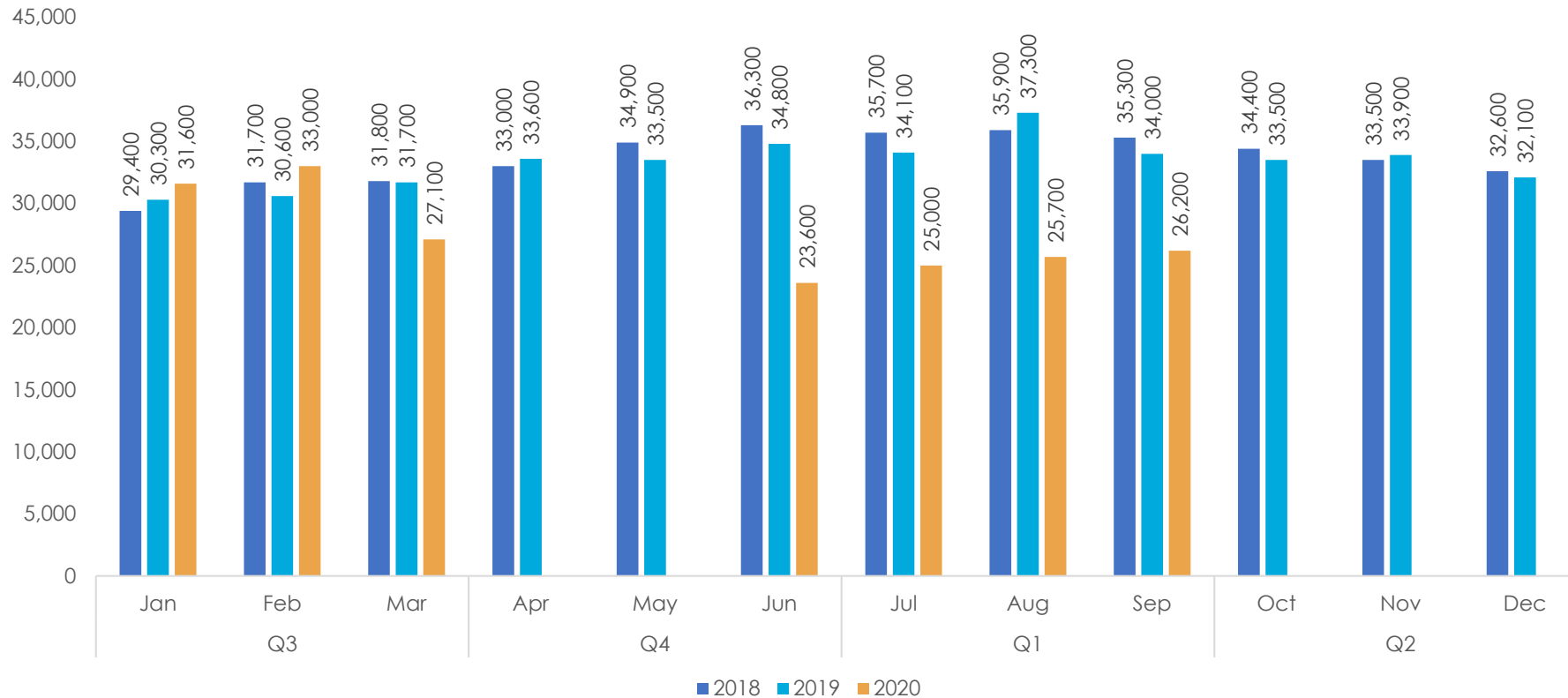
* Policy to charge single-occupant CAVs a 50% toll will be implemented later in 2021 with prior outreach to notify the public of the change.

FY 20/21 Q1 Performance Highlights

- Motorists made over 1,641,000 express lane trips during operational hours in Q1. Daily express lane trips averaged 25,600, a 27% decrease from the same quarter in the prior fiscal year. The average number of daily express lane users has been steadily increasing from June through September 2020.
 - Paid trips totaled 885,000, or 13,800 trips per day. This constitutes a 25% decrease from the same quarter in the previous fiscal year, but an 8% increase over the prior quarter.
 - Toll-free trips made up 46% of all trips, which decreased from 48% in the same quarter of the previous year.
- Generally, express lane users experienced better traffic conditions than the general purpose lanes, particularly during peak commute hours.
 - Westbound peak period (6 AM - 9 AM) express lane speeds averaged 73 miles per hour (mph) and users experienced average level of service (LOS) A throughout the corridor.
 - Eastbound peak period (3 PM - 6 PM) express lane speeds averaged 63 mph and users experienced averaged LOS C throughout the corridor.
- The average assessed toll for single occupancy vehicle (SOV) motorists was \$1.79 and \$3.02 for westbound and eastbound, respectively.
- CHP performed 607 hours of enforcement services and made 633 enforcement contacts during Q1.
- The estimated gross toll revenue generated from the I-580 Express Lanes in fiscal year 2020-21 thus far is \$2.18 million, excluding revenues from violation fees and penalties. The forecasted operating budget is \$1.43 million.

Average Daily Express Lane Trips

Through FY 2020-2021 Q1



Q1 of FY 2020-2021

1,641,000

Trips

Avg. Daily Trips compared to Q1 of FY 2020-2021

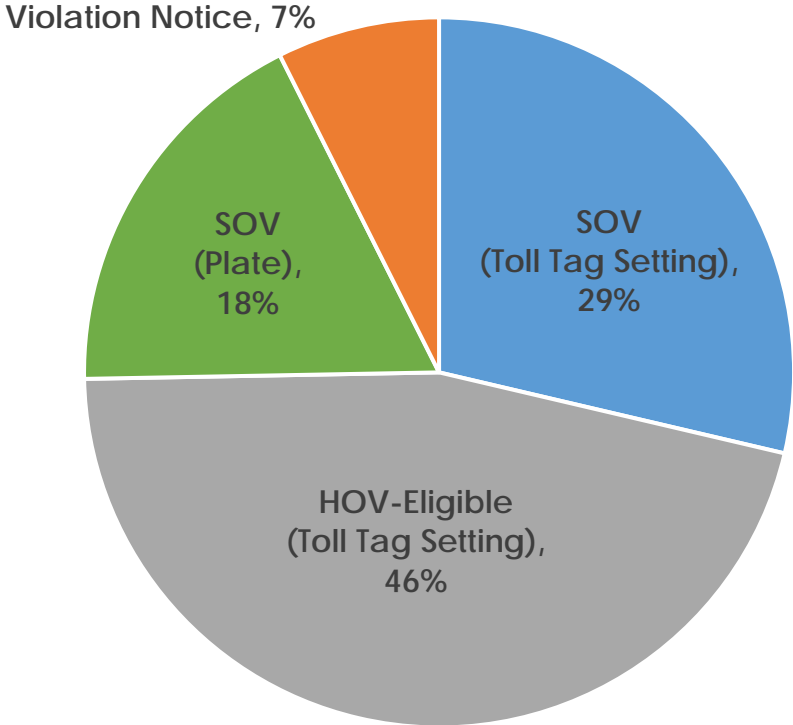
-27%

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

Over 35.4 million trips have been taken since the I-580 Express Lane opened in February 2016. There were a total of 1,640,000 trips during tolling hours in Q1 of FY 2020-2021. Express Lanes saw an average of 25,600 trips per day, which is approximately 27% fewer trips compared to Q1 of the prior FY.

Typical Express Lane Trip User Breakdown

FY 2020-2021 Q1

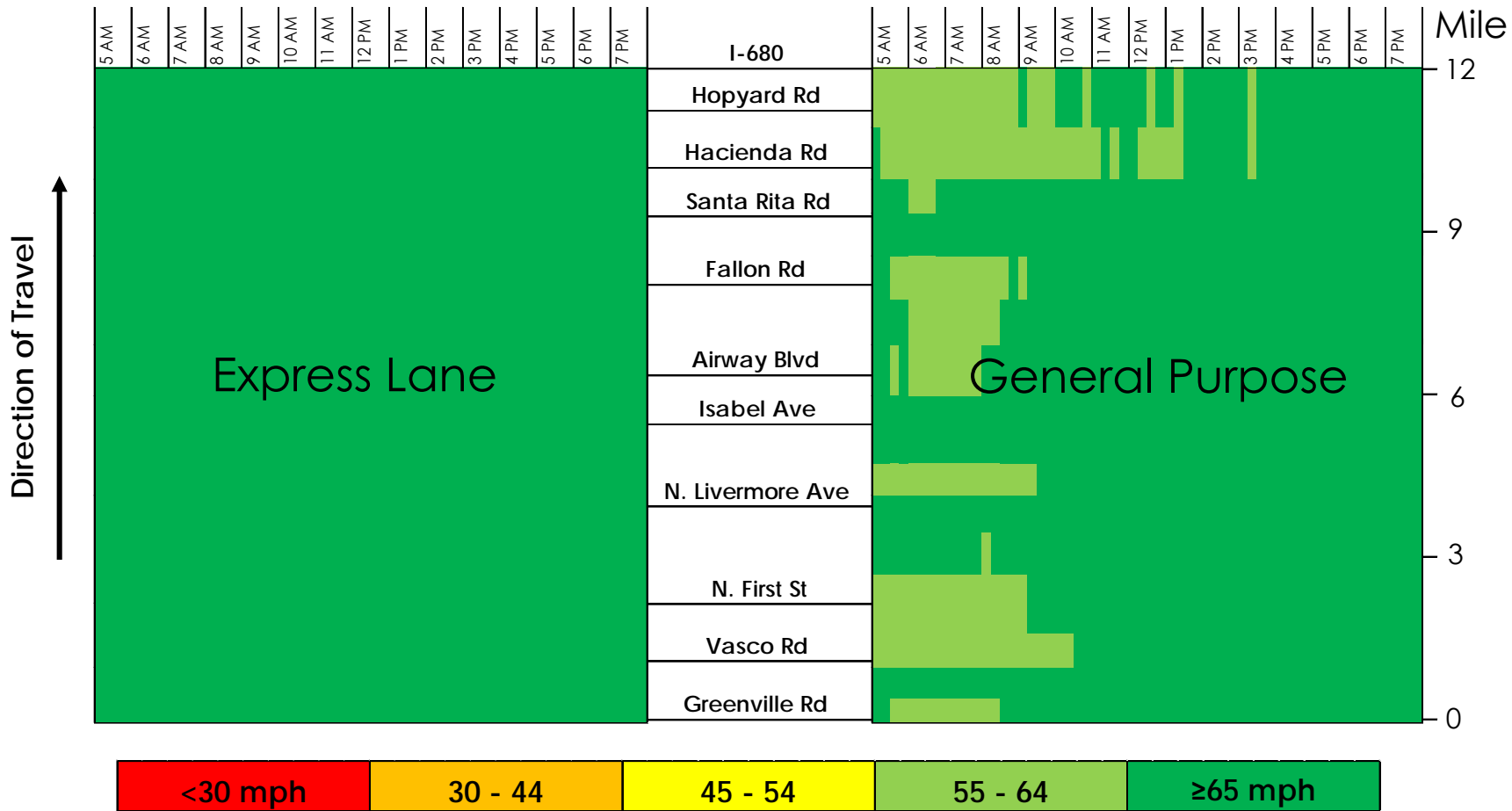


Toll-free trips made up 46% of all trips in Q1, a 2% reduction from Q1 of the previous fiscal year. It is too soon to know if the pandemic has had a lasting impact on carpooling in the region.

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

Westbound I-580 Corridor Speed Heat Maps

FY2020-2021 Q1

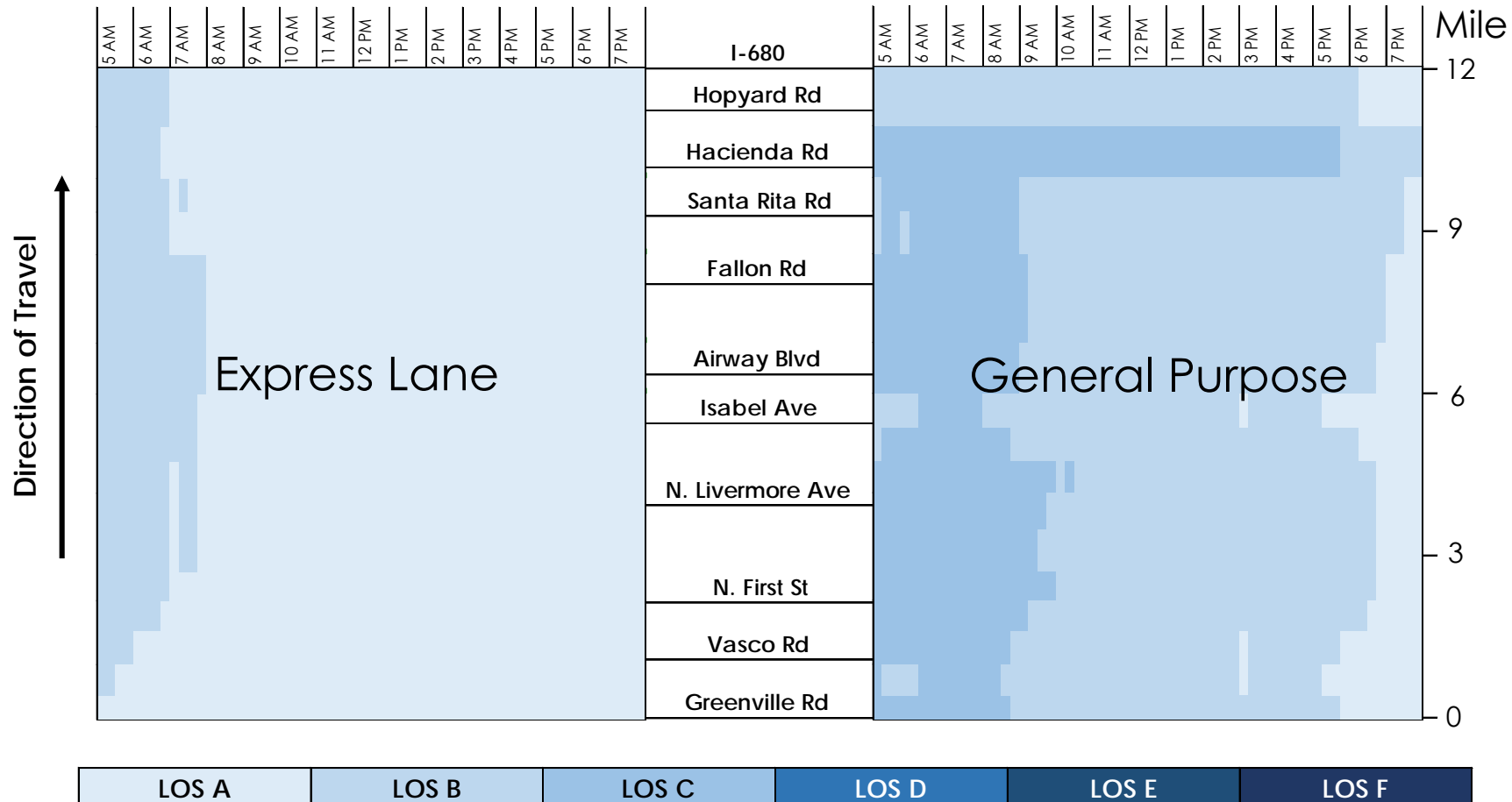


Express lanes average 5 – 9 mph faster than general purpose lanes depending on the time of day and location within the corridor.

Express Lane speeds average 73 mph during the morning commute period, and remain above 65 mph at all times throughout the corridor.

Westbound I-580 Corridor LOS Heat Maps

FY2020-2021 Q1

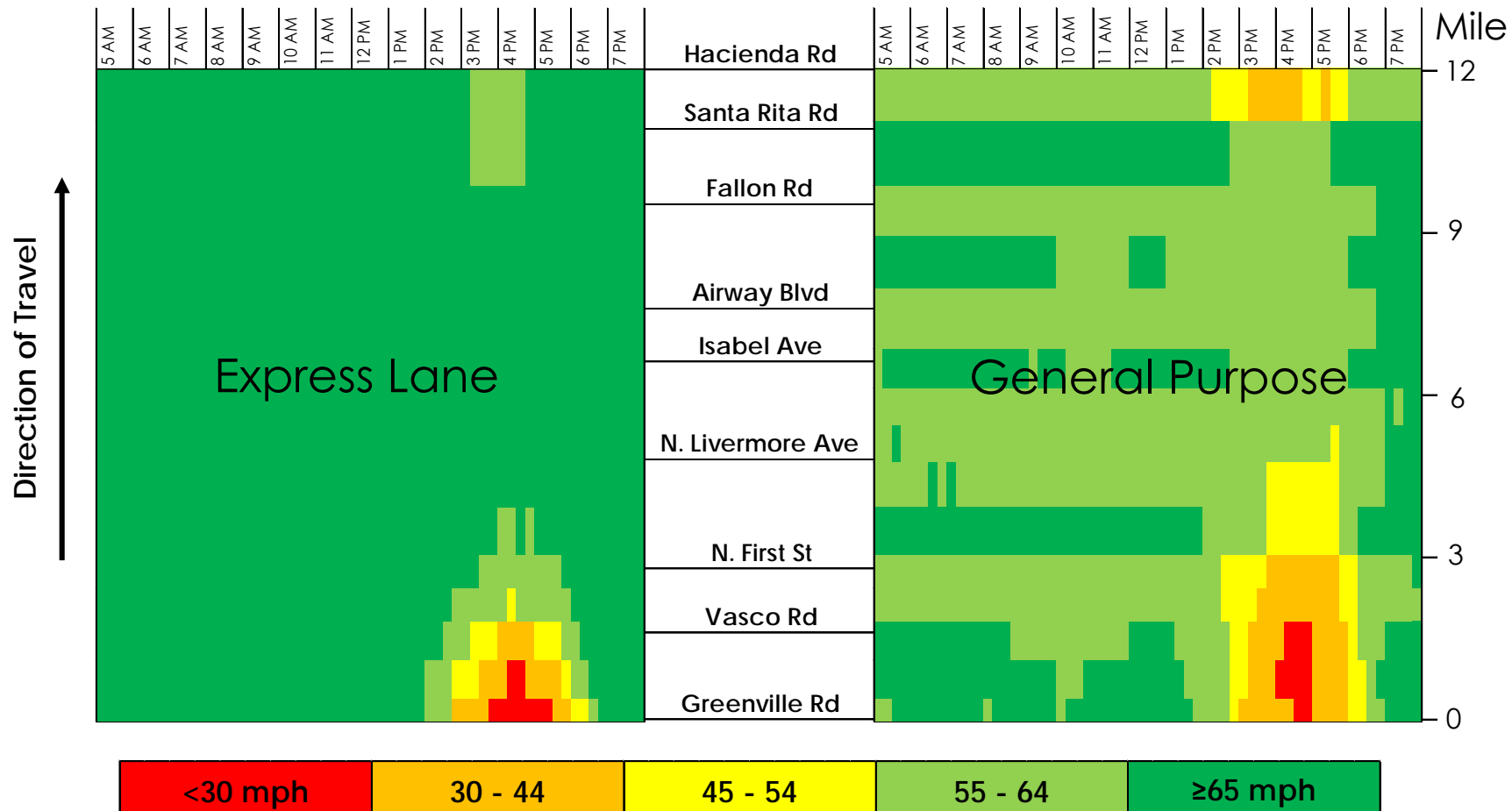


The express lane generally performed at LOS A, except for the early morning hours when the lanes performed at LOS B.

