



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

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

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

Chair: Pauline Russo Cutter,  
Mayor City of San Leandro

Vice Chair: John Bauters,  
Councilmember City of Emeryville

Executive Director: Tess Lengyel

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

### Location Information:

Virtual Meeting Information: <https://us06web.zoom.us/j/81264429562?pwd=S1FmNDdWdWd6RIJhMW1kSlJuNDhnQT09>  
**Webinar ID:** 812 6442 9562  
**Password:** 344001

For Public Access Dial-in Information: **1 (669) 900 6833**  
**Webinar ID:** 812 6442 9562  
**Password:** 344001

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

### Meeting Agenda

1. Call to Order

2. Roll Call

### 3. Public Comment

### 4. Chair and Vice Chair Report

### 5. Executive Director Report

### 6. Consent Calendar

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

6.1.	<a href="#">Approve September 23, 2021 Commission Meeting Minutes</a>	1	A
6.2.	<a href="#">Approve Alameda County 2022 State Transportation Improvement Program</a>	7	A
6.3.	<a href="#">East Bay Greenway (from Lake Merritt BART to South Hayward BART) Project Update</a>	19	I
6.4.	<a href="#">Approve FY 2021-22 Transportation Fund for Clean Air Funding for Oakland Projects</a>	25	A
6.5.	<a href="#">Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments</a>	31	I
6.6.	<a href="#">Approve the 2021 Congestion Management Program (CMP) and amendment to Professional Services Agreement A20-0003 with Iteris, Inc. to provide multimodal performance monitoring of the Alameda County transportation network</a>	33	A

### 7. Regular Matters

7.1.	<a href="#">AB 361 and the Brown Act</a>	49	I
7.2.	<a href="#">Student Transit Pass Program Update</a>	51	I
7.3.	<a href="#">Federal, state, regional, and local legislative activities update</a>	53	I/A

### 8. Commission Member Reports

### 9. Adjournment

Next Meeting: December 2, 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 November through December 2021

**Commission Chair**

Mayor Pauline Russo Cutter  
City of San Leandro

**Commission Vice Chair**

Councilmember John Bauters  
City of Emeryville

**AC Transit**

Board President Elsa Ortiz

**Alameda County**

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

**BART**

Vice President Rebecca Saltzman

**City of Alameda**

Mayor Marilyn Ezzy Ashcraft

**City of Albany**

Councilmember Rochelle Nason

**City of Berkeley**

Councilmember Lori Droste

**City of Dublin**

Mayor Melissa Hernandez

**City of Fremont**

Mayor Lily Mei

**City of Hayward**

Mayor Barbara Halliday

**City of Livermore**

Mayor Bob Woerner

**City of Newark**

Councilmember Luis Freitas

**City of Oakland**

Councilmember At-Large  
Rebecca Kaplan  
Councilmember Sheng Thao

**City of Piedmont**

Councilmember Jen Cavanaugh

**City of Pleasanton**

Mayor Karla Brown

**City of Union City**

Mayor Carol Dutra-Vernaci

**Executive Director**

Tess Lengyel

### Commission and Committee Meetings

Time	Description	Date
9:00 a.m.	I-680 Sunsol Smart Carpool Lane JPA (I-680 JPA)	November 8, 2021
9:30 a.m.	Finance and Administration Committee (FAC)	
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	December 2, 2021

### Advisory Committee Meetings

1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	November 4, 2021
5:30 p.m.	Independent Watchdog Committee (IWC)	November 8, 2021

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

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

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Alameda County Transportation Commission  
Commission Meeting Minutes  
Thursday, September 23, 2021, 2 p.m.

6.1

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

**1. Call to Order**

**2. Roll Call**

A roll call was conducted. All members were present with the exception of Commissioners Bauters, Mei, Miley, Saltzman, and Thao.

Commissioner Cox attended as an alternate for Commissioner Chan.  
Commissioner Márquez attended as an alternate for Commissioner Halliday.

**Subsequent to the roll call:**

Commissioner Miley, Thao, and Saltzman arrived during item 4. Commissioner Mei arrived during item 7.

**3. Public Comment**

There were no public comments.

**4. Chair and Vice Chair Report**

Chair Cutter emphasized the progress and achievements of Alameda CTC, despite the significant challenges caused by the COVID-19 pandemic. The Chair highlighted programs and projects, which have continued to make progress throughout the pandemic. Chair Cutter also congratulated AC Transit for receiving the Exceptional Public Outreach & Advocacy Award (Large District Category) from the California Special Districts Association (CSDA) for their AC Transit Tempo Bus Rapid Transit (BRT) Public Outreach efforts.