Comparatively, the general purpose lanes performed at LOS C for large segments during the morning peak.

Eastbound I-580 Corridor Speed Heat Maps

FY2020-2021 Q1

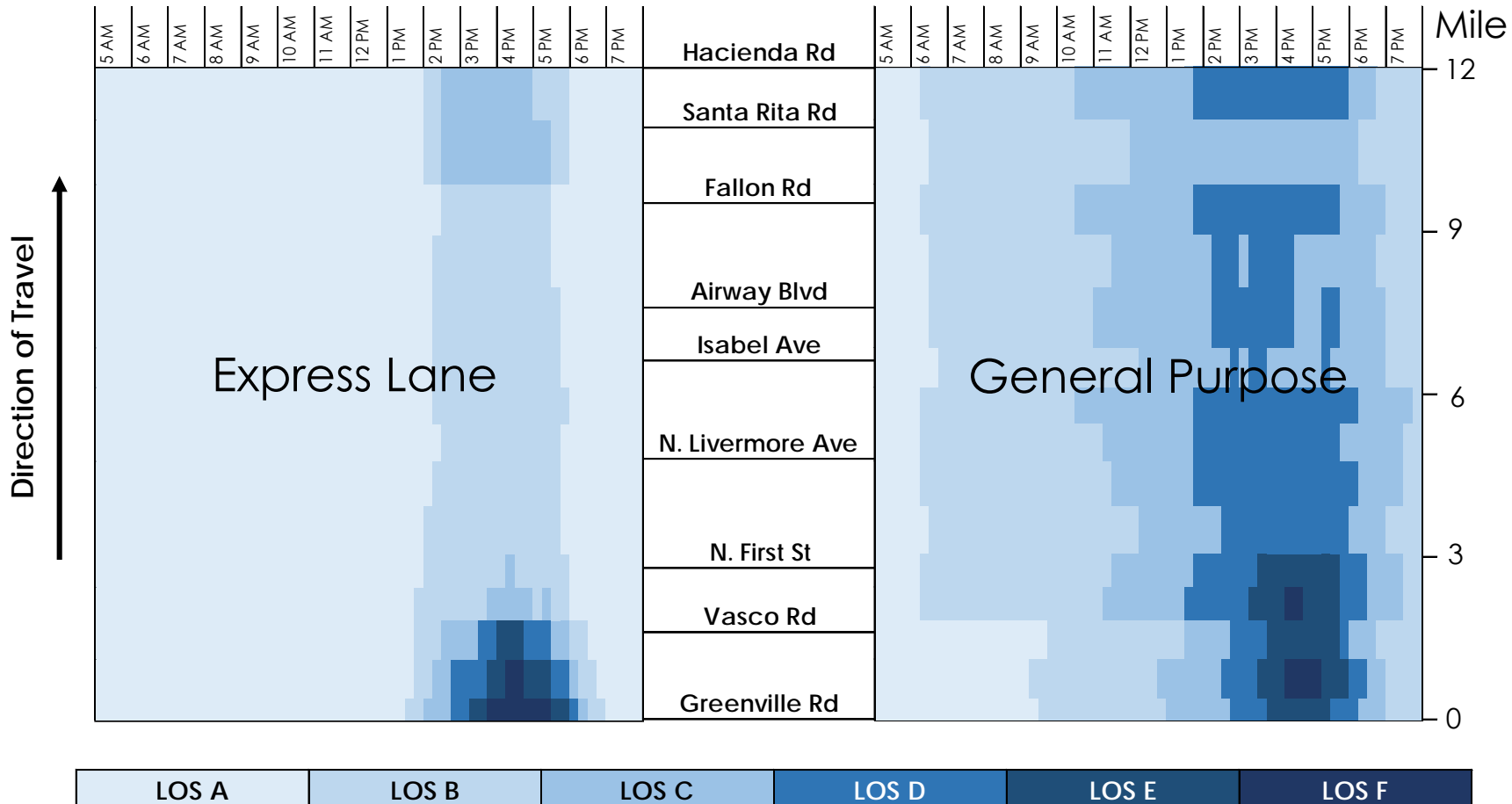


Express lanes average 7 – 12 mph faster than general purpose lanes depending on the time of day and location within the corridor.

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

Eastbound I-580 Corridor LOS Heat Maps

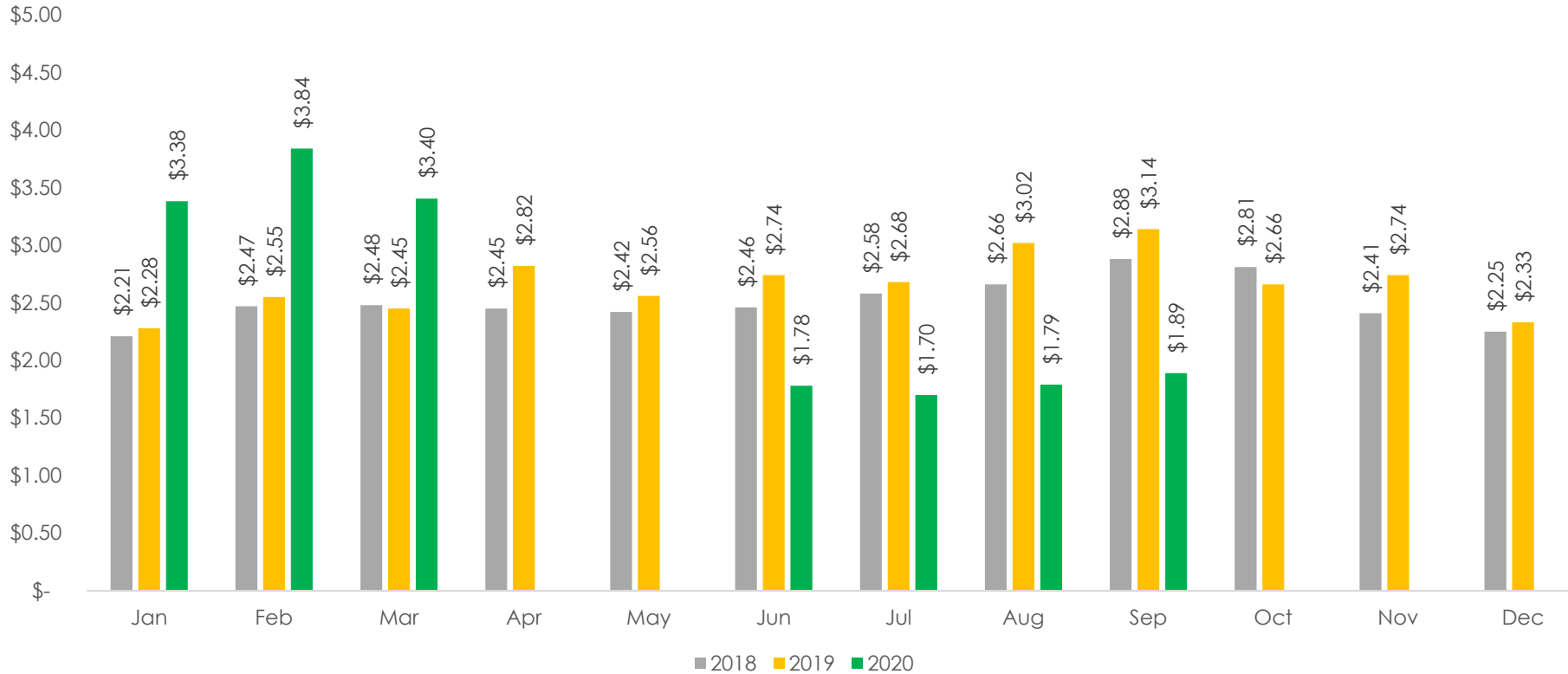
FY2020-2021 Q1



During the evening commute period, general purpose lanes perform at LOS D or worse throughout much of the corridor.

Comparatively, express lane degradation does not last as long or extend as far as the general purpose lanes.

I-580 Westbound Assessed Toll



Average tolls paid ticked upward very slightly during Q1, with an average assessed toll of \$1.79. Although the pricing cap on the maximum westbound toll is \$13, the dynamic pricing algorithm did not reach this cap in Q1.

FY 20-21 Q1:

Maximum Posted Toll Rate:

\$12.00
(2 of 64 days)

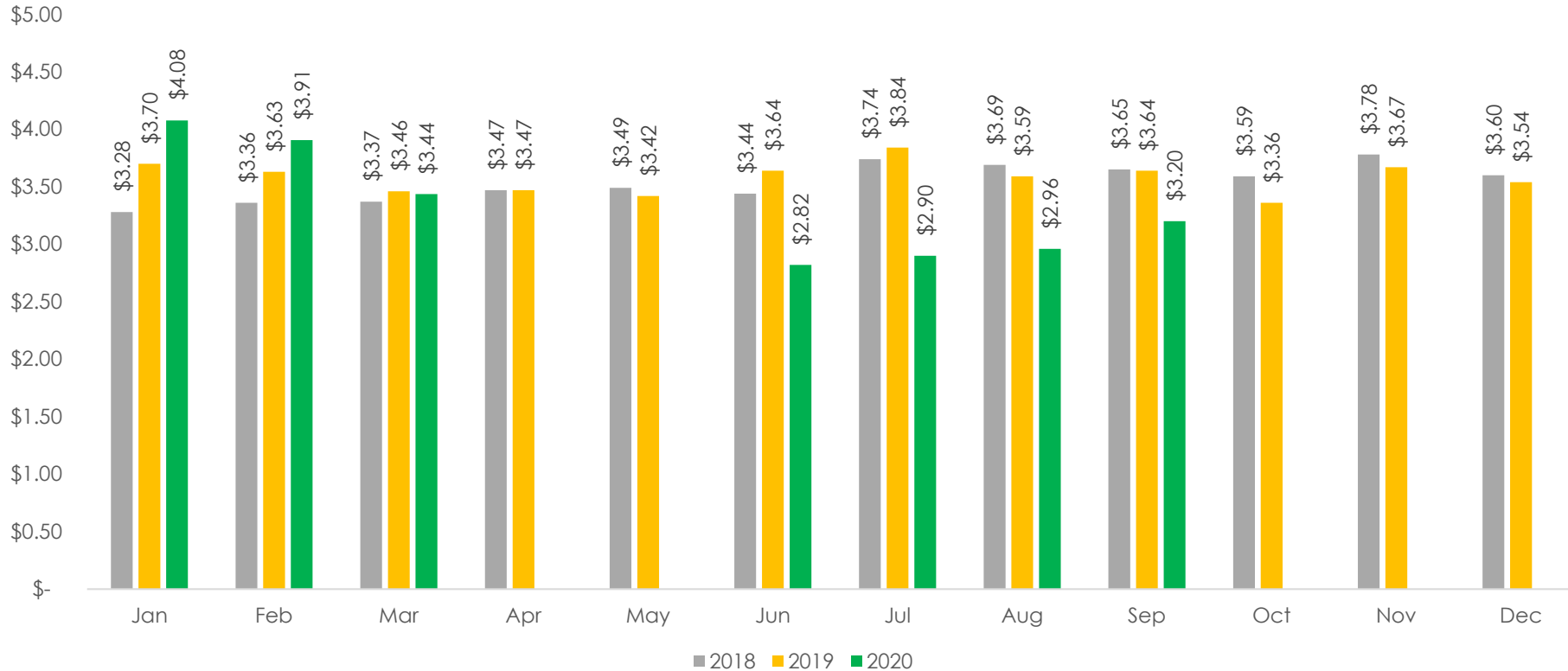
Percent paying \$13.00
(Maximum Toll):

0%

Average Assessed Toll:

\$1.79

I-580 Eastbound Assessed Toll



FY 20-21 Q1:

Maximum Posted Toll Rate:

\$9.50
(54 of 64 days)

Percent paying \$9.50
(Maximum Toll):

3.4%

Average Assessed Toll:

\$3.02

Average tolls paid increased slightly from Q4 of FY1920. The average assessed toll was \$3.02. The pricing cap on eastbound tolls is \$9.50; just 3.4% of toll-paying users paid this rate in Q1.

I-580 CHP Enforcement

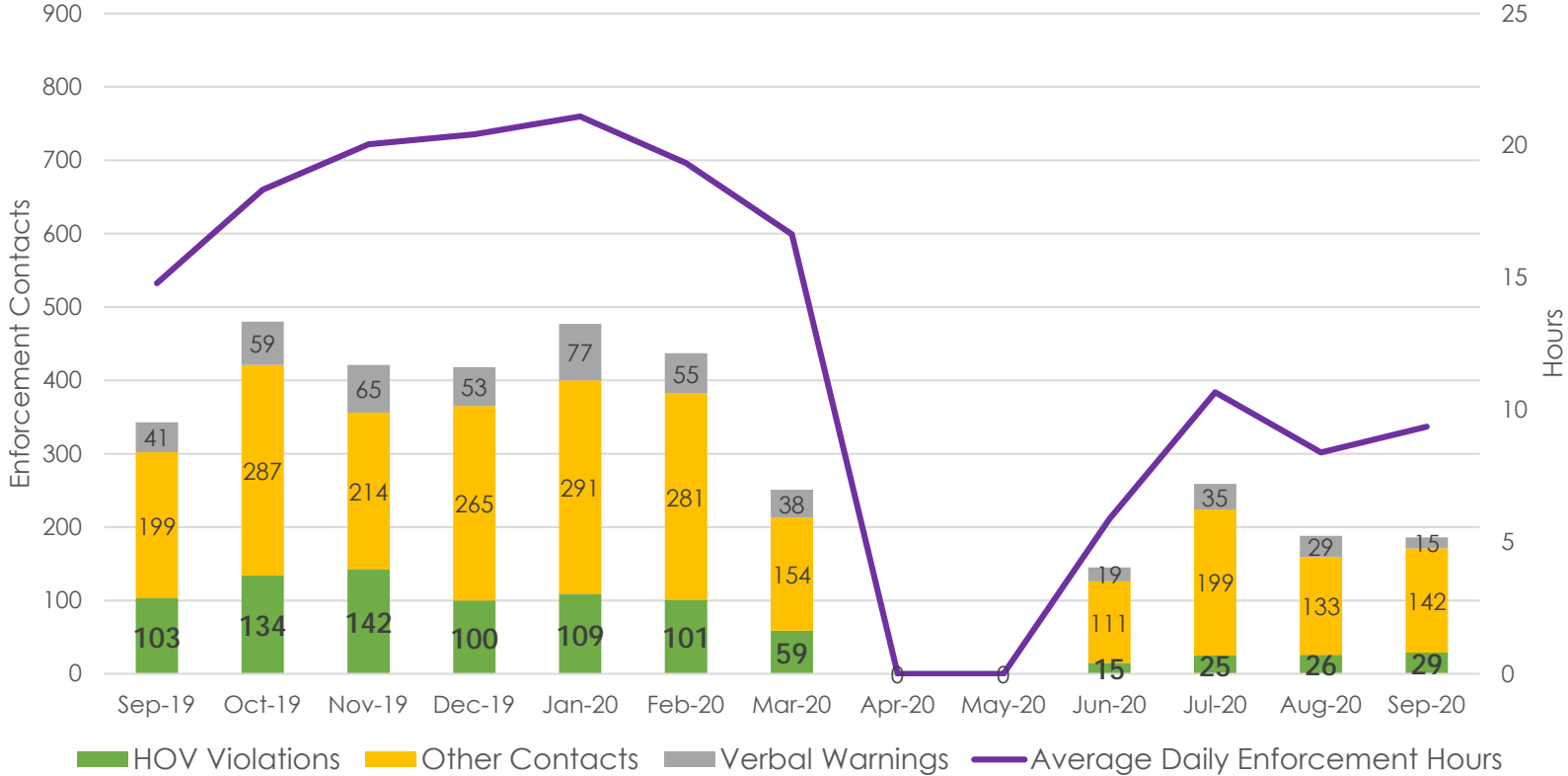
September 2019 – September 2020



Average cost per CHP contact in Q1:

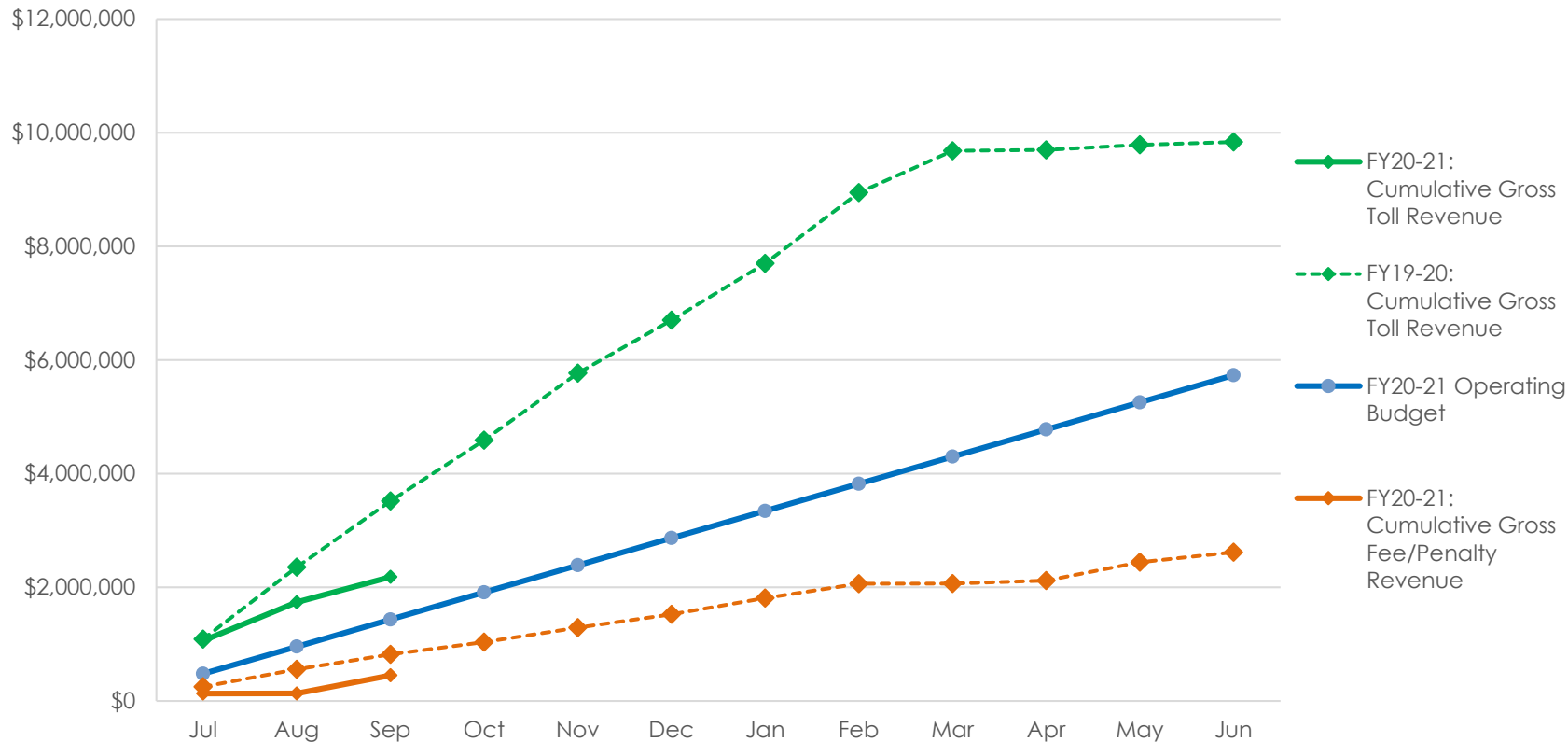
\$111

CHP recorded 633 enforcement contacts in FY 20-21 Q1, 13% of which resulted in toll evasion violations.



The California Highway Patrol provides enforcement of the I-580 Sunol Express Lanes. Enforcement activities were put on hold when tolling operations were suspended due to COVID-19, and resumed in June.

I-580 Express Lanes: Financials



FY20-21 Cumulative Revenue (July 2020 – September 2020)*

Estimated Gross Toll Revenue**

\$2,180,000

**Does not include revenues from violation fees/penalties.

Est. Operating Budget

\$1,430,000

The I-580 Express Lanes generated an estimated \$2,180,000 in gross toll revenues during Q1 of fiscal year 2020-2021. Through September, the estimated operating budget is \$1,430,000.

*Note: Does not include revenues from the latter half of September due to technical issues resulting in delayed revenue processing.

COVID-19 Impacts: Daily Trips & Tolls

Averages	Pre COVID-19 (Q1 FY2019-2020)	Mid-COVID-19 (Q1 FY2020-2021)	% Change
Avg. Daily EL Traffic Volume	334,200	243,000	-27%
Avg. Daily EL Trips	35,200	25,600	-27%
Share of Toll-Free Trips	48%	46%	-2%
Average Assessed Toll	\$2.95 WB	\$1.79 WB	-39%
	\$3.69 EB	\$3.02 EB	-18%
Maximum Posted Toll	\$13.00 WB	\$12.00 WB	-8%
	\$12.00 EB	\$9.50 EB	-21%

The I-580 Express Lanes average daily traffic was 27% lower in Q1 of FY 2020-2021 compared to the same quarter of the previous year. Staff reduced the pricing caps for maximum tolls in response to reduced demand. Although a slightly smaller share of express lane trips are toll-free during the pandemic, this has not offset reduced traffic and lower fares, resulting in a significant decrease in average assessed tolls for both directions.

COVID-19 Impacts: Traffic

Averages	Westbound Peak Period (6-9 AM)			Eastbound Peak Period (3-6 PM)		
	Pre COVID-19 (Q1 2019-2020)	Q1 FY2020-2021	% Change	Pre COVID-19 (Q1 2019-2020)	Q1 FY2020-2021	% Change
EL Speed (mph)	63	73	+16%	58	63	+9%
EL Volumes (veh/hr)	1,200	700	-42%	1,700	1,600	-6%
GP Speed (mph)	56	65	+16%	49	52	+7%
GP Volume (veh/hr)	5,700	5,400	-5%	5,300	5,200	-2%

Westbound EL morning traffic has decreased 42% from pre-COVID-19 levels in Q1 of the previous fiscal year, while GP traffic has decreased just 5%. However Eastbound traffic has endured, with the evening peak commute period reflecting a 6% decrease in EL traffic volumes and a 2% decrease in GP traffic over the same time frame.

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





Memorandum

7.5

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

DATE: January 21, 2021

TO: Alameda County Transportation Commission

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

SUBJECT: Link21 Project Briefing (formerly the New Transbay Rail Crossing Project)

Recommendation

This item is to provide the Commission with an update on the Link21 Program (formerly the New Transbay Rail Crossing Project) led by BART in partnership with the Capitol Corridor Joint Powers Authority (CCJPA), the managing agency of the Capitol Corridor intercity passenger rail service. This is an information item only.

Background

BART and CCJPA are partnering to advance the Link21 Program. The partner agencies will attend the January Multi-Modal Committee to provide an overview of the program. Alameda CTC staff serves on the technical advisory group, the multi-agency Program Development Team, and the Executive Director serves on the Executive Advisory Team.

Link21 will transform the megaregional rail network into a faster, more integrated system that provides a safe, efficient, equitable, and affordable means of travel for all types of trips. The Program will serve the 21-county Northern California Megaregion, which spans from Sacramento to Monterey, San Francisco to the Central Valley and points in between. At the core of this Program is a new Transbay rail crossing between San Francisco and Oakland that could serve BART, regional rail and high-speed rail. The potential benefits of Link21 are to: increase connections between affordable housing and high-quality jobs; enable fast, frequent, reliable, safe, and accessible rail service; improve air quality by creating alternatives to driving; and meet the future travel demands of Northern California's growing, diverse population. Attachment A provides an overview of the project.

Fiscal Impact: There is no fiscal impact.

Attachment:

- A. Link21 Fact Sheet

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LINK21

CONNECT NORTHERN CALIFORNIA

A Transformative Program for Northern California

Link 21 (formerly called New Transbay Rail Crossing) will transform the rail network serving the 21-county Northern California Megaregion, which ranges from Sacramento to Monterey, San Francisco to the Central Valley and points between. The program is currently in the early planning stages. At the core of Link21 is a new transbay crossing between San Francisco and the East Bay (Oakland Area) for BART and/or regional rail that will:

- **INCREASE** connections between affordable housing and high-quality jobs
- **ENABLE** fast, frequent, reliable, safe, and accessible rail service
- **IMPROVE** air quality by creating alternatives to driving
- **MEET** the future travel demands of Northern California's growing, diverse population

The Northern California megaregion is home to more than 12.5 million people and is the fifth largest economy in the United States. Population is expected to reach 16 million by 2050. Travel demands across the region are expected to increase sharply in coming decades.

The San Francisco Bay Area Rapid Transit District (BART) and the Capitol Corridor Joint Powers Authority (CCJPA) have partnered to advance Link21.

December 2020

NORTHERN CALIFORNIA MEGAREGIONAL RAIL MAP

Connect Northern California



Looking Toward Recovery

Because of the pandemic, Northern California, the United States, and the world are facing an unprecedented health emergency with vast economic impacts. BART and CCJPA, as transit operators, have continued to provide essential services during these challenging times.

While meeting current transit demand, BART and CCJPA continue to look toward the future. Northern California is resilient, and the region has recovered from disasters in the past. Transportation agencies, such as the Metropolitan Transportation Commission, anticipate that the long-term trends in jobs, travel and population will not decrease due to COVID-19.

The Link21 program has been discussed and planned for more than a decade. BART and CCJPA will continue to adapt and plan for a time when the pandemic is behind us. We look forward to people returning to transit as a preferred transportation option. This program will ensure that Northern California's transit system will meet their needs.

Program Vision

Link21 will transform the passenger rail network in the Northern California megaregion into a **faster**, more **integrated** system that provides a safe, **efficient**, **equitable**, and **affordable** means of travel for all types of trips.

This program, including a new BART and/or regional rail (including commuter, intercity, and high-speed rail) connection between the East Bay (Oakland area) and San Francisco, will make rail transit the **mode of choice** for trips throughout the megaregion.

Program Phases



* CEQA NOD = California Environmental Quality Act Notice of Determination
NEPA ROD = National Environmental Policy Act Record of Decision

Program Goals and Objectives

The following four goals reflect the broad benefits that will be achieved by this program. The foundational goal—**TRANSFORM THE PASSENGER EXPERIENCE**—serves as the catalyst to enable the other three goals to come to fruition.



TRANSFORM THE PASSENGER EXPERIENCE

- Provide better service
- Improve reliability and system performance
- Build ridership and mode share



ENHANCE COMMUNITY AND LIVABILITY

- Connect people and places
- Improve safety, health, and air quality
- Advance equity



SUPPORT ECONOMIC GROWTH AND GLOBAL COMPETITIVENESS

- Improve access to opportunity and employment
- Connect major economic, research, and education centers
- Enable transit-supportive land use



ADVANCE ENVIRONMENTAL STEWARDSHIP AND PROTECTION

- Increase climate change resilience
- Reduce greenhouse gas emissions
- Conserve resources

Our Commitment to Equity and Inclusion

Link21 is committed to equity and will focus on partnering with priority populations to maximize benefits and minimize burdens for communities that, historically and currently, suffer and experience negative impacts from infrastructure projects. We will collaborate with these communities to understand the equity implications of Link21 and work toward beneficial program processes and outcomes. Link21 commits to:

- Developing and implementing a process that advances equity through all aspects of the program
- Building respectful and interactive community partnerships through accessible community engagement
- Valuing the experience and input of individuals from priority populations
- Ensuring that disadvantaged and small businesses are integrated throughout the program's lifecycle



DATE: January 21, 2021

TO: Alameda County Transportation Commission

FROM: Gary Huisingh, Deputy Executive Director of Project Delivery
Vivek Bhat, Director of Programming and Project Controls

SUBJECT: Allocation for the Project Initiation Document phase of the West End Bike Ped Bridge Project

Recommendation

It is recommended the Commission approve the following actions related to the Programming and Allocation of 2014 Measure BB funds to the Project Initiation Document (PID)/scoping phase of the City of Alameda's West End Bike Ped Bridge Project:

1. Allocate Measure BB funds from the \$75 million in the 2014 Transportation Expenditure Plan (TEP) for the I-880 Broadway/Jackson multimodal transportation and circulation improvements (TEP-37) not to exceed \$1.555 million for the West End Bike Ped Bridge Project.
2. Authorize the Executive Director or designee to enter into a project funding agreement with the City of Alameda (Project Sponsor).

Summary

Alameda CTC is the project sponsor for the Oakland Alameda Access Project (Project). The Project, previously known as the I-880 Broadway-Jackson Interchange Project, has been in the planning stages for nearly 30 years due to the lack of consensus between key stakeholders. The Project is a named capital project in the 2000 Measure B and the 2014 Measure BB Transportation Expenditure Plans (TEPs) and has a combined earmark of \$83.1 million in Measure funds, which includes \$75 million Measure BB funds. To date, the Commission has approved a total allocation of \$13.1 million of Measure funds for the Project. The total project cost is currently estimated at \$120 million and has a shortfall of approximately \$37 million.

The Project is located along I-880 between Oak Street and Washington Street in the City of Oakland, including the Webster Tube and Posey Tube, up to Atlantic Avenue in the City of Alameda. The Project proposes to construct a new horseshoe ramp, add approximately 3.0 miles of new bicycle/pedestrian facilities, remove and modify existing

freeway ramps, modify the Posey tube exit and implement various safety and complete streets improvements. The Project is currently in the Project Approval & Environmental Document (PA&ED) phase and the draft environmental document (Environmental Impact Report/ Environmental Assessment (EIR/EA)) was released on September 29, 2020 and the comment period closed on November 30, 2020.

Over the past several years, Alameda CTC has worked closely with project stakeholders, including the Cities of Alameda, Oakland and Caltrans and defined the footprint of the Project. Caltrans is the lead Agency for the Environmental efforts associated with the Project within this defined footprint. The environmental clearance for the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) is anticipated by mid-2021.

While the Project addresses certain Bike and Ped access needs, the City of Alameda was concerned about having a more effective and long-term bike ped connectivity between the Cities of Alameda and Oakland. The City's preference is to evaluate and implement a Bike Ped Bridge over the estuary to further improve multi-modal access options to and from the City of Alameda. Based on the City's request, Alameda CTC sponsored a Feasibility Study Report (2020 Report) for the West End Bike Ped Bridge project, which was evaluated independent of the Oakland Alameda Access Project CEQA and NEPA evaluations.

The City has approached the Alameda CTC to support the West End Bike Ped Bridge project, which is the City's top transportation priority and is requesting \$1.555 million funding for the PID/scoping phase of this project of which the City of Alameda would be the project sponsor.

Based on the Alameda CTC's November 16, 2020 letter addressed to the City of Alameda (Attachment A), staff presented to the Programs and Projects Committee on January 11, 2021 two programming and allocation options to fund the request from the City of Alameda:

Option A: Consider allocation of Measure BB funds from the \$75 million in the 2014 TEP for the I-880 Broadway/Jackson multimodal transportation and circulation improvements (TEP-37) not to exceed \$1.555 million for Scoping / Project Initiation Document Phase of the West End Bike Ped Bridge Project, or

Option B: Request the City of Alameda to submit an application for \$1.555 million to the 2022 CIP for the West End Bike Ped Bridge project and the project will be considered through the CIP programming process.

The Programs and Projects Committee unanimously approved Option A which is supportive of Alameda CTC's May 2014 letter to the City of Alameda (Attachment B). The Committee also confirmed that this direct Measure BB funding action fulfills Alameda CTC's commitment in the 2014 letter to the City of Alameda in its entirety, and all future

funding requests for this project would need to be submitted through the CIP programming process.

Background

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

In November 2014, the Project was revived with the passage of Measure BB. The 2014 TEP included \$75 million for the I-880 Broadway/Jackson multimodal transportation and circulation improvements (TEP-37). The total project cost is currently estimated at \$120 million and has a shortfall of approximately \$37 million.

Alameda CTC is the Project Sponsor and Caltrans is the lead agency for environmental review under NEPA and CEQA. Throughout the environmental process, Alameda CTC has worked closely with Caltrans, the City of Oakland, and local stakeholders in Chinatown, Downtown Oakland, Jack London District, and the City of Alameda, to evaluate over a dozen alternatives and to identify additional project alternatives that all stakeholders could support. In late 2019, consensus was achieved and a class of action was approved allowing the environmental document to establish a project footprint and proceed as an EIR/EA.

The purpose of the Project is to:

- Improve multimodal safety and reduce traffic congestion for travelers between I-880, the City of Alameda, and downtown Oakland neighborhoods;
- Reduce freeway-bound regional traffic on local roadways and within area neighborhoods;
- Reduce conflicts between regional and local traffic; and
- Enhance bicycle and pedestrian accessibility and connectivity within the project area.

The Project improvements include:

- Removal and modification of existing freeway ramps;
- Construction of a new horseshoe ramp from Posey Tube that would connect to the existing I-880;
- Modification of the Posey Tube exit in the City of Oakland; and
- Construction of approximately 3.0 miles of new bicycle/pedestrian facility;
- Implementation of various safety and “complete streets” improvements to facilitate mobility across I-880 between downtown Oakland and Jack London neighborhoods.

On September 29, 2020 the draft EIR/EA was made available for public review and the comment period closed on November 30, 2020. The environmental clearance for the NEPA and the CEQA is anticipated by mid-2021.

West End Bike Ped Bridge project

The City of Alameda has reached out to the Alameda CTC with initial comments and concerns related to the scope of the Oakland Alameda Access project. The City is supportive of the bicycle and pedestrian access elements within the City of Oakland and also supports the safer commute improvements for auto-based commuters to and from the City of Alameda. However, their primary concern is their desire for more effective and long-term bike ped connectivity between the cities of Alameda and Oakland.

The City's preference to address a long-term bike ped connectivity solution is to evaluate and implement a Bike Ped Bridge over the estuary to further improve multi-modal access options to and from the City of Alameda. The City has also referenced Alameda CTC's May 30, 2014 correspondence (Attachment B), which lists Alameda CTC's commitment towards multimodal access improvements between Alameda and Oakland.

Alameda CTC, while continuing to deliver the Oakland Alameda Access project, recognizes and is supportive of the City's efforts of multi-modal connectivity through this supplemental effort. In November 2020, the West End Bike Ped Bridge was included as a City of Alameda sponsored project on the 10-year Prioritized list in the recently adopted Countywide Transportation Plan. This project is currently estimated at \$200 million.

Based on the City's request, Alameda CTC also funded a Feasibility Study Report to determine the viability of the West End Bike Ped Bridge project, which was evaluated independent of the Oakland Alameda Access Project EIR. This recent Study expands on the previous efforts initiated in the 2009 Estuary Crossing Feasibility Study by the City of Alameda (and funded by Alameda CTC's predecessor agency, ACTIA), plus more recent evaluations of numerous possible bicycle/pedestrian bridge alignments in the study area. Multiple crossing locations to better connect Alameda and downtown Oakland were evaluated in cooperation with the cities of Oakland, Alameda, and other stakeholders, and the top two preferred locations have been selected. All alternatives were conceptualized to comply with standards from the US Coastal Guard (USCG) and Port of Oakland navigational standards, Caltrans, and local agencies. The alternatives also considered impacts to existing and new developments on the waterfronts. The Final Draft Report was completed in March 2020 pending a letter of concurrence from the USCG.

Assuming concurrence from the USCG on the 2020 Estuary Crossing Study Report, the next step in the project development process would be for the City of Alameda as the project sponsor to prepare a Scoping/PID document. The PID would help further define potential build alternatives and landing locations on both sides, prepare detailed cost estimates, outline environmental and permitting requirements, substantiate ownership, operations and maintenance responsibilities of the bridge, and identify any other major elements that should be investigated.

The City of Alameda has requested Alameda CTC's assistance in securing funding for the project scoping phase of the West End Bike Ped Bridge project (Attachment C). The City's updated funding need to complete the PID document is \$1.555 million.

This item was presented at the January 11, 2021 Programs and Project Committee meeting. Staff recommendation included the Commission consider two options to address the City's funding request.

Option A: Consider allocation of Measure BB funds from the \$75 million in the 2014 TEP for the I-880 Broadway/Jackson multimodal transportation and circulation improvements (TEP-37) not to exceed \$1.555 million for the West End Bike Ped Bridge Project; or

Option B: Request the City of Alameda to submit an application for \$1.555 million to the 2022 CIP for the West End Bike Ped Bridge project and the project will be considered through the CIP programming process.

If Option A was chosen, staff was also recommending the Commission to authorize the Executive Director or designee to enter into a project funding agreement with the City of Alameda (Project Sponsor).

The Programs and Projects Committee unanimously approved Option A which is supportive of Alameda CTC's May 2014 letter to the City of Alameda (Attachment B). The Committee also confirmed that this direct Measure BB funding action fulfills Alameda CTC's commitment in the 2014 letter to the City of Alameda in its entirety, and all future funding requests for this project would need to be submitted through the CIP programming process.

Fiscal Impact: The action will authorize \$1.555 million TEP-37 Measure BB funds for subsequent encumbrance and expenditure. Upon approval, budget will be reflected in the Alameda CTC's FY 2021-2022 Capital Program Budget.