**5. Executive Director Report**

Ms. Lengyel provided an update on the Oakland-Alameda Access Project, which received state and federal environmental clearance and is now moving into the design phase. She noted that Alameda CTC exceeded its previous sales tax revenue record by two percent. The final sales tax revenues received in FY 2020-2021 came in approximately 10 percent over budget.

Ms. Lengyel then introduced Zack Wasserman, Alameda CTC General Counsel, who outlined the requirements for the Commission to add a new agenda item to address ongoing remote meetings pursuant to new legislation (AB 361) and Governor's Executive Order (EO) N-15-21. Mr. Wasserman explained the process to add a new item to the agenda pursuant to Government Code Section 54952.2(b)(2), and then described the action the Commission is requested to take pursuant to AB 361. He stated that the Commission is asked to find that pursuant to Government Code Section 54953(e)(1), Alameda CTC hereby determines that there is a state of emergency proclaimed by the

State of California based upon the COVID-19 pandemic, and further determines that meeting in person would present imminent risks to the health or safety of attendees, and therefore Alameda CTC will follow the provisions of Government Code Section 54953(e)(2) with respect to future meetings of the Commission and any other legislative body of Alameda CTC after today's meeting, including but not limited to each of the Standing Committees and any Advisory Committee, subject to continued compliance and review pursuant to Government Code Section 54953(e)(3).

*Commissioner Carson made a motion to add an urgency item to the September 23, 2021 agenda as outlined by Mr. Wasserman. Commissioner Ortiz seconded the motion. The motion passed with the following roll call votes:*

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

*Commissioner Carson made a motion to make the AB 361 findings as outlined by Mr. Wasserman, including a declaration that all of Alameda CTC's public meetings are covered by the imminent risk findings made by the Commission for purposes of AB 361 so that the Commission and each committee may conduct remote meetings in compliance with AB 361. The motion passed with the following roll call votes:*

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

## **6. Closed Session**

The Commission went to closed session for the following items:

**6.1. Pursuant to Government Code Section 54957: Public Employee Performance Evaluation: Executive Director**

**6.2. Pursuant to Government Code Section 54956.9(d)(1): Conference with Legal Counsel – Existing Litigation; Alameda County Superior Court Case No. RG21110126**

**6.3. Report on Closed Session**

General Counsel Zack Wasserman stated that no action was taken in the closed session for items 6.1 and 6.2.

## **7. Executive Director Performance Evaluation and Salary Adjustment**

**7.1. Accept the Finance and Administration Committee's Executive Director Performance Evaluation and Establishment of Objectives for 2022; Approve Salary Adjustment Pursuant to the Executive Director's Contract**

Tess Lengyel recommended that the Commission accept the Finance and Administration Committee's (FAC) performance evaluation and the establishment of objectives for 2022, and further requested that the Commission approve the 3 percent increase in salary as recommended by the FAC. Zack Wasserman stated that the recommendation from the FAC for a 3 percent increase in salary for the Executive Director (ED) is consistent with her contract, which allows up to a 4 percent increase. He noted that the salary increase would also result in a small increase for the ED's benefits.

Commissioner Ortiz noted that Ms. Lengyel has done an amazing job as Alameda CTC's ED, and her salary is below her counterparts. She proposed a 4 percent salary increase instead of 3 percent. Several Commissioners noted that Ms. Lengyel represents Alameda CTC locally, regionally, throughout the state, and nationally. They echoed support for the a 4 percent salary increase.

Zack Wasserman summarized the implications of a 4 percent salary increase, and the effects of the increase on Ms. Lengyel's CalPERS contribution. He stated that a 4 percent increase will raise the Executive Director's salary to \$316,432.48 and the cafeteria benefits will remain the same as with the 3 percent increase.

*Commissioner Ortiz moved to approve the Executive Director's performance goals for the upcoming year and provide a 4 percent salary increase. Commissioner Droste seconded the motion. The motion passed with the following roll call votes:*

Yes: Brown, Carson, Cox, Cutter, Droste, Dutra-Vernaci, Ezzy Ashcraft, Haubert, Hernandez, Kaplan, Márquez, Mei, Miley, Nason, Ortiz, Saltzman, Valle, Woerner