Attachments:

- A. Alameda CTC's letter to the City of Alameda dated November 16, 2020
- B. Alameda CTC's letter to the City of Alameda dated May 30, 2014
- C. City of Alameda's letter to Alameda CTC dated November 19, 2020
- D. City of Alameda's letter to Alameda CTC dated December 22, 2020

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November 16, 2020

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City of San Leandro

Commission Vice Chair
Councilmember John Batters
City of Emeryville

AC Transit
Board Vice President Elsa Ortiz

Alameda County
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City of Pleasanton
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City of Union City
Mayor Carol Dutra-Vemaci

Executive Director
Tess Lengyel

Mayor Marilyn Ezzy Ashcraft
City of Alameda
2263 Santa Clara Avenue
Alameda, CA 94501
(Sent via email)

RE: City of Alameda Multimodal Transportation Access and Projects

Dear Mayor Ezzy Ashcraft:

First and foremost, thank you and your staff for the on-going participation and engagement in the development of the Oakland Alameda Access Project (OAAP). This is a project approved by voters in the 2014 Transportation Expenditure Plan and funded with Measure BB sales tax dollars. In May 2014, the City of Alameda received a letter from Alameda CTC's then chair and vice chair acknowledging the importance of multimodal access and circulation improvements for both the Cities of Alameda and Oakland and stating that if for any reason the OAAP (formerly known as the Broadway-Jackson project) should prove infeasible within a three year timeframe from the date of the letter, Alameda CTC could allocate funds from the project to alternative transportation methods to and from Alameda Point.

As you know, the OAAP is currently in the environmental phase of project development. During the development of technical studies for the environmental document, the City of Alameda requested that Alameda CTC develop an updated feasibility study to the 2009 feasibility study that had been previously funded by Alameda CTC in a renewed effort to identify opportunities for multimodal access between Alameda and Oakland. This feasibility study is outside the designated environmental study area for the OAAP project for which Caltrans is the CEQA lead. Alameda CTC worked with the city and developed an updated feasibility study which has been submitted to the US Coast Guard for review and feedback given the estuary is federal navigable waters and any project environmental approvals for a separate estuary crossing project would require several levels of federal approvals.

I am writing to let you know that Alameda CTC has supported the estuary crossing project in many ways, including funding for the 2009 study, the updated 2019 study and most recently with the inclusion of the project in the 2020 Countywide Transportation Plan which is before my Commission for consideration for adoption on Thursday, November 19, 2020. As a policy body, Alameda CTC makes funding recommendations for projects and programs funded with Measure BB dollars. Additional funding for the estuary project must go before the full Commission for consideration.

There are two pathways available to the City to address the on-going importance of multimodal access between Alameda and Oakland regarding the estuary crossing:

1. The City may submit an application to fund a project phase through the Comprehensive Investment Plan (CIP) process through which the Commission allocates discretionary funding. A CIP Call for Projects will be released in December 2020 and recommendations will be brought to the full Commission in spring 2021 for consideration. Once released in early December, the CIP information will be available here: <https://www.alamedactc.org/funding/funding-opportunities/>
2. The City may submit a letter to me regarding the on-going need for multimodal improvements across the estuary and seek Commission consideration for funding directly related to the May 2014 letter the City received from Alameda CTC. I understand the importance of safe, reliable multimodal access and commit to bringing such a request to the full Commission for consideration at the beginning of 2021. If I receive a letter from the City in early December, I can bring it to the first meetings in January 2021.

I look forward to working with the City to continue to deliver important projects and programs. If you or your staff would like to discuss this further, I may be reached at (510) 208-7402

Sincerely,



Tess Lengyel
Executive Director
Alameda County Transportation Commission



Commission Chair
Supervisor Scott Haggerty, District 1

Commission Vice Chair
Councilmember Rebecca Kaplan,
City of Oakland

AC Transit
Director Elsa Ortiz

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Councilmember Michael Gregory

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

May 30, 2014

Mayor Marie Gilmore
City of Alameda
2263 Santa Clara Avenue, Room 320
Alameda, California 94501-4477

Subject: I-880 / Broadway Jackson Interchange Area Improvements Project (Project); Multimodal and Circulation Improvements for Alameda Point, Oakland Chinatown, Downtown Oakland, and Jack London Square

Dear Mayor Gilmore,

As you know in late 2013, the Alameda County Transportation Commission (Alameda CTC) created an Ad-Hoc Project Advisory Committee (PAC) to guide and advance the Project, as defined in the 2000 Alameda County Transportation Expenditure Plan (TEP) and funded through 2000 Measure B, through the development process. The PAC has met a few times since December 2013, and although a planned traffic study focused on the I-880/Broadway-Jackson Interchange area as well as on Downtown Oakland has occupied most of the attention of the PAC in the last five months, these issues have now been resolved and Alameda CTC will begin the process to bring a consultant team on-board to prepare the traffic study this month.

This letter provides assurance that Alameda CTC remains committed to the delivery of improvement projects not only to resolve traffic and transportation issues in and around the Posey and Webster Tubes area in the vicinity of the Broadway-Jackson interchange, but also to the delivery of multimodal and access circulation improvements for Alameda Point, as well as Oakland Chinatown, Downtown Oakland, and Jack London Square.

The first step to move this Project towards design and construction is to obtain environmental clearance for the Project as required by federal and state laws. As you know, the Project is full of complexities and will indeed be challenging, but the Alameda CTC is committed to working with all appropriate stakeholders, agencies, and authorities to obtain certified environmental clearance as required by CEQA and NEPA, and start the final design engineering process within the

timeframe of three years from the date of this letter. As a matter of course, nothing could happen on the ground without environmental clearance and engineering plans completed. To make up for lost time, Alameda CTC staff has been directed to proceed with the process to bring on an engineering consultant team by mid-June 2014.

The project delivery approach and commitment outlined above increases the likelihood that the Project will obtain early sales tax funding for construction and implementation should voters approve the sales tax measure supporting the 2014 Alameda County Transportation Expenditure Plan. The 2014 TEP includes \$75 million in sales tax funding for I-880 Broadway-Jackson multimodal and circulation improvements for Alameda Point, Oakland Chinatown, Downtown Oakland, and Jack London Square. If for any reason the current Project at Broadway-Jackson should prove to be infeasible within the timeframe of three years from the date of this letter and/or if other sources of funding become available, Alameda CTC could allocate these funds to alternative transportation methods to and from Alameda Point without the need to amend the 2014 TEP, and the signatories to this letter will support such action.

In addition to significant sales tax funding for improvements described above, the 2014 TEP also includes multiple programs and projects that will directly benefit the City of Alameda. The 2014 TEP will continue to provide financial resources for the City of Alameda to invest in locally identified priorities such as local streets, biking and walking, and paratransit services. With the approval of the 2014 TEP, the City of Alameda will annually receive \$3.76 million, a 95% increase over the funding received through the 2000 TEP.

Estimated City of Alameda Revenue for Local Priorities - 1st Year with the 2014 TEP

Local Streets Maintenance and Safety	\$ 3,000,000
Bicycle and Pedestrian Paths and Safety	\$ 380,000
Paratransit for Seniors and People with Disabilities	\$ 380,000
	\$ 3,760,000

Over the life of the 2014 TEP, the City of Alameda will directly receive over \$122 million to invest in local priorities.

Total City of Alameda Revenue for Local Priorities- 2014 TEP Plan

Local Streets Maintenance and Safety	\$ 96,280,000
Bicycle and Pedestrian Paths and Safety	\$ 11,380,000
Paratransit for Seniors and People with Disabilities	\$ 14,400,000
	\$122,060,000

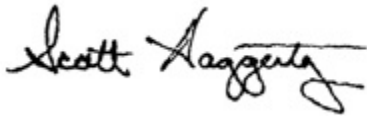
Furthermore, the 2014 TEP will also provide significant funding for transit and bicycle and pedestrian improvements. The Alameda to Fruitvale Rapid Bus project is specified in the Plan for \$9 million. The Water Emergency Transportation Authority (WETA) will receive \$39 million for ferry service in Alameda County, providing two routes serving the City of Alameda.

The 2014 TEP will also make significant investments in transportation infrastructure countywide, and several of these investments will also benefit the City of Alameda, albeit indirectly. These investments include significant funding to improve BART stations, bus services, freeways and major arterials, bicycle and pedestrian safety, and local land-use development.

We look forward to your agreement of our proposed approach to delivering needed transportation improvements for the City and for Alameda Point, and our commitment to delivering the Project in a timely manner. We also look forward to your City Council's approval of the 2014 Transportation Expenditure Plan, in recognition of the fact that approval of the related sales tax measure by Alameda County voters in November would bring significant benefits to your City and allow many of the City's goals and objectives to be realized.

If you have any questions or need additional information, please contact Alameda CTC Executive Director, Art Dao, at (510) 208-7400.

Sincerely,



Scott Haggerty, Chair
Alameda County Transportation Commission,
and Alameda County First District Supervisor



Rebecca Kaplan, Vice Chair
Alameda County Transportation Commission
and Oakland Councilmember At-Large

Cc: Members of the Alameda City Council
John Russo, Alameda City Manager
Arthur Dao, Alameda CTC
R. Zachary Wasserman, Alameda CTC General Counsel

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City of Alameda

November 19, 2020

Tess Lengyel, Executive Director
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Oakland Alameda Access Project

Dear Director Lengyel:

Many thanks to you and your team for attending our November 17 City Council meeting to listen and contribute to our discussion on the Oakland Alameda Access Project (OAAP). We appreciate your efforts to collaborate with us on this project, and to chart a path forward for the planned bicycle and pedestrian bridge over the Estuary.

As we've previously discussed, in May 2014, the Alameda County Transportation Commission (Alameda CTC) assured the City of Alameda that the Commission "remains committed to the delivery of improvement projects not only to resolve traffic and transportation issues in and around the Posey and Webster Tubes area in the vicinity of the Broadway-Jackson interchange, **but also to the delivery of multimodal and access circulation improvements for Alameda Point**, as well as Oakland Chinatown, Downtown Oakland, and Jack London Square." (See Attachment 1: May 14, 2014 letter from Alameda CTC Chair Scott Haggerty and Vice Chair Rebecca Kaplan to Alameda Mayor Marie Gilmore.)

Then, in November 2014, the voters of Alameda County voted to include \$75 million for "**multimodal transportation and circulation improvements for Alameda Point**, Oakland Chinatown, Downtown Oakland, and Jack London Square" when they approved the Transportation Expenditure Plan (TEP) for Measure BB. Now, after six years of design work, the cities of Alameda and Oakland must decide whether the project has fulfilled its promises to the voters.

The City of Alameda supports the OAAP project because it provides an excellent means of rectifying and reducing the ongoing impacts of the original freeway design on the Oakland Chinatown community. The project will significantly improve pedestrian and bicycle safety in Oakland Chinatown, and these improvements are long overdue. The project will also benefit Alamedans who drive through the Tube by reducing travel time to and from Interstate 880 by reducing the number of Oakland city blocks one needs to travel to access the freeway.

Office of the Mayor ~ 2263 Santa Clara Ave. #320 ~ Alameda, CA 94501 (510) 747-4700

While the City of Alameda supports the OAAP project going forward because of its benefits for Oakland and Chinatown, we do so with the understanding that Alameda CTC and Oakland are committed to supporting a regional effort to develop a permanent, long term solution to improve bicycle and pedestrian access across the Estuary between Alameda and Oakland that will reduce the total number of people driving through the Tubes, on Oakland streets, or onto the freeway. Ultimately, the goal for our cities, county and region must be to reduce automobile vehicle miles traveled and encourage and support non-single-occupant vehicle modes of travel.

The OAAP project includes a plan to open up the existing maintenance walkway in the Webster Tube and widen it to 4-feet. This walkway may provide an emergency evacuation route for motorists whose automobiles break down in the Tube, but it does not provide an effective bicycle or pedestrian facility between Oakland and Alameda. This new walkway will be just as inadequate and uninviting for bicyclists and pedestrians as the existing 3-foot walkway in the Posey Tube. We must hold ourselves to a higher standard if we are to achieve our goals of providing for the needs and safety of all users - not just motorists, and reducing regional congestion and greenhouse gas emissions.

We do not consider the OAAP project to be a permanent, long-term solution to the issue of bicycle and pedestrian connectivity between Oakland and Alameda. A bicycle and pedestrian bridge across the Estuary between Alameda and Oakland provides that permanent long-term solution to improve bicycle and pedestrian access, reduce traffic in Chinatown, and reduce greenhouse gas emissions regionally.

We are in the final stage of the technical feasibility study to build a world-class bicycle and pedestrian bridge between our two cities that meets U.S. Coast Guard and Port of Oakland stated navigational clearance requirements. The draft feasibility study shows that approximately 5,000 to 6,000 bicyclists and pedestrians will use the bridge each weekday, **resulting in over 40,000 fewer auto trips across the estuary and in Chinatown per week**. The bicycle and pedestrian bridge is recommended in the City of Oakland's Downtown Specific Plan and Bicycle Plan, the Caltrans District 4 Bicycle Plan, Alameda CTC's Countywide Active Transportation Plan, and the City of Alameda's Transportation Choices Plan, Climate Action and Resiliency Plan, draft General Plan 2040 and draft Active Transportation Plan.


With continued support from Alameda CTC, Alameda and Oakland will be able to achieve their joint vision for this transformative project. We are seeking funding for the next two phases of this project, a Project Study Report (PSR) or equivalent, estimated to cost \$1.4 million, and Project Approval/Environmental Document phase, estimated to cost \$4.4 million. As you stated in your letter dated November 16, 2020 (attached), on November 19, 2020, the Alameda CTC Commission will vote to include the Estuary bridge project in the 2020 Countywide Transportation Plan's 10-Year Priority Projects and Programs List. Pursuant to your recommendation, the City of Alameda will then submit an application to fund the next phase(s) of the bridge project through the Comprehensive Investment Plan (CIP) process through which the Commission allocates discretionary funding.

Additionally, the City of Alameda requests that the Alameda CTC Commission consider the on-going need for multimodal improvements across the Estuary and seeks Commission consideration for funding for the next phases of the bicycle and pedestrian bridge at its January 2021 meeting.

Finally, we also ask that the next phase of design work on the OAAP include enhancements to transit access to and from the Webster and Posey Tubes, both in Oakland and Alameda, to improve the project's promised multimodal and circulation improvements.

With continued support from Alameda CTC and Oakland we are confident that the multimodal improvements promised to voters in 2014 will eventually become a reality. With the completion of the OAAP and the Bicycle and Pedestrian Bridge, we will be building a better, more equitable, and more sustainable Bay Area.

Best Regards,



Marilyn Ezzy Ashcraft
Mayor of Alameda

MEA: mk

cc: Eric Levitt, City Manager, City of Alameda
Andrew Thomas, Director Building, Planning & Transportation, City of Alameda
Lindsay Vivian, Caltrans District 4

Attachments:

1. May 2014 Letter from Alameda CTC to City of Alameda
2. November 2020 Letter from Tess Lengyel, Alameda CTC to Alameda Mayor Ezzy Ashcraft

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City of Alameda California

December 22, 2020

Tess Lengyel, Executive Director
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Request for Alameda CTC Support for Oakland Alameda Bicycle and Pedestrian Bridge

Dear Ms. Tess Lengyel:

Thank you for your continued engagement with the City of Alameda to advance improved multi-modal access across the estuary between the cities of Alameda and Oakland. I'm writing in response to your November 16 letter (Attachment 1), to request support from Alameda CTC for the preparation of the Project Study Report (PSR) for the Oakland Alameda Bicycle and Pedestrian Bridge project.

The preparation of a Project Initiation Document (PID), and more specifically, a project study report (PSR), is the next logical step in the planning process for the bridge project. We request that the Alameda CTC fund the next phase in an amount of \$1,555,000. This amount is just over 1% of the estimated project construction budget of \$140 million, as stated in the Alameda CTC-led detailed feasibility study for the project, which is a standard percentage used. We have completed and included the Project Information Form (Attachment 2), as requested.

To be successful, and indeed to move forward at all, a project of this size and complexity will ultimately require a countywide, regional or statewide sponsoring agency. A local agency, especially one the size of Alameda, does not have the expertise or resources to deliver an almost \$200 million project. Alameda CTC was the sponsoring agency of the recent detailed technical feasibility study for the estuary crossing project and is currently the sponsoring agency for the OAAP project, which was funded by the voters of Alameda County to **deliver** "multimodal transportation and circulation improvements for Alameda Point, Oakland Chinatown, Downtown Oakland, and Jack London Square." We understand that Alameda CTC is not currently in a position to take on the role of sponsoring agency, and to keep this long-term and vital project moving forward, the City of Alameda will be the project lead for the next phase of the PSR, and the PSR will identify the sponsoring agency for the future phases of the project.

In May 2014, the Alameda County Transportation Commission (Alameda CTC) assured the City of Alameda that the Commission "remains committed to the **delivery** of improvement projects not only to resolve traffic and transportation issues in and around the Posey and Webster Tubes area in the vicinity of the Broadway-Jackson interchange, **but also to the delivery of multimodal and access circulation improvements for Alameda Point**, as well as Oakland Chinatown, Downtown Oakland, and Jack London Square." (See Attachment 3.)

Office of the City Manager

2263 Santa Clara Avenue, Room 320
Alameda, California 94501
510.747.4700 • manager@alamedaca.gov

In November 2014, the voters of Alameda County voted to include \$75 million for “**multimodal transportation and circulation improvements for Alameda Point, Oakland Chinatown, Downtown Oakland, and Jack London Square**” when they approved the Transportation Expenditure Plan (TEP) for Measure BB.

For the last six years, Alameda CTC, as the project sponsor, worked with Oakland and Alameda to design what is now known as the Oakland Alameda Access Project (OAAP). We recognize and support the excellent job the OAAP does of rectifying and reducing the ongoing impacts of the original freeway design on the Oakland Chinatown community, however the OAAP does not fully address the sub-standard bicycle and pedestrian access between the two cities.

As noted in the Mayor’s November 19, 2020 letter (Attachment 4), the City of Alameda is supporting the OAAP project going forward with the understanding that Alameda CTC and the City of Oakland are committed to supporting a regional effort to develop a permanent, long-term solution to improve bicycle and pedestrian access across the estuary. This support includes funding for the PSR, which is being requested now, and the Project Approval/Environmental Document (PAED) phase, which will be requested in the future.

The bridge project, which connects the west end of Alameda and Oakland, will reduce the total number of people driving through the Tubes, on Oakland streets, and onto the freeway. As shown in the OAAP Draft Environmental Document, the freeway traffic and associated on-ramps and off-ramps will continue to operate at level of service (LOS) of F, even with construction of the project. Ultimately, the goal for our cities, county and region must be to reduce automobile vehicle miles traveled and encourage and support non-single-occupant vehicle modes of travel.

A bicycle and pedestrian bridge across the estuary between Alameda and Oakland is a permanent long-term solution and a major gap closure project that will improve bicycle and pedestrian access, reduce traffic in Chinatown and reduce greenhouse gas emissions regionally. As project sponsor for the OAAP, Alameda CTC led the detailed technical feasibility study that shows it is feasible to build a world-class bicycle and pedestrian bridge between the two cities that meets U.S. Coast Guard and Port of Oakland stated navigational clearance requirements. The Alameda CTC feasibility study also shows that approximately 5,000 to 6,000 bicyclists and pedestrians will use the bridge each weekday, **resulting in over 40,000 fewer auto trips across the estuary and in Chinatown per week.**

The City has been studying possible solutions for non-auto estuary crossings in the west end of Alameda since 2009, when a bicycle/pedestrian bridge was first identified as the ultimate long-term solution for safe and convenient access in this “corridor” for people walking and biking. Over the past four years, the City has intensified its work to advance a western estuary crossing project and to build relationships with all of the key stakeholders. We have held multiple meetings with the Port of Oakland, City of Oakland, Jack London Square Business District, and the Coast Guard, and we continue to collaborate. A rendering of the bridge developed in 2018 is attached (Attachment 5). During this time, the bicycle and pedestrian bridge has been gathering more and more planning-level support. It is now recommended in the City of Oakland’s Downtown Specific Plan and their Bicycle Plan, the Caltrans District 4 Bicycle Plan, and the City of Alameda’s Transportation Choices Plan, Climate Action and Resiliency Plan, draft General Plan 2040 and draft Active Transportation Plan. On November 19, 2020, the Alameda CTC Commission voted to

include the estuary bridge project in the 2020 Countywide Transportation Plan on its 10-Year Priority Projects and Programs list.

With the continued support from Alameda CTC and the City of Oakland we feel confident that the multimodal improvements promised to the voters in 2014 will eventually become a reality. With the completion of the OAAP and the Bicycle and Pedestrian Bridge, we will be building a better, more equitable, and more sustainable Bay Area.

We are happy to meet with you to discuss this request further. Please contact me directly any time, as I will be your primary contact.

Sincerely,



Eric Levitt
City Manager

Attachments:

1. November 16, 2020 Letter from Tess Lengyel, Alameda CTC to Alameda Mayor Ashcraft
2. Project Information Form for Oakland Alameda Bicycle and Pedestrian Bridge PSR
3. May 2014 Letter from Alameda CTC to City of Alameda
4. November 19, 2020 letter from Alameda Mayor Ashcraft to Tess Lengyel, Alameda CTC
5. Rendering of Oakland Alameda Bicycle and Pedestrian Bridge (2018)

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Memorandum

7.7

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

DATE: January 21, 2021

TO: Alameda County Transportation Commission

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

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

Recommendation

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

Summary

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

Since the last update on November 2, 2020, Alameda CTC reviewed two NOPs which are included as Attachments A and B.

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

Attachments:

- A. Response to the Notice of Preparation of an SEIR and Scoping Meeting for the Proposed Bayer Healthcare LLC Development Agreement Amendment
- B. Response to the Notice of Preparation of a DEIR for the Proposed Ashby BART Station and North Berkeley BART Station TOD Zoning Standards Project

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December 3, 2020

Leslie Mendez
 Planning and Development Department
 1947 Center Street
 2nd Floor
 Berkeley, CA 94704

SUBJECT: Response to the Notice of Preparation of a Subsequent Environmental Impact Report and Scoping Meetings for the Proposed Bayer Healthcare LLC Development Agreement Amendment

Dear Ms. Mendez,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the Subsequent Environmental Impact Report (SEIR) for the proposed Bayer Healthcare LLC Development Agreement Amendment. The proposed project is a conceptual development plan which, over 30 years, will demolish nine existing buildings which cover 267,000 square feet and construct 12 new buildings covering 918,000 square feet, resulting in the net addition of 651,000 square feet of production, laboratory, and administrative uses.

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 may 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. 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 June 2018 to be consistent with the assumptions of Plan Bay Area 2040.

Impacts

- The SEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway network.
 - MTS roadway facilities in the project area include I-80/I-580, SR-13 Ashby, SR-123 San Pablo Ave, University Ave in the City of Berkeley.
 - 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. Note that automobile delay cannot be deemed a significant environmental impact under current CEQA guidelines, however this analysis is required pursuant to the 2019 CMP. This impacts analysis may be included in an EIR appendix or separate document provided to Alameda CTC.
 - 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. Professional judgment should be applied to determine the significance of project impacts (Please see Chapter 6 of the 2019 CMP for more information).
 - Please see the changes made to the CMP Land Use Analysis Program made in response to SB743 here: https://www.alamedactc.org/wp-content/uploads/2020/07/Amendment_Land_Use_Analysis_Program_SB743.pdf
- The SEIR should address potential impacts, including both capacity and performance of the project on Metropolitan Transportation System (MTS) transit operators.
 - MTS transit operators potentially affected by the project include: BART and AC Transit
 - 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. See Appendix J of the 2019 CMP document for more details.
- The SEIR should address potential impacts of the project to people biking and walking in and near the project 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. See Appendix J of the 2019 CMP document for more details.

Mitigation Measures

- Alameda CTC's policy regarding mitigation measures is that to be considered adequate they must be:
 - Adequate to sustain CMP roadway and transit service standards;
 - Fully funded; and
 - 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 SEIR should discuss the adequacy of proposed mitigation measure according to the criteria above. In particular, the SEIR 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 SEIR 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 SEIR 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. The Alameda CTC CMP Menu of TDM Measures and TDM Checklist may be useful during the review of the development proposal and analysis of TDM mitigation measures (See Appendices F and G of the 2019 CMP).

Thank you for the opportunity to comment on this NOP. Please contact me 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 Sullivan", with a long horizontal flourish extending to the right.

Cathleen Sullivan
Director of Planning

cc: Chris G. Marks, Associate Transportation Planner

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December 21, 2020

Alisa Shen
Planning and Development Department
1947 Center Street
Second Floor
Berkeley, CA 94704

SUBJECT: Response to the Notice of Preparation of a Draft Environmental Impact Report and Scoping Meetings for the Proposed Ashby BART Station and North Berkeley BART Station TOD Zoning Standards Project

Dear Ms. Shen,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) for the Ashby BART Station and North Berkeley BART Station Transit-Oriented Development (TOD) Zoning Standards Project. The proposed project would amend the City of Berkeley’s General Plan and possibly the Adeline Corridor Specific Plan. The EIR would allow up to 1,200 new residential units and up to 50,000 sqft of non-residential space at the Ashby BART station and 1,200 residential units and 25,000 sqft of non-residential space at the North Berkeley BART station. New development would replace existing surface parking at both locations.

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 may 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. 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 June 2018 to be consistent with the assumptions of Plan Bay Area 2040.

Impacts

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway network.
 - MTS roadway facilities in the project area include I-80/I-580, SR-13 Ashby, SR-123 San Pablo Ave, Adeline Street, MLK Jr. Way, and Shattuck Ave.
 - 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. Note that automobile delay cannot be deemed a significant environmental impact under current CEQA guidelines, however this analysis is required pursuant to the 2019 CMP. This impacts analysis may be included in an EIR appendix or separate document provided to Alameda CTC.
 - 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. Professional judgment should be applied to determine the significance of project impacts (Please see Chapter 6 of the 2019 CMP for more information).
 - Please see the changes made to the CMP Land Use Analysis Program made in response to SB743 here: https://www.alamedactc.org/wp-content/uploads/2020/07/Amendment_Land_Use_Analysis_Program_SB743.pdf
- The DEIR should address potential impacts, including both capacity and performance of the project on Metropolitan Transportation System (MTS) transit operators.
 - MTS transit operators potentially affected by the project include: BART and AC Transit
 - 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. See Appendix J of the 2019 CMP document for more details.
- The DEIR should address potential impacts of the project to people biking and walking in and near the project 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. See Appendix J of the 2019 CMP document for more details.

Mitigation Measures

- Alameda CTC's policy regarding mitigation measures is that to be considered adequate they must be:
 - Adequate to sustain CMP roadway and transit service standards;
 - Fully funded; and
 - 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. The Alameda CTC CMP Menu of TDM Measures and TDM Checklist may be useful during the review of the development proposal and analysis of TDM mitigation measures (See Appendices F and G of the 2019 CMP).

Thank you for the opportunity to comment on this NOP. Please contact me 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 'Cath', with a long horizontal flourish extending to the right.

Cathleen Sullivan
Director of Planning

cc: Chris G. Marks, Associate Transportation Planner

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Immediate Past President
AL NAGY
Mayor of Newark

President
DAVID HAUBERT
Mayor of Dublin

Vice President
MARILYN EZZY ASHCRAFT
Mayor of Alameda

Alameda County Mayors' Conference

Alameda
Marilyn Ezzy Ashcraft

October 15, 2020

Albany
Nick Pilch

Angie Ayers
Associate Administrative Analyst

Berkeley
Jesse Arreguin

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

Dublin
David Haubert

Letter transmitted by email

Emeryville
Christian Patz

Dear Ms. Ayers,

Fremont
Lily Mei

At its regular meeting of October 14, 2020, the Alameda County Mayors' Conference made the following appointments to the Alameda County Transportation Commission, Bicycle and Pedestrian Advisory Committee:

Hayward
Barbara Halliday

- Nick Pilch, Mayor, City of Albany for the District 5 appointee,
- Chiamaka Ogwuegbu, resident, City of Oakland District 4 appointee.

Livermore
John Marchand

My understanding is that both will serve a two-year term effective upon final ratification by your board. However, since I do not have the final appointment date, please notify me of their terms after board approval.

Newark
Al Nagy

Oakland
Libby Schaaf

The appointee's applications and related information is attached for your reference.

Piedmont
Robert McBain

Please contact the appointees directly if you have any questions regarding next steps and/or any requests for additional information and please contact me if you have any questions or need to follow-up regarding these appointments.

Pleasanton
Jerry Thorne

Sincerely,

San Leandro
Pauline Cutter

Steven Bocian

Union City
Carol Dutra-Vernaci

Steven Bocian
Executive Director, Alameda County Mayors' Conference

Executive Director
Steven Bocian

sbocian@acmayorsconference.org
Alameda County Mayors' Conference

c. Nick Pilch and Chiamaka Ogwuegbu

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

Position Applying For: ACTC Bicycle and Pedestrian Advisory Committee, D5 - Carson

Applicant's Name: Nick Pilch

Applicant's Address: [REDACTED]

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

Applicant's Email: [REDACTED]

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

Yes

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

Co-founder Albany Strollers & Rollers, a pedestrian and bicycle advocacy group, 2004

Sierra Club elected leadership 2010-2016

Member, Albany Climate Action Coalition, 2019-2020

Volunteer with League of Women Voters, 2019-2020

Albany City Council Member and Mayor, 2014-2020

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

Alternate transportation is one of my passions. Transportation is one of the biggest greenhouse gas producers. Climate Change is an emergency and we must act now. Our governor agrees. We must make the alternatives to fossil-fuel transportation viable. Making sure we allow people to safely and conveniently chose bicycling when appropriate is one of the strategies, and has many other benefits as well.

Date Submitted: 28 sept 2020

Email Completed Form to: Steven Bocian, Executive Director at sbocian@acmayorsconference.org

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

Position Applying For:

Applicant's Name:

Applicant's Address:

Applicant's Zip Code: Applicant's Phone:

Applicant's Email:

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

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

In roles at the San Francisco Municipal Transportation Agency (SFMTA) spanning Deputy Chief of Staff, financial analysis, and performance analysis functions, I've spent the last two years working to create a more just transportation system that meets the needs of community members and the region. In the Chief of Staff's Office, I take on a variety of special projects that require interdisciplinary coordination and communication, and provide strategic guidance and feedback to our Executive Team and staff. For example, I've reviewed our COVID-19 recovery proposals across workstreams with a focus on how they center the most pressing needs of Black and Brown people, low-income people, seniors, and other populations most impacted by the pandemic. As the Deputy Chief of Staff, I've developed knowledge across a spectrum of transportation policy topics.



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

I want to use my lived experience, my values, my transportation experience, and my time to support ACTC's work, and in turn create a more equitable transportation system for the county. There are not enough Black people and there are not enough young people on our boards, committees, and commissions. I'm a frequent pedestrian and transit rider, and an occasional biker. Most importantly, as a BPAC member, I would center the needs and experiences of people in my communities and others that are often at the margins of

Date Submitted: _____

Email Completed Form to: Steven Bocian, Executive Director at sbocian@acmayorsconference.org

ACTC BPAC Application

Chiamaka Ogwuegbu



I. Commission/Committee Experience: What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.

None.

II. Statement of Qualifications: Provide a brief statement indicating why you are interested in serving on BPAC and why you are qualified for this appointment.

I want to use my lived experience, my values, my transportation experience, and my time to support ACTC's work, and in turn create a more equitable transportation system for the county. There are not enough Black people and there are not enough young people on our boards, committees, and commissions. I'm a frequent pedestrian and transit rider, and an occasional biker. Most importantly, as a BPAC member, I would center the needs and experiences of people in my communities and others that are often at the margins of spaces like BPAC.

In roles at the San Francisco Municipal Transportation Agency (SFMTA) spanning Deputy Chief of Staff, financial analysis, and performance analysis functions, I've spent the last two years working to create a more just transportation system that meets the needs of community members and the region. In the Chief of Staff's Office, I take on a variety of special projects that require interdisciplinary coordination and communication, and provide strategic guidance and feedback to our Executive Team and staff. For example, I've reviewed our COVID-19 recovery proposals across workstreams with a focus on how they center the most pressing needs of Black and Brown people, low-income people, seniors, and other populations most impacted by the pandemic. As the Deputy Chief of Staff, I've developed knowledge across a spectrum of transportation policy topics.

III. Relevant Work or Volunteer Experience: Please list your current employer or relevant volunteer experience including organization, address, position and dates.

San Francisco Municipal Transportation Agency
1 S Van Ness, San Francisco, CA

Acting Deputy Chief of Staff
October 2019 - Present

Financial Analyst
August 2019 - Present

Performance Analyst
August 2018 - August 2019

East Oakland Collective

7800 MacArthur Blvd, Oakland, CA

Volunteer
September 2018 - Present

City of Oakland

250 Frank H. Ogawa Plaza, Oakland, CA

Strategic Planning Intern
June 2017 - August 2017

IV. Specific Bicycle and/or Pedestrian Experience: List any specific interest, involvement or expertise you have related to bicycle and/or pedestrian issues.

With respect to ACTC's work, I'm interested in partnering with staff to work through the nuance of our community's transportation needs across the spectrum of gender, income, age, ability, etc. I want to ensure that my transportation planning and policy background supports my county of residence and our decisions about transportation investments. I also want to add my Oakland and Alameda County networks to the breadth of ACTC's reach.

In addition to the San Francisco Municipal Transportation Agency experience mentioned in my Statement of Qualifications, I worked with community members to identify pedestrian, micromobility, and bike projects as part of our Bayview Community-Based Transportation Plan team. In recent months, I've also served as a direct ambassador in San Francisco, communicating with community members about their transportation experiences during COVID.

I'm a member of the East Oakland Collective (EOC). With EOC, I've supported outreach for the East Oakland Mobility Action Plan, which has been another window into the transportation

needs of Oakland residents. Needs including, but not limited to, pedestrian and bike improvements.

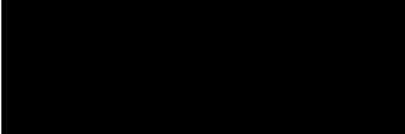
**Alameda CTC Community Advisory Committee Appointment Detail for
Mayor Marilyn Ezzy Ashcraft, City of Alameda**

Check the box and date and sign this form to approve reappointment of Paratransit Advisory and Planning Committee member.

Paratransit Advisory and Planning Committee (PAPCO)

Reappoint
(action required)

Anthony Lewis



Term Began: July 2018

Term Expires: July 2020

11/18/20

Date

Handwritten signature of Marilyn Ezzy Ashcraft in blue ink.

Mayor Marilyn Ezzy Ashcraft, City of Alameda

To fill a vacancy, submit a [committee application](#) and corresponding resume to the Alameda County Transportation Commission (Alameda CTC) for each new member. Return the form(s) by mail, email, or fax to:

Alameda CTC
Attn: Angie Ayers
1111 Broadway, Suite 800
Oakland, CA 94607
Email: aayers@alamedactc.org
Fax: (510) 893-6489

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1. Call to Order

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

2. Roll Call

A roll call was conducted and all members were present with the exception of Ben Schweng and Matt Turner.

Subsequent to the Roll Call:

Matt Turner arrived during item 5.1.

3. Public Comment

There were no public comments.

4. BPAC Meeting Minutes

4.1. Approve February 13, 2020 BPAC Meeting Minutes

BPAC members requested the following amendments to the minutes:

- Third bullet on page 2 under item 5.2 move the verb after "pre-school" and before "eligible."

David Fishbaugh made a motion to approve this item with amendments. Feliz Hill seconded the motion. The motion passed with the following votes:

Yes: Bisson, Fishbaugh, Hill, Johansen, Marleau, Matis, Murtha

No: None

Abstain: None

Absent: Schweng, Turner

5. Regular Matters

5.1. City of Dublin Bicycle and Pedestrian Master Plan

Chris Marks introduced this item and noted that the countywide BPAC serves as the City of Dublin's BPAC. Sai Midididdi with the City of Dublin and Mike Alston with Kittelson & Associates Inc. provided an update on the City of Dublin's Bicycle and Pedestrian Master Plan. Ms. Midididdi and Mr. Alston provided an overview of the plan which included the vision, goals, performance measures, project engagement process, and key findings from the needs analysis which included the pedestrian and bicycle high-injury networks, a level of traffic stress analysis, and a latent demand analysis. Ms. Midididdi and Mr. Alston concluded with the prioritization framework and the next steps for the master plan.

BPAC members provided the following comments/questions on this item:

- Feliz Hill expressed concerns about safety on Dublin Blvd. and suggested the city address the backlog of projects and/or issues that will improve safety.
- Dave Murtha asked if Dublin's zoning code would be revised to support active transportation or if zoning recommendations would be included in the plan.
- Liz Brisson commented that widening Dublin Blvd. to add another travel lane for cars will decrease safety even with a Class II bicycle lane. Ms. Brisson suggested upgrading the existing bicycle facility to be fully protected.
- Liz Brisson recommended a local BPAC would be helpful in providing input on Dublin's bicycle and pedestrian master plan.
- Howard Matis recommended adding signage for bicyclists to get to/from the Dublin BART Station.
- Kristi Marleau concurred with Ms. Brisson's recommendation for a local BPAC. She noted that there are no bicycle advocates on the the Technical Advisory Committee.
- Kristi Marleau asked for a definition of a "side path" and noted they look like sidewalks.
- Kristi Marleau commented that a new high school is being built in Dublin and she recommend a protected intersection at Central Pkwy. and at Gleason Dr. Ms. Marleau commented that an updated bicycle facility is needed at Dublin Blvd. and Tassajara Rd as well. She also recommended a protected bicycle facility on Dublin Blvd.
- Feliz Hill asked about the outreach plan and community engagement efforts, specifically if groups such as Bike East Bay are involved with the plan.
- Dave Murtha expressed concerns about driveways crossing side paths. Mr. Murtha called out Dublin Blvd. West of Dougherty Rd., which is a three-lane arterial without a protected bicycle lane.
- David Fishbaugh asked about the project team communication with neighboring communities including planned routes connecting to San Ramon and Pleasanton.
- Kristi Marleau asked if the project team will consider extending the outreach window to accommodate COVID-19.