No: Cutter

Abstain: None

Absent: Bauters, Cavanaugh, Freitas, Thao

**8. Consent Calendar**

- 8.1. Approve July 22, 2021 Commission Meeting Minutes
- 8.2. FY2020-21 Fourth Quarter Report of Claims Acted Upon Under the Government Claims Act
- 8.3. Approve the Alameda CTC FY2020-21 Year-End Unaudited Investment Report
- 8.4. Approve an Update to Alameda CTC Debt Policy
- 8.5. Authorization to Initiate a Debt Issuance before the end of FY2022-23
- 8.6. Approve the Administrative Amendments to Various Agreements to Extend Agreement Expiration Dates
- 8.7. Approve the 2022 State Transportation Improvement Program - Programming Principles and Schedule

- 8.8. Approve actions associated with allocation of Regional Measure 2 funds for Livermore Amador Valley Transit Authority's Shared Autonomous Vehicle Phase 2 Deployment
- 8.9. Award Project Approval and Environmental Document Phase Contract for the State Route 262 (Mission Boulevard) Cross Connector Project
- 8.10. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
- 8.11. Approve release of a Request for Proposals for Transportation Demand Management Coordination Services
- 8.12. Federal, state, regional, and local legislative activities update

*Commissioner Saltzman moved to approve all items on the consent calendar, except 8.8. Commissioner Haubert seconded the motion. The motion passed with the following roll call votes:*

Yes: Brown, Carson, Cox, Cutter, Droste, Dutra-Vernaci, Marques, Ezzy Ashcraft, Haubert, Hernandez, Kaplan, Márquez, Miley, Nason, Ortiz, Saltzman, Valle, Woerner

No: None

Abstain: None

Absent: Bauters, Cavanaugh, Freitas, Mei, Thao

Regarding item 8.8, Commissioner Saltzman stated that the autonomous vehicle project in Dublin seems to serve mainly one business park. She noted that at the Programs and Projects Committee meeting, she asked if the business park is currently served by public transportation and was informed no buses were serving that area. However, her research determined that multiple buses serve the business park even though they are not frequent.

Tess Lengyel noted that this project is a demonstration project for new technology for LAVTA. The technology is in a limited area connecting transit to major employment and retail sites. Jennifer Yeamans explained the nature of this project is a first and last-mile shuttle that is not replicating what the fixed route is doing, and she also clarified the existing fixed route service area.

Commissioner Cutter asked how many people will these vehicles hold and are they electric vehicles. Ms. Yeamans stated that the vehicles can carry 8 to 10 people, including an attendant, and she confirmed that the vehicles are electric.

Commissioner Saltzman asked will there be a commitment from the businesses. Michael Tree, Executive Director LAVTA, said that there are no commitments from the businesses in writing at this time; however, LAVTA is actively seeking those commitments and working with the businesses to secure contracts.

*Commissioner Haubert moved to approve item 8.8. Commissioner Hernandez seconded the motion. The motion passed with the following roll call votes:*



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

## 9. Community Advisory Committee Written Reports

### 9.1. Bicycle and Pedestrian Advisory Committee

Tess Lengyel stated that the written report was included in the packet.

## 10. Regular Matters

### 10.1. Approve Renewal of Office Lease at 1111 Broadway, Suite 800 in Oakland, CA

Tess Lengyel stated that at the beginning of the year, Alameda CTC took action to address the current lease expiring on October 31, 2023. The agency took proactive steps to look at multiple properties to compare the best available pricing while supporting the office access to transit and special needs. Based on the market cost evaluation and several site visits, the agency recommends remaining in its current location. Ms. Lengyel introduced Seung Cho to present this item.

Mr. Cho recommended the Commission approve and authorize the Executive Director to execute an agreement with SF1111 Broadway, LLC to extend the term of the existing office lease at 1111 Broadway, Suite 800, in Oakland, CA for an additional 11 years, beginning November 1, 2023 through to October 31, 2034, with the option to extend the lease for two 5-year terms.

Commissioner Saltzman asked has there been discussion about hybrid work policy and will it affect office space needs. Ms. Lengyel said she developed an approach to that, and staff is not anticipated to return to the office until January 2022. She noted that she is looking at staggered work hours with fewer days in the office and a hybrid approach.

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

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

## 11. Commission Member Reports

Commissioner Kaplan shared an update on the advancing the zero-emission fuel cell truck program. She noted that the California state Senate invited her to speak at their inaugural meeting of the Senate Committee about this program.

Commissioner Ezzy Ashcraft noted that she took the Capitol Corridor to Sacramento to attend the California League of Cities.