This item is for information only.

5.2. 2020 Countywide Transportation Plan: Draft Recommendations

(This item was presented after 6.1)

Cathleen Sullivan introduced herself and stated that she is the Director of Planning at Alameda CTC. Ms. Sullivan stated that she is replacing Carolyn Clevenger as staff liaison to the BPAC. She also introduced Kristen Villanueva who discussed the core recommendations of the Draft 2020 Countywide Transportation Plan (CTP) with the BPAC. Ms. Villanueva stated that public outreach is underway and asked for

members to participate in a short survey available on the Draft 2020 CTP webpage. Outreach will be conducted virtually and will be on-going through September. Ms. Villanueva said Alameda CTC received public comments that will be incorporated with the comments from the BPAC into the final CTP later in the fall. Ms. Villanueva requested BPAC to provide her with their top priority actions for Alameda CTC to focus on first.

BPAC members provided the following comments/questions on this item:

- Howard Matis commented that people want to bicycle to Contra Costa County from Alameda County and asked that the CTP look at connections between counties.
- Liz Brisson stated the safe system strategies are most important: Projects that improve conditions on the high-injury networks and the changing legislation around speed enforcement. Ms. Brisson also stated that the multi-modal work and coordination efforts with Caltrans is really important to focus on as well.
- Ms. Brisson expressed concern about road widening projects and said these types of projects should stop. She expressed support for express lane projects, but only as lane-conversions, not lane-expansions which amount to freeway widening projects.
- David Fishbaugh also expressed support for the safe system approach as the top priority, and noted that controlling the pedestrian and bicycle collision rates are the highest importance.
- Dave Murtha stated that the multimodal corridor projects should include bicycle lane protections in the design standards.
- Feliz Hill stated that item 3 on the slide is most important as it focuses on underserved populations.
- Matt Turner supported all of the comments previously mentioned, specifically those against roadway widening and changing design standards to include protecting bicycle lanes. Mr. Turner suggested creating sidewalk-level bike lanes is an optimal solution. He also stated the need for legislative action to encourage rails-to-trails to overcome obstinance from railroads.

This item is for information only.

6. Organizational Meeting

6.1. Election of Bicycle and Pedestrian Advisory Committee (BPAC) Officers for FY2020-21

(This item was presented before 5.2)

Matt Turner nominated Kristi Marleau as Vice Chair. Dave Murtha seconded the nomination. Feliz Hill nominated Matt Turner as Chair. Jeremy Johansen seconded the nomination. Mr. Turner and Ms. Marleau accepted the nominations. The motion passed with the following roll call votes:

Yes: *Bisson, Fishbaugh, Hill, Johansen, Marleau, Matis, Murtha, Turner*
No: *None*
Abstain: *None*
Absent: *Schweng*

7. Staff Reports

Chris Marks informed the Committee that in July 2020, Alameda CTC launched a COVID-19 Rapid Response Bicycle and Pedestrian Grant Program. He noted that the program made \$1.125 million available in local Bicycle and Pedestrian Measure BB sales tax funds to support local jurisdictions efforts to respond to the COVID-19 impacts. The Program offered eligible recipients a single, maximum grant award of up to \$75,000 for bicycle and pedestrian transportation improvements that achieve the program goals.

8. Member Reports

7.1. BPAC Calendar

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

7.2. BPAC Roster

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

9. Meeting Adjournment

The meeting adjourned at 7:30 p.m. The next meeting is scheduled for Wednesday, November 18, 2020, via Zoom.

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

	Suffix	Last Name	First Name	City	Zip	Appointed By	Term Began	Re-apptmt.	Term Expires
1	Mr.	Turner, Chair	Matt	Castro Valley	94546	Alameda County Supervisor Nate Miley, District 4	Apr-14	Dec-19	Dec-21
2	Ms.	Marleau, Vice Chair	Kristi	Dublin	94568	Alameda County Mayors' Conference, D-1	Dec-14	Jan-19	Jan-21
3	Mr.	Fishbaugh	David	Fremont	94539	Alameda County Supervisor Scott Haggerty, District 1	Jan-14	Mar-19	Mar-21
4	Ms.	Hill	Feliz G.	San Leandro	94577	Alameda County Supervisor Wilma Chan, District 3	Mar-17	Jul-19	Jul-21
5	Mr.	Johansen	Jeremy	San Leandro	94577	Alameda County Mayors' Conference, D-3	Sep-10	Feb-18	Feb-20
6	Mr.	Matis	Howard	Berkeley	84705	Alameda County Supervisor Keith Carson, District 5	Sep-19		Sep-21
7	Mr.	Murtha	Dave	Hayward	94541	Alameda County Supervisor Richard Valle, District 2	Sep-15	Jun-19	Jun-21
8	Mr.	Ogwuegbu	Chiamaka	Oakland	94602	Pending Commission Approval Alameda County Mayors' Conference, D-4	Jan-21		Jan-23
9	Mr.	Pilch	Nich	Albany	94706	Pending Commission Approval Alameda County Mayors' Conference, D-5	Jan-21		Jan-23
10	Mr.	Schweng	Ben	Alameda	94501	Alameda County Mayors' Conference, D-2	Jun-13	Jul-19	Jul-21

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Independent Watchdog Committee
Meeting Minutes
Monday, November 9, 2020, 5:30 p.m.

8.2

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

1. Call to Order

Independent Watchdog Committee (IWC) Chair Steve Jones called the meeting to order. Patricia Reavey requested that Committee members introduce themselves and welcomed new member Esther Waltz. Ms. Waltz gave a brief self-introduction.

2. Roll Call

A roll call was conducted and all members were present with the exception of Keith Brown, Curtis Buckley and Oscar Dominguez.

Carl Tilchen attended the meeting; however, he experienced audio problems for the duration of the meeting.

Subsequent to the Roll Call:

Keith Brown arrived during item 4.

3. Public Comment

There were no public comments.

4. Meeting Minutes

4.1. Approve July 13, 2020 IWC Meeting Minutes

Pat Piras suggested an amendment to the third paragraph under item 7.1 to change "...overtime" to "...over time." Also, an amendment to the fifth paragraph under item 7.1 to change "...seniors" to "...seniors and people with disabilities."

Pat Piras made a motion to approve this item with amendments. Tom Rubin seconded the motion. The motion passed with the following votes:

Yes: Brown, Jones, McCalley, Nate, Piras, Rubin, Ryan, Waltz, Zukas
No: None
Abstain: None
Absent: Buckley, Dominguez, Tilchen

5. Independent Auditor Financial Report

5.1. Presentation of the Alameda CTC Draft Audited Comprehensive Annual Financial Report for the Year Ended June 30, 2020

David Alvey, Alameda CTC's independent auditor from Maze & Associates, made a presentation of the audit and Comprehensive Annual Financial Report (CAFR) for the year ended June 30, 2020. He stated that the audit team reviewed the financial statements provided by Alameda CTC and found no weaknesses in

internal controls, required no adjustments to the financial statements, and experienced no difficulties in the performance of the audit. He then reviewed key financial aspects of the financial statements. Maze and Associates issued a clean, or unmodified, audit opinion for the year ended June 30, 2020.

This item is for information only.

6. IWC Annual Report Outreach Summary and Publication Costs Update

6.1. IWC Annual Report Outreach Summary and Publication Cost Update

Patricia Reavey gave an update on the publishing and outreach efforts for the 18th IWC Annual Report to the public. She summarized the work Alameda CTC did, which was based on the direction of the IWC, to produce and distribute the report, as well as to place online banner advertisements in the media. She informed the committee that the estimated total cost for the 18th IWC Annual Report to the Public was \$49,669.92 which is \$3,688.03 more than the prior year and that this is an estimate because the agency is still awaiting one final invoice.

Pat Piras requested that in future years, staff notify the IWC of publication of the IWC Annual Report at the same time the press release is distributed and when the Commission is notified.

Tom Rubin noted that the BART stations selected were a good mix of the heavily used stations. Mr. Rubin suggested for next year, that staff place the ads at 12th Street and 19th Street stations along with the other heavily used stations in Alameda County. Ms. Reavey noted that staff tried, but was unable to get the space at 12th and 19th Street Stations this year.

Karina Ryan suggested designing the banner ads in a manner that is likely to attract interest or attention; thereby, increasing the pageviews and click throughs on the Alameda CTC website.

Murphy McCally asked if Alameda CTC received feedback from the public on the advertisements. Ms. Reavey stated that she received photos from various individuals regarding the bus ads around the time they were placed.

Pat Piras asked if staff can look into an off-season availability of the display ads in the BART stations. She suggested the Committee consider spreading the ads out over the year. Ms. Reavey stated that the committee can discuss this next year.

This item is for information only.

7. IWC Member Reports/Issues Identification

7.1. Chair's Report

Chair Steve Jones stated that he did not have new items to report.

7.2. IWC Issues Identification Process and Form

Patricia Reavey stated that the Issues Identification Process and Form is a standing item on the IWC agenda which keeps members informed of the process required to submit issues/concerns that they want to have come before the Committee.

7.3. Member Reports

Pat Piras asked when the IWC Bylaws were last reviewed. She requested we review the Bylaws at the next meeting. Ms. Reavey stated that staff will look into when they were last reviewed and add it to the next agenda if needed.

Ms. Piras asked when geographic equity and pavement index is expected to be reviewed and how it is going to be handled. Ms. Reavey stated that she will look into this and provide the Committee with an update.

Ms. Piras commented that when staff provides an update to the Commission on sales tax revenues, that staff also brings an update to the IWC. Ms. Reavey stated that she will add it to the next IWC agenda once the update has been provided to the Commission.

8. Staff Reports

8.1. Staff Response to Request for Information

Patricia Reavey noted that this item was included to show responses to questions from IWC members following the previous Committee meeting. There were no requests for information from the Committee at the last IWC meeting.

This item is for information only.

8.2. IWC Calendar

The calendar was provided in the agenda packet for review purposes.

8.3. IWC Roster

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

9. Adjournment

The meeting adjourned at 7:10 p.m. The next meeting is scheduled for January 11, 2021 at the Alameda CTC offices.

Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2020-2021

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires
1	Mr.	Jones, Chair	Steven	Dublin	Alameda County Mayors' Conference, D-1	Dec-12	Jan-19	Jan-21
2	Mr.	McCalley, Vice Chair	Murphy	Castro Valley	Alameda County Supervisor Nate Miley, D-4	Feb-15	Mar-17	Mar-19
3	Mr.	Brown	Keith	Oakland	Alameda Labor Council (AFL-CIO)	Apr-17		N/A
4	Mr.	Buckley	Curtis	Berkeley	Bike East Bay	Oct-16		N/A
5	Mr.	Dominguez	Oscar	Oakland	East Bay Economic Development Alliance	Dec-15		N/A
6	Mr.	Naté	Glenn	Union City	Alameda County Supervisor Richard Valle, D-2	Jan-15	Jan-20	Jan-22
7	Ms.	Piras	Pat	San Lorenzo	Sierra Club	Jan-15		N/A
8	Mr.	Rubin	Thomas	Oakland	Alameda County Taxpayers Association	Jan-19		N/A
9	Ms.	Ryan	Karina	Oakland	League of Women Voters	May-19		N/A
10	Mr.	Tilchen	Carl	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Oct-18		Oct-20
11	Ms.	Waltz	Esther Ann	Livermore	Paratransit Advisory and Planning Committee	Jul-20		N/A
12	Mr.	Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09	Jan-20	Jan-22



Memorandum

9.1

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

DATE: January 21, 2021

TO: Planning, Policy and Legislation Committee

FROM: Carolyn Clevenger, Deputy Executive Director of Planning and Policy
Maisha Everhart, Director of Government Affairs and Communications

SUBJECT: State and federal legislative activities update and approval of the 2021 Legislative Program

Recommendation

This item is to provide the Commission with an update on federal, state, regional, and local legislative activities and to approve the 2021 Alameda CTC Legislative Program.

Summary

Each year, Alameda CTC adopts a Legislative Program to provide direction for its legislative and policy activities for the year. The purpose of the Legislative Program is to establish funding, regulatory and administrative principles to guide Alameda CTC's legislative advocacy. It is designed to be broad and flexible, allowing Alameda CTC to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in the region as well as in Sacramento and Washington, D.C. Legislative, policy and funding partnerships throughout the Bay Area and California will be key to the success of the 2021 Legislative Program.

The 2021 Alameda CTC Legislative Program retains many of the 2020 priorities and is divided into 5 sections:

1. Transportation Funding
2. Multimodal Transportation, Land Use, Safety and Equity
3. Project Delivery and Operations
4. Climate Change and Technology
5. Partnerships

Attachment A details the Alameda CTC proposed 2021 Legislative Program.

PPLC Action

At the January 11, 2021 meeting of the Planning, Policy and Legislation Committee (PPLC), Committee members moved adoption of the Legislative Program along with several additions to the program list. These changes include:

Expand multimodal systems, shared mobility and safety and advance equity

- Support efforts to allow automated parking enforcement of parking or stopping in bus stops.
- Support advocacy of cooperation and partnership with railroads to advance projects, with a particular interest in rail safety projects.

Enhance Transportation Safety

- Support allowing cities the discretion to use more effective methods of speed enforcement within their jurisdictions.
- Support efforts to enable automated speed enforcement.
- Allow local flexibility to set safer speed limits (thereby getting rid of the 85th percentile rule).
- Regulate navigation apps from directing regional commute traffic onto local neighborhood streets as a bypass for freeway traffic congestion.

Support climate change legislation and technologies to reduce greenhouse gas (GHG) emissions

- Support efforts to address sea level rise adaptation including planning, funding and implementation support.
- Support the expansion of zero emissions vehicle charging stations and station infrastructure for buses.
- Support for safer vehicles and telecommuting.

The revised Legislative Program (Attachment A) reflects the PPLC action, with those elements added by PPLC shown in red.

It is recommended that the Commission approve the 2021 Legislative Program. Final Commission-adopted changes to the Legislative Program will be incorporated in the Final 2021 Legislative Program, which will be uploaded to the agency website by the end of January.

Background

The purpose of the 2021 Alameda CTC Legislative Program is to establish funding, regulatory and administrative principles to guide Alameda CTC's legislative advocacy in the coming year. The program is developed to be broad and flexible, allowing Alameda CTC to pursue legislative and administrative opportunities that may arise during the year, and to respond to the changing political processes in the region, as

well as in Sacramento and Washington, D.C. The Legislative Program supports Alameda CTC in its required role as manager of the county's voter-mandated transportation expenditure plans, as the county's congestion management agency and as the operator of express lanes. Alameda CTC relies on its Legislative Program to advance transportation programs and projects that will maintain and improve Alameda County's multimodal transportation system.

In preparing the 2021 Legislative Program staff participated in meetings with our regional partners as well as our federal and state lobbyists to discuss state and federal priorities and identify opportunities for collaboration.

State Update

The state legislature reconvened on January 11, 2021. Our core priorities will continue to focus on securing capital and operating funding to ensure delivery of projects and programs throughout the county and support our transit agencies in the current Covid-19 pandemic. In addition, we will prioritize issues including: safety, multimodal transportation, climate, and Covid-19 relief

Staff will schedule virtual legislative visits with staff in the Spring to meet with representatives of the state delegation.

Both the Senate and Assembly released appointments of committee chairs and committee members. Attachment B details the Senate and Assembly Committee Assignments for the 2021-22 Legislative Session. Appointments of note are included below.

- Senate Transportation Committee: With Senator Jim Beall terming out, Senator Lena Gonzalez from Long Beach has been appointed the next chair of Senate Transportation. Bay Area members that will serve on the Transportation Committee include Senators Bob Wieckowski, Nancy Skinner, Mike McGuire, Bill Dodd, Dave Cortese, and Josh Becker.
- Senate Budget & Fiscal Review Chair is Senator Nancy Skinner. Bay Area members on the Committee include Senators Bob Wieckowski, Dave Cortese, John Laird, and Mike McGuire.
- Senate Budget Subcommittee #2 on Transportation and Resources remains unchanged from last session with Senator Bob Wieckowski continuing as chair.
- Assembly Committee on Transportation: Assemblywoman Laura Friedman has been appointed the new chair of Assembly Transportation. Bay Area members that were appointed to the Transportation Committee include Assembly members Buffy Wicks, Alex Lee, Ash Kalra and Marc Berman.
- Assembly Budget Committee: Assemblyman Phil Ting continues as the chair of the Assembly Budget Committee. Bay Area members serving on the Budget Committee include Assembly members David Chiu, Jim Frazier, Alex Lee, Kevin Mullin, and Mark Stone.

- Assembly Budget Subcommittee #3. This Subcommittee has been renamed the Subcommittee on Climate Crisis, Resources, Energy & Transportation. Assemblyman Richard Bloom from Santa Monica continues to serve as chair of this subcommittee. The only Bay Area member on this subcommittee is Assemblyman Kevin Mullin.

For a complete list of Committee Assignments see Attachment B.

Federal Update

On December 21, 2020 Congress passed an over \$900 billion Covid economic relief package. It included critical funding for transit, largely to be distributed by formula grants. Staff are planning virtual advocacy visits with members of the federal delegation and administration beginning in the Spring.

At the January PPLC and Commission meetings, our federal lobbyists from CJ Lake, LLC and Simon & Company will provide us with a detailed update on current and anticipated federal activities.

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

Attachments:

- A. Alameda CTC 2021 Legislative Program
- B. Senate and Assembly Committee Assignments



2021 Alameda County Transportation Commission Legislative Program

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

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

"Alameda County residents, businesses and visitors will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities." Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measurable performance indicators. Our transportation system will be:

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

Revisions based on comments from the Planning, Policy and Legislation Committee shown in red.

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

Multimodal Transportation, Land Use, Safety and Equity	Expand multimodal systems, shared mobility and safety and advance equity	<ul style="list-style-type: none"> • Support policies that provide increased flexibility for transportation service delivery through programs that address the needs of commuters, youth, seniors, people with disabilities and low-incomes, and do not create unfunded mandates. • Support policies that enable shared mobility innovations while protecting the public interest, including allowing shared and detailed data (such as data from transportation network companies and app based carpooling companies) that could be used for transportation and land use planning and operational purposes while ensuring privacy is protected. • Support efforts to allow automated parking enforcement of parking or stopping in bus stops. • Support policies that enhance equity and transportation access. • Support means-based fare programs while being fiscally responsible. • Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education; and address parking placard abuse. • Support parity in pre-tax fringe benefits for public transit, carpooling, and vanpooling and other modes with parking. • Support legislation to modernize the Congestion Management Program, supporting the linkage between transportation, housing, and multi-modal performance monitoring. • Support efforts to increase transit priority throughout the transportation system, such as on freeway corridors and bridges serving the county including express bus on shoulder opportunities. • Ensure that Alameda County needs are included in and prioritized in regional, state and federal planning and funding processes. • Engage in legislation and regulation of new/shared mobility technology with the goal of accelerating their safety, accessibility, mobility, environmental, equity, economic and workforce benefits, including opportunities to increase access to transit and reduce the share of single-occupancy vehicle trips. • Support policies that enhance Bay Area goods movement and passenger rail planning, funding, delivery and advocacy that enhance the economy, local communities, and the environment. • Support advocacy of cooperation and partnership with railroads to advance projects, with a particular interest in rail safety projects.
	Enhance Transportation Safety	<ul style="list-style-type: none"> • Support investments in active transportation, including for improved safety and advance Vision Zero strategies to reduce speeds and protect communities. • Support allowing cities the discretion to use more effective methods of speed enforcement within their jurisdictions. • Support efforts to enable automated speed enforcement. • Allow local flexibility to set safer speed limits (thereby getting rid of the 85th percentile rule). • Regulate navigation apps from directing regional commute traffic onto local neighborhood streets as a bypass for freeway traffic congestion.
Climate Change and Technology	Support climate change legislation and technologies to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> • Support funding for infrastructure, operations, and programs to relieve congestion, improve air quality, reduce emissions, expand resiliency and support economic development, including transitioning to zero emission transit fleets and trucks consistent with and supportive of Governor Newsome's Executive order N-79-20. • Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions. • Support emerging technologies such as alternative fuels and technology to reduce GHG emissions. • Support efforts to address sea level rise adaptation including planning, funding and implementation support. • Support legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County, including data sharing that will enable long-term planning. • Support the expansion of zero emissions vehicle charging stations and station infrastructure for buses. • Support for safer vehicles and telecommuting.

		<ul style="list-style-type: none"> • Support efforts that ensure Alameda County jurisdictions are eligible for state funding related to the definition of disadvantaged communities used in state screening tools. • Support efforts to increase transit priority throughout the transportation system, such as on arterials, freeway corridors and bridges serving the County.
Project Delivery and Operations	Advance innovative project delivery	<ul style="list-style-type: none"> • Support environmental streamlining and expedited project delivery, including contracting flexibility and innovative project delivery methods.
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> • Support efforts that reduce project and program implementation costs. • Support funding and policies to implement transportation projects that create jobs and economic growth, including for apprenticeships and workforce training programs.
	Protect the efficiency of managed lanes	<ul style="list-style-type: none"> • Support expanded opportunities for HOV/managed lane policies that protect toll operators' management of lane operations and performance, toll rate setting and toll revenue reinvestments, deployment of new technologies and improved enforcement. • Support innovation and managed delivery of lane conversions. • Support high-occupancy vehicle (HOV)/express lane expansion in Alameda County and the Bay Area, and efforts that promote effective and efficient lane implementation and operations. • Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.
	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> • Support legislation that increases flexibility and reduces barriers for infrastructure improvements that support the linkage between transportation, housing and jobs. • Support local flexibility and decision-making regarding land-uses for transit-oriented development (TOD) and priority development areas (PDAs). • Support funding and partnership leveraging opportunities for TOD and PDA implementation, including transportation corridor investments that link PDAs.
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> • Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional and interregional transportation problems and support governmental efficiencies and cost savings. • Partner to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs.

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Attachment B

Senate Leader Atkins Announces Committee Membership for the 2021-22 Legislative Session

Standing Committees

Agriculture

- **Senator Andreas Borgeas (R-Fresno), Chair**
- Senator Melissa Hurtado (D-Sanger), Vice Chair
- Senator Anna M. Caballero (D-Salinas)
- Senator Susan Talamantes Eggman (D-Stockton)
- Senator Steven M. Glazer (D-Contra Costa)

Appropriations

- **Senator Anthony J. Portantino (D-La Cañada Flintridge), Chair**
- Senator Patricia C. Bates (R-Laguna Niguel), Vice Chair
- Senator Steven Bradford (D-Gardena)
- Senator Brian W. Jones (R-Santee)
- Senator John Laird (D-Santa Cruz)
- Senator Bob Wieckowski (D-Fremont)
- *Vacancy

Banking and Financial Institutions

- **Senator S. Monique Limón (D-Santa Barbara), Chair**
- Senator Rosilicie Ochoa Bogh (R-Yucaipa), Vice Chair
- Senator Steven Bradford (D-Gardena)
- Senator Anna M. Caballero (D-Salinas)
- Senator Brian Dahle (R-Bieber)
- Senator María Elena Durazo (D-Los Angeles)
- Senator Ben Hueso (D-San Diego)
- Senator Dave Min (D-Irvine)
- Senator Anthony J. Portantino (D-La Cañada Flintridge)

Budget and Fiscal Review

- **Senator Nancy Skinner (D-Berkeley), Chair**
- Senator Jim Nielsen (R-Tehama), Vice Chair
- Senator Anna M. Caballero (D-Salinas)
- Senator Dave Cortese (D-San Jose)
- Senator Brian Dahle (R-Bieber)
- Senator María Elena Durazo (D-Los Angeles)
- Senator Susan Talamantes Eggman (D-Stockton)

- Senator John Laird (D-Santa Cruz)
- Senator Mike McGuire (D-Healdsburg)
- Senator Melissa A. Melendez (R-Lake Elsinore)
- Senator Dave Min (D-Irvine)
- Senator Josh Newman (D-Fullerton)
- Senator Rosilicie Ochoa Bogh (R-Yucaipa)
- Senator Richard Pan (D-Sacramento)
- Senator Henry I. Stern (D-Los Angeles)
- Senator Bob Wieckowski (D-Fremont)
- Senator Scott Wilk (R-Santa Clarita)
- *Vacancy

Business, Professions and Economic Development

- **Senator Richard D. Roth (D-Riverside), Chair**
- Senator Melissa A. Melendez (R-Lake Elsinore), Vice Chair
- Senator Bob Archuleta (D-Pico Rivera)
- Senator Patricia C. Bates (R-Laguna Niguel)
- Senator Josh Becker (D-Menlo Park)
- Senator Bill Dodd (D-Napa)
- Senator Susan Talamantes Eggman (D-Stockton)
- Senator Melissa Hurtado (D-Sanger)
- Senator Connie M. Leyva (D-Chino)
- Senator Dave Min (D-Irvine)
- Senator Josh Newman (D-Fullerton)
- Senator Rosilicie Ochoa Bogh (R-Yucaipa)
- Senator Richard Pan (D-Sacramento)
- Senator Scott Wilk (R-Santa Clarita)

Education

- **Senator Connie M. Leyva (D-Chino), Chair**
- Senator Scott Wilk (R-Santa Clarita), Vice Chair
- Senator Dave Cortese (D-San Jose)
- Senator Steven M. Glazer (D-Contra Costa)
- Senator Mike McGuire (D-Healdsburg)
- Senator Rosilicie Ochoa Bogh (R-Yucaipa)
- Senator Richard Pan (D-Sacramento)

Elections and Constitutional Amendments

- **Senator Steven M. Glazer (D-Contra Costa), Chair**
- Senator Jim Nielsen (R-Tehama), Vice Chair
- Senator Robert M. Hertzberg (D-Los Angeles)
- Senator Connie M. Leyva (D-Chino)
- Senator Josh Newman (D-Fullerton)

Energy, Utilities and Communications

- **Senator Ben Hueso (D-San Diego), Chair**
- Senator Brian Dahle (R-Bieber), Vice Chair
- Senator Josh Becker (D-Menlo Park)
- Senator Andres Borgeas (R-Fresno)
- Senator Steven Bradford (D-Gardena)
- Senator Bill Dodd (D-Napa)
- Senator Susan Talamantes Eggman (D-Stockton)
- Senator Lena A. Gonzalez (D-Long Beach)
- Senator Robert M. Hertzberg (D-Los Angeles)
- Senator Mike McGuire (D-Healdsburg)
- Senator Dave Min (D-Irvine)
- Senator Susan Rubio (D-Baldwin Park)
- Senator Henry I. Stern (D-Los Angeles)
- Senator Scott Wilk (R-Santa Clarita)

Environmental Quality

- **Senator Benjamin Allen (D-Santa Monica), Chair**
- Senator Patricia C. Bates (R-Laguna Niguel), Vice Chair
- Senator Brian Dahle (R-Bieber)
- Senator Lena A. Gonzalez (D-Long Beach)
- Senator Nancy Skinner (D-Berkeley)
- Senator Henry I. Stern (D-Los Angeles)
- Senator Bob Wieckowski (D-Fremont)

Governance and Finance

- **Senator Mike McGuire (D-Healdsburg), Chair**
- Senator Jim Nielsen (R-Tehama), Vice Chair
- Senator María Elena Durazo (D-Los Angeles)
- Senator Robert M. Hertzberg (D-Los Angeles)
- Senator Scott D. Wiener (D-San Francisco)

Governmental Organization

- **Senator Bill Dodd (D-Napa), Chair**
- Senator Scott Wilk (R-Santa Clarita), Vice Chair
- Senator Benjamin Allen (D-Santa Monica)
- Senator Bob Archuleta (D-Pico Rivera)
- Senator Josh Becker (D-Menlo Park)
- Senator Andreas Borgeas (R-Fresno)
- Senator Steven Bradford (D-Gardena)
- Senator Steven M. Glazer (D-Contra Costa)
- Senator Ben Hueso (D-San Diego)
- Senator Brian W. Jones (R-Santee)
- Senator Jim Nielsen (R-Tehama)

- Senator Anthony J. Portantino (D-La Cañada Flintridge)
- Senator Susan Rubio (D-Baldwin Park)
- *Vacancy

Health

- **Senator Richard Pan (D-Sacramento), Chair**
- Senator Melissa A. Melendez (R-Lake Elsinore) Vice Chair
- Senator Susan Talamantes Eggman (D-Stockton)
- Senator Lena A. Gonzalez (D-Long Beach)
- Senator Shannon Grove (R-Bakersfield)
- Senator Melissa Hurtado (D-Sanger)
- Senator Connie M. Leyva (D-Chino)
- Senator S. Monique Limón (D-Santa Barbara)
- Senator Richard D. Roth (D-Riverside)
- Senator Susan Rubio (D-Baldwin Park)
- Senator Scott D. Wiener (D-San Francisco)

Housing

- **Senator Scott D. Wiener (D-San Francisco), Chair**
- Senator Patricia C. Bates (R-Laguna Niguel), Vice Chair
- Senator Anna M. Caballero (D-Salinas)
- Senator Dave Cortese (D-San Jose)
- Senator Mike McGuire (D-Healdsburg)
- Senator Rosilicie Ochoa Bogh (R-Yucaipa)
- Senator Nancy Skinner (D-Berkeley)
- Senator Thomas J. Umberg (D-Santa Ana)
- Senator Bob Wieckowski (D-Fremont)

Human Services

- **Senator Melissa Hurtado (D-Sanger), Chair**
- Senator Brian W. Jones (R-Santee), Vice Chair
- Senator Dave Cortese (D-San Jose)
- Senator Richard Pan (D-Sacramento)
- *Vacancy

Insurance

- **Senator Susan Rubio (D-Baldwin Park), Chair**
- Senator Brian W. Jones (R-Santee), Vice Chair
- Senator Bob Archuleta (D-Pico Rivera)
- Senator Patricia C. Bates (R-Laguna Niguel)
- Senator Andreas Borgeas (R-Fresno)
- Senator Bill Dodd (D-Napa)
- Senator Steven M. Glazer (D-Contra Costa)
- Senator Ben Hueso (D-San Diego)

- Senator Melissa Hurtado (D-Sanger)
- Senator Melissa A. Melendez (R-Lake Elsinore)
- Senator Anthony J. Portantino (D-La Cañada Flintridge)
- Senator Richard D. Roth (D-Riverside)

Judiciary

- **Senator Thomas J. Umberg (D-Santa Ana), Chair**
- Senator Andreas Borgeas (R-Fresno), Vice Chair
- Senator Anna M. Caballero (D-Salinas)
- Senator María Elena Durazo (D-Los Angeles)
- Senator Lena A. Gonzalez (D-Long Beach)
- Senator Robert M. Hertzberg (D-Los Angeles)
- Senator Brian W. Jones (R-Santee)
- Senator John Laird (D-Santa Cruz)
- Senator Henry I. Stern (D-Los Angeles)
- Senator Bob Wieckowski (D-Fremont)
- Senator Scott D. Wiener (D-San Francisco)

Labor, Public Employment and Retirement

- **Senator Dave Cortese (D-San Jose), Chair**
- Senator Rosilicie Ochoa Bogh (R-Yucaipa), Vice Chair
- Senator María Elena Durazo (D-Los Angeles)
- Senator John Laird (D-Santa Cruz)
- Senator Josh Newman (D-Fullerton)

Natural Resources and Water

- **Senator Henry I. Stern (D-Los Angeles), Chair**
- Senator Brian W. Jones (R-Santee), Vice Chair
- Senator Benjamin Allen (D-Santa Monica)
- Senator Andreas Borgeas (R-Fresno)
- Senator Susan Talamantes Eggman (D-Stockton)
- Senator Robert M. Hertzberg (D-Los Angeles)
- Senator Ben Hueso (D-San Diego)
- Senator John Laird (D-Santa Cruz)
- Senator S. Monique Limón (D-Santa Barbara)

Public Safety

- **Senator Steven Bradford (D-Gardena), Chair**
- Senator Rosilicie Ochoa Bogh (R-Yucaipa), Vice Chair
- Senator Nancy Skinner (D-Berkeley)
- Senator Scott D. Wiener (D-San Francisco)
- *Vacancy

Rules

- **Senate President pro Tempore Toni G. Atkins (D-San Diego), Chair**
- Senator Scott Wilk (R-Santa Clarita), Vice Chair
- Senator Patricia C. Bates (R-Laguna Niguel)
- Senator Robert M. Hertzberg (D-Los Angeles)
- Senator John Laird (D-Santa Cruz)

Transportation

- **Senator Lena A. Gonzalez (D-Long Beach), Chair**
- Senator Patricia C. Bates (R-Laguna Niguel), Vice Chair
- Senator Benjamin Allen (D-Santa Monica)
- Senator Bob Archuleta (D-Pico Rivera)
- Senator Josh Becker (D-Menlo Park)
- Senator Dave Cortese (D-San Jose)
- Senator Brian Dahle (R-Bieber)
- Senator Bill Dodd (D-Napa)
- Senator Mike McGuire (D-Healdsburg)
- Senator Melissa A. Melendez (R-Lake Elsinore)
- Senator Dave Min (D-Irvine)
- Senator Josh Newman (D-Fullerton)
- Senator Susan Rubio (D-Baldwin Park)
- Senator Nancy Skinner (D-Berkeley)
- Senator Thomas J. Umberg (D-Santa Ana)
- Senator Bob Wieckowski (D-Fremont)
- Senator Scott Wilk (R-Santa Clarita)

Military and Veterans Affairs

- **Senator Bob Archuleta (D-Pico Rivera), Chair**
- Senator Shannon Grove (R-Bakersfield), Vice Chair
- Senator Susan Talamantes Eggman (D-Stockton)
- Senator Melissa A. Melendez (R-Lake Elsinore)
- Senator Josh Newman (D-Fullerton)
- Senator Richard D. Roth (D-Riverside)
- Senator Thomas J. Umberg (D-Santa Ana)

Budget Sub-Committees

Budget Subcommittee #1 on Education

- **Senator John Laird (D-Santa Cruz), Chair**
- Senator Dave Min (D-Irvine)
- Senator Rosilicie Ochoa Bogh (R-Yucaipa)

Budget Subcommittee #2 on Resources, Environmental Protection and Energy

- **Senator Bob Wieckowski (D-Fremont), Chair**
- Senator Brian Dahle (R-Bieber)
- Senator Mike McGuire (D-Healdsburg)
- Senator Henry I. Stern (D-Los Angeles)

Budget Subcommittee #3 on Health and Human Services

- **Senator Susan Talamantes Eggman (D-Stockton), Chair**
- Senator Melissa A. Melendez (R-Lake Elsinore)
- Senator Richard Pan (D-Sacramento)

Budget Subcommittee #4 on State Administration and General Government

- **Senator Anna M. Caballero (D-Salinas), Chair**
- Senator Jim Nielsen (R-Tehama)
- *Vacancy

Budget Subcommittee #5 on Corrections, Public Safety, Judiciary, Labor and Transportation

- **Senator María Elena Durazo (D-Los Angeles), Chair**
- Senator Dave Cortese (D-San Jose)
- Senator Josh Newman (D-Fullerton)
- Senator Scott Wilk (R-Santa Clarita)

Joint Committees

Joint Legislative Audit Committee

- **Senator John Laird (D-Santa Cruz), Vice Chair**
- Senator Josh Becker (D-Menlo Park)
- Senator Andreas Borgeas (R-Fresno)
- Senator Steven M. Glazer (D-Contra Costa)
- Senator Robert M. Hertzberg (D-Los Angeles)
- Senator Connie M. Leyva (D-Chino)
- Senator Jim Nielsen (R-Tehama)

Joint. Committee on the Arts

- **Senator Benjamin Allen (D-Santa Monica), Chair**
- Senator Richard Pan (D-Sacramento)
- Senator Henry I. Stern (D-Los Angeles)
- Senator Scott Wilk (R-Santa Clarita)
- *Vacancy

Joint Legislative Committee on Climate Change Policies

- **Senator Josh Becker (D-Menlo Park), Vice Chair**
- Senator Benjamin Allen (D-Santa Monica)

- Senator Nancy Skinner (D-Berkeley)
- Senator Henry I. Stern (D-Los Angeles)

Joint Legislative Committee on Emergency Management

- **Senator Henry I. Stern (D-Los Angeles), Chair**
- Senator Patricia C. Bates (R-Laguna Niguel)
- Senator Bill Dodd (D-Napa)
- Senator S. Monique Limón (D-Santa Barbara)
- Senator Mike McGuire (D-Healdsburg)
- Senator Josh Newman (D-Fullerton)
- Senator Richard Pan (D-Sacramento)

Joint Committee on Fisheries and Aquaculture

- **Senator Mike McGuire (D-Healdsburg), Chair**
- Senator Ben Hueso (D-San Diego)
- Senator Jim Nielsen (R-Tehama)
- *Vacancy

Joint. Committee on Fairs Allocation and Classification

- **Senator Anna M. Caballero (D-Salinas), Vice Chair**
- Senator Steve Bradford (D-Gardenia)
- Senator Brian Dahle (R-Bieber)
- Senator Bill Dodd (D-Napa)
- Senator Jim Nielsen (R-Tehama)
- Senator Richard Pan (D-Sacramento)
- *Vacancy