## **12. Adjournment**

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



# Memorandum

6.2

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

**DATE:** October 21, 2021

**TO:** Alameda County Transportation Commission

**FROM:** Vivek Bhat, Director of Programming and Project Controls  
Jacki Taylor, Senior Program Analyst

**SUBJECT:** Approve Alameda County 2022 State Transportation Improvement Program

## Recommendation

It is recommended the Commission approve the following actions related to the 2022 State Transportation Improvement Program (STIP)

1. Approve Resolution 21-015 (Attachment A) regarding the approval of \$22.035 million of 2022 STIP funds for Alameda County, which includes \$15.87 million of new 2022 STIP funding for three projects: Alameda CTC's Oakland Alameda Access (\$11.87 million), City of Fremont's I-880 Decoto Road Interchange Modernization (\$3.0 million) and BART's Downtown Berkeley Station Elevator Modernization (\$1.0 million).
2. Staff recommendation also includes a provision that if the BART and City of Fremont projects do not meet the STIP readiness requirements, the 2022 STIP funds recommended for these projects will be reprogrammed to the Oakland Alameda Access project.

## Summary

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources administered by the California Transportation Commission (CTC), including Senate Bill 1 (SB 1). The 2022 STIP will cover Fiscal Years (FYs) 2022-23 through 2026-27. Alameda County's share of the State's 2022 STIP Fund Estimate is \$22.035 million and includes \$15.87 million of new programming capacity for projects that would be available in the outer years (FY2025-26 and 2026-27) of the 2022 STIP period.

The Alameda CTC is to adopt and forward a program of STIP projects to the Metropolitan Transportation Commission (MTC) for inclusion in MTC's 2022 Regional STIP program (2022 RTIP). MTC approves the region's RTIP and submits it to the CTC for inclusion in the STIP.

Staff is recommending Commission approval of the Alameda County 2022 Program (Attachment A) which is consistent with the 2022 STIP Principles approved by the Commission in September 2021 (Attachment B). A final, approved project list and supporting documentation is due to MTC by November 1, 2021.

## **Background**

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System that is administered by the CTC and funded with revenues from the State Highway Account and other State and federal funding sources, including SB 1. The STIP is composed of two sub-elements with 75% of the STIP funds reserved for the Regional Transportation Improvement Program (RTIP) and 25% for the Interregional Transportation Improvement Program (ITIP).

For each STIP cycle, Alameda CTC adopts and forwards a program of STIP projects to MTC. As the Regional Transportation Planning Agency (RTPA) for the nine-county Bay Area, MTC is responsible for developing the regional priorities for the RTIP. MTC approves the region's RTIP and submits it to the CTC for inclusion in the STIP. Caltrans is responsible for developing the ITIP.

The STIP is one of the discretionary funding sources included in the Comprehensive Investment Plan (CIP), Alameda CTC's near-term strategic programming document. The CIP includes a five-year programming horizon and is updated annually to capture new programming and allocation recommendations.

On July 22, 2022, the Commission approved the 2022 CIP which included \$141.6 million in programming for FYs 2021-22 through 2025-26, with \$107.7 million in allocations during the first two years of the CIP. Programming approved for the 2022 STIP will be incorporated in the next annual update of the CIP.

## **2022 STIP Fund Estimate**

The biennial STIP programming process begins with the development of the STIP Fund Estimate (FE), approved by the CTC. The STIP Fund Estimate serves as the basis for determining the county shares for the STIP and the amounts available for programming each fiscal year during the five-year STIP period. Typically, the county shares represent the amount of new STIP funding available for programming in the last two years of the new STIP period.

The Final 2022 STIP Fund Estimate approved at the August 2021 CTC meeting indicates \$22.035 million new programming capacity is available for Alameda County in FYs 2025-26 or 2026-27. As indicated below, when adjustments for prior commitments and program administration are considered, the balance available for programming to projects is estimated to be \$15.87 million

### 2022 STIP - Alameda County Fund Estimate:

\$ 22.035 M 2022 STIP Fund Estimate for Alameda County

- \$ 5.063 M Payback of STIP funding advanced to ACTC by MTC through 2020 STIP for I-680 Southbound Express Lane from SR-84 to Alcosta Blvd project
- \$ 0.355 M STIP Administration funds for MTC
- \$ 0.747 M STIP Administration funds for Alameda CTC
- \$ 15.870 M 2022 STIP Funding Available to Program

### **2022 STIP Program**

Based on the approved programming principles and schedule, jurisdictions were requested to provide preliminary information for projects and programs that could meet the 2022 STIP program requirements. Staff performed a preliminary analysis on the seven project requests received and contacted sponsors for further information. As listed in Attachment C, a total of five complete responses were received and evaluated for funding in accordance with the STIP principles, including an approved Project Study Report (PSR) or PSR-equivalent, federalized environmental document and potential to leverage external funds. Projects were also evaluated to ensure