Joint Legislative Budget Committee

- **Senator Nancy Skinner (D-Berkeley), Chair**
- Senator Patricia C. Bates (R-Laguna Niguel)
- Senator Anna M. Caballero (D-Salinas)
- Senator María Elena Durazo (D-Los Angeles)
- Senator John Laird (D-Santa Cruz)
- Senator Jim Nielsen (R-Tehama)
- Senator Richard Pan (D-Sacramento)
- Senator Anthony J. Portantino (D-La Cañada Flintridge)

Joint Committee on Rules

- Senate President pro Tempore Toni G. Atkins (D-San Diego)
- Senator Patricia C. Bates (R-Laguna Niguel)
- Senator María Elena Durazo (D-Los Angeles)
- Senator Robert M. Hertzberg (D-Los Angeles)
- Senator John Laird (D-Santa Cruz)
- Senator Connie M. Leyva (D-Chino)

- Senator Mike McGuire (D-Healdsburg)
- Senator Jim Nielsen (R-Tehama)
- Senator Richard Pan (D-Sacramento)
- Senator Richard D. Roth (D-Riverside)
- Senator Susan Rubio (D-Baldwin Park)
- Senator Nancy Skinner (D-Berkeley)
- Senator Thomas J. Umberg (D-Santa Ana)
- Senator Scott Wilk (R-Santa Clarita)

Special Committee

Special Committee on Pandemic Emergency Response

- **Senator Josh Newman (D-Fullerton), Chair**
- Senator Patricia C. Bates (R-Laguna Niguel), Vice Chair
- Senator Andreas Borgeas (R-Fresno)
- Senator Lena A. Gonzalez (D-Long Beach)
- Senator S. Monique Limón (D-Santa Barbara)
- Senator Mike McGuire (D-Healdsburg)
- Senator Richard Pan (D-Sacramento)
- Senator Richard D. Roth (R-Riverside)

Speaker of the Assembly Anthony Rendon made the following appointments to the following committees for the 2021-2022 Legislative Session:

Accountability and Administrative Review

Assemblymember Cottie Petrie-Norris, Chair
Assemblymember Jim Patterson, Vice Chair
Assemblymember Autumn Burke
Assemblymember Adam Gray
Assemblymember Tom Lackey
Assemblymember Jose Medina
Assemblymember Freddie Rodriguez

Aging and Long-Term Care

Assemblymember Adrin Nazarian, Chair
Assemblymember Randy Voepel, Vice Chair
Assemblymember Tasha Boerner Horvath
Assemblymember Lisa Calderon
Assemblymember Tom Lackey
Assemblymember Eloise Reyes
Assemblymember Blanca Rubio

Agriculture

Assemblymember Robert Rivas, Chair
Assemblymember Devon Mathis, Vice Chair
Assemblymember Cecilia Aguiar-Curry
Assemblymember Jordan Cunningham
Assemblymember Heath Flora
Assemblymember Adam Gray
Assemblymember Jacqui Irwin
Assemblymember Reginald Jones-Sawyer
Assemblymember Marc Levine
Assemblymember Carlos Villapudua
Assemblymember Jim Wood

Appropriations

Assemblymember Lorena Gonzalez, Chair
Assemblymember Frank Bigelow, Vice Chair
Assemblymember Richard Bloom
Assemblymember Rob Bonta
Assemblymember Lisa Calderon
Assemblymember Wendy Carrillo
Assemblymember Ed Chau
Assemblymember Megan Dahle
Assemblymember Laurie Davies

Assemblymember Vince Fong
Assemblymember Jesse Gabriel
Assemblymember Eduardo Garcia
Assemblymember Sydney Kamlager
Assemblymember Marc Levine
Assemblymember Bill Quirk
Assemblymember Robert Rivas

Arts, Entertainment, Sports, Tourism, and Internet Media

Assemblymember Sharon Quirk-Silva, Chair
Assemblymember Suzette Valladares, Vice Chair
Assemblymember David Chiu
Assemblymember Steven Choi
Assemblymember Laura Friedman
Assemblymember Sydney Kamlager
Assemblymember Adrin Nazarian

Banking and Finance

Assemblymember Timothy Grayson, Chair
Assemblymember Phillip Chen, Vice Chair
Assemblymember Rebecca Bauer-Kahan
Assemblymember Autumn Burke
Assemblymember Sabrina Cervantes
Assemblymember Steven Choi
Assemblymember Jesse Gabriel
Assemblymember Cristina Garcia
Assemblymember Janet Nguyen
Assemblymember Mark Stone
Assemblymember Shirley Weber
Assemblymember Buffy Wicks

Budget

Assemblymember Phil Ting, Chair
Assemblymember Vince Fong, Vice Chair
Assemblymember Joaquin Arambula
Assemblymember Steve Bennett
Assemblymember Richard Bloom
Assemblymember Wendy Carrillo
Assemblymember David Chiu
Assemblymember Jim Cooper
Assemblymember Jim Frazier
Assemblymember James Gallagher
Assemblymember Cristina Garcia
Assemblymember Reginald Jones-Sawyer
Assemblymember Kevin Kiley
Assemblymember Tom Lackey
Assemblymember Alex Lee
Assemblymember Devon Mathis

Assemblymember Kevin McCarty
Assemblymember Jose Medina
Assemblymember Kevin Mullin
Assemblymember Adrin Nazarian
Assemblymember Patrick O'Donnell
Assemblymember Jim Patterson
Assemblymember James Ramos
Assemblymember Eloise Reyes
Assemblymember Luz Rivas
Assemblymember Blanca Rubio
Assemblymember Thurston "Smitty" Smith
Assemblymember Mark Stone
Assemblymember Suzette Valladares
Assemblymember Shirley Weber
Assemblymember Jim Wood

Budget Subcommittee No. 1 on Health and Human Services

Assemblymember Joaquin Arambula, Chair
Assemblymember Jim Frazier
Assemblymember Devon Mathis
Assemblymember Jim Patterson
Assemblymember James Ramos
Assemblymember Blanca Rubio
Assemblymember Jim Wood
Assemblymember Phil Ting, Democratic Alternate
Assemblymember Vince Fong, Republican Alternate

Budget Subcommittee No. 2 on Education Finance

Assemblymember Kevin McCarty, Chair
Assemblymember James Gallagher
Assemblymember Alex Lee
Assemblymember Jose Medina
Assemblymember Patrick O'Donnell
Assemblymember Eloise Reyes
Assemblymember Suzette Valladares
Assemblymember Phil Ting, Democratic Alternate
Assemblymember Vince Fong, Republican Alternate

Budget Subcommittee No. 3 on Climate Crisis, Resources, Energy, and Transportation

Assemblymember Richard Bloom, Chair
Assemblymember Steve Bennett
Assemblymember Cristina Garcia
Assemblymember Kevin Mullin
Assemblymember Jim Patterson
Assemblymember Luz Rivas
Assemblymember Thurston "Smitty" Smith
Assemblymember Phil Ting, Democratic Alternate
Assemblymember Vince Fong, Republican Alternate

Budget Subcommittee No. 4 on State Administration

Assemblymember Wendy Carrillo, Chair
Assemblymember David Chiu
Assemblymember Jim Cooper
Assemblymember Tom Lackey
Assemblymember Adrin Nazarian
Assemblymember Phil Ting, Democratic Alternate
Assemblymember Vince Fong, Republican Alternate

Budget Subcommittee No. 5 on Public Safety

Assemblymember Shirley Weber, Chair
Assemblymember Reginald Jones-Sawyer
Assemblymember Tom Lackey
Assemblymember Mark Stone
Assemblymember Suzette Valladares
Assemblymember Phil Ting, Democratic Alternate
Assemblymember Vince Fong, Republican Alternate

Budget Subcommittee No. 6 on Budget Process, Oversight and Program Evaluation

Assemblymember Phil Ting, Chair
Assemblymember Joaquin Arambula
Assemblymember Richard Bloom
Assemblymember Wendy Carrillo
Assemblymember Vince Fong
Assemblymember Kevin Kiley
Assemblymember Kevin McCarty
Assemblymember Thurston “Smitty” Smith
Assemblymember Shirley Weber

Business and Professions

Assemblymember Evan Low, Chair
Assemblymember Heath Flora, Vice Chair
Assemblymember Joaquin Arambula
Assemblymember Marc Berman
Assemblymember Richard Bloom
Assemblymember Phillip Chen
Assemblymember David Chiu
Assemblymember Jordan Cunningham
Assemblymember Megan Dahle
Assemblymember Vince Fong
Assemblymember Mike Gipson
Assemblymember Timothy Grayson
Assemblymember Chris Holden
Assemblymember Jacqui Irwin
Assemblymember Kevin McCarty
Assemblymember Jose Medina
Assemblymember Kevin Mullin
Assemblymember Rudy Salas

Assemblymember Phil Ting

Communications and Conveyance

Assemblymember Miguel Santiago, Chair
Assemblymember Jim Patterson, Vice Chair
Assemblymember Tasha Boerner Horvath
Assemblymember Rob Bonta
Assemblymember Sabrina Cervantes
Assemblymember Laurie Davies
Assemblymember Eduardo Garcia
Assemblymember Chris Holden
Assemblymember Sydney Kamlager
Assemblymember Evan Low
Assemblymember Sharon Quirk-Silva
Assemblymember Freddie Rodriguez
Assemblymember Suzette Valladares

Education

Assemblymember Patrick O'Donnell, Chair
Assemblymember Kevin Kiley, Vice Chair
Assemblymember Steve Bennett
Assemblymember Megan Dahle
Assemblymember Alex Lee
Assemblymember Kevin McCarty
Assemblymember Shirley Weber

Elections

Assemblymember Marc Berman, Chair
Assemblymember Kelly Seyarto, Vice Chair
Assemblymember Steve Bennett
Assemblymember Evan Low
Assemblymember Chad Mayes
Assemblymember Kevin Mullin
Assemblymember Shirley Weber

Emergency Management

Assemblymember Freddie Rodriguez, Chair
Assemblymember Kelly Seyarto, Vice Chair
Assemblymember Cecilia Aguiar-Curry
Assemblymember Lisa Calderon
Assemblymember James Gallagher
Assemblymember Adam Gray
Assemblymember Christopher Ward

Environmental Safety and Toxic Materials

Assemblymember Bill Quirk, Chair
Assemblymember Thurston "Smitty" Smith, Vice Chair
Assemblymember Joaquin Arambula

Assemblymember Rebecca Bauer-Kahan
Assemblymember Megan Dahle
Assemblymember Cristina Garcia
Assemblymember Chris Holden
Assemblymember Devon Mathis
Assemblymember Al Muratsuchi

Governmental Organization

Assemblymember Jim Frazier, Chair
Assemblymember Frank Bigelow, Vice Chair
Assemblymember Cecilia Aguiar-Curry
Assemblymember Marc Berman
Assemblymember Rob Bonta
Assemblymember Ken Cooley
Assemblymember Jim Cooper
Assemblymember Tom Daly
Assemblymember Laurie Davies
Assemblymember James Gallagher
Assemblymember Eduardo Garcia
Assemblymember Mike Gipson
Assemblymember Reginald Jones-Sawyer
Assemblymember Tom Lackey
Assemblymember Evan Low
Assemblymember Devon Mathis
Assemblymember Sharon Quirk-Silva
Assemblymember James Ramos
Assemblymember Robert Rivas
Assemblymember Blanca Rubio
Assemblymember Rudy Salas
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Assemblymember Rudy Salas
Assemblymember Thurston “Smitty” Smith
Assemblymember Carlos Villapudua
Assemblymember Christopher Ward
I have increased the size of the committee from 14 to 15 members.

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Memorandum

10.1

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

DATE: January 21, 2021

TO: Alameda County Transportation Commission

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

SUBJECT: FY2020-21 Sales Tax Revenues Update

Recommendation

This item is to provide the Commission with an update on FY2020-21 sales tax revenues. This item is for information only.

Summary

Due to the effects of the pandemic resulting from COVID-19 which began affecting sales tax revenues late in the third quarter of FY2019-20, Alameda CTC adopted a very conservative sales tax revenues budget for FY2020-21 of \$290 million, \$145 million each for the 2000 Measure B and Measure BB programs. This budget is a 6.5 percent decrease from actual FY2019-20 sales tax revenue collections. In the first five months of FY2020-21, Alameda CTC collected actual sales tax revenues of \$138.2 million, or 19.1 percent more than budget. While this amount is still less than historical highs, it is much better than where revenues were projected to be for the first five months of FY2020-21.

Supplemental revenues related to sales in FY2019-20 were expected to be realized as late as November 2020 when returns were expected to be filed related to the sales tax relief measures for small businesses provided by the Governor's Order issued in March in the form of automatic return extensions, penalty and interest relief, and zero-interest payment plans for qualifying taxpayers. While the information received from the California Department of Tax and Fee Administration (CDTFA) doesn't specify revenues received related to these relief measures, it does provide information on sales tax revenue collections related to prior periods which totals about 8.8 percent of revenues collected for FY2020-21 on a year-to-date basis. However; based on previous collection data, this is not an unusual amount of revenues collected to be related to prior periods.

Sales tax revenue collections year-to-date leaves the Alameda CTC in a stronger than expected position than was projected for FY2020-21. Staff will keep the Commission

updated on sales tax revenue collections for FY2020-21 as events related to the pandemic continue to unfold, and will propose an update to the sales tax revenue budget if and when it becomes appropriate to do so based on information received.

Background

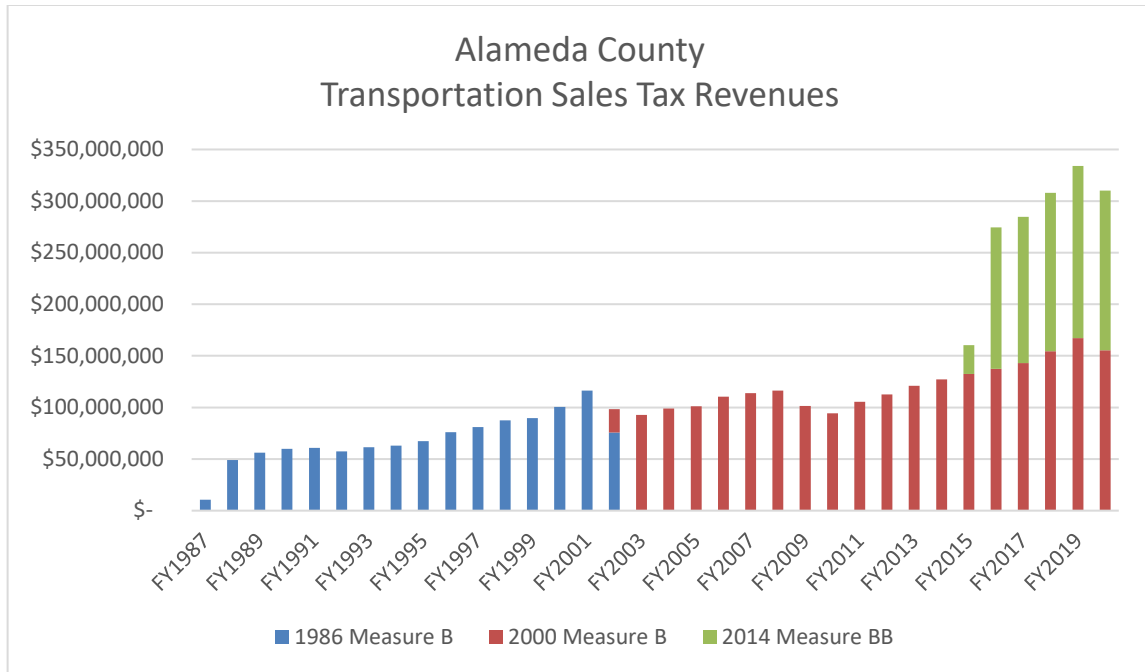
Another variable affecting sales tax revenues in the last year was the supreme court decision in the Wayfair case made in June 2018. On April 25, 2019, California passed Assembly Bill (AB) No. 147. AB 147 amended the Revenue and Taxation Code to require retailers located outside of California (remote sellers) to register with the CDTFA and collect California use tax if, during the preceding or current calendar year, the total combined sales of tangible personal property for delivery in California by the retailer and all persons related to the retailer exceed \$500,000. The CDTFA analyzed one year's worth of data for the 2000 Measure B and 2014 Measure BB starting with the first quarter in which AB 147 became effective, Q2 2018 – Q1 2019, compared to Q2 2019 – Q1 2020. What the data shows is that during Q2 2019 – Q1 2020 (April 2019 – March 2020), Alameda CTC sales tax revenues related to:

- Online sales - increased 15 percent
- Regular sales - decreased 6 percent
- Other sales* – decreased 13 percent
- Total change – decreased 2 percent

*Other sales relate to sales tax revenues collected by state agencies such as the Franchise Tax Board, Dept. of Motor Vehicles, and other agencies.

According to the CDTFA, not all sales in the online sales category are actually online sales, but are classified there if the retailer's overall sales are generally online sales; therefore, these numbers are provided to illustrate how the change in the requirement for online retailers to pay sales tax for online sales affected the agency's overall sales tax revenue collections. Based on the numbers above, you can see that the increase in online sales tax revenues played a large part in offsetting the overall decrease in sales tax revenues related to the shelter-in-place orders due to the pandemic during FY2019-20, limiting the decrease to 7.1 percent from sales tax revenue collections for FY2018-19 and only 3.0 percent less than the budget for FY2019-20.

Alameda CTC has successfully weathered downturns in sales tax revenues in the past. The 1986 Measure B experienced two downturns in sales tax revenues during its lifecycle; one in FY1992, early in the life cycle of the measure, of 5.8 percent and again in its last year before sunseting, FY2002, which rolled into the first year of the 2000 Measure B collections for another decrease of 5.8 percent. The 2000 Measure B was also affected by an additional downturn in sales tax revenues during FY2009 and FY2010 for an overall decrease in revenues over the two years of 19.6 percent, the largest decrease since the inception of transportation sales tax revenue collections in Alameda County. See the chart below for the ebbs and flows of sales tax revenues throughout the lifecycle of the three measures.



Since the agency moved forward with delivery of the two Measure B programs early in their lifecycles, there were savings in construction costs that helped to offset the economic downturns and successfully negated the effect of the downturns on the agency's ability to deliver all of the projects in the respective Transportation Expenditure Plans (TEP). Staff believes that the most recent downturn of 7.1 percent in sales tax revenues for FY2019-20 that affected both the 2000 Measure B and the 2014 Measure BB programs also will not have an effect on the agency's ability to deliver the projects and programs as outlined in their respective TEPs. However, as was originally anticipated, the agency will continue to be required to seek additional funding sources to ensure the delivery of the entire 2014 Measure BB program. Staff also will continue to pay close attention to cash flow needs and availability as the agency programs funds in the Comprehensive Investment Plan.

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

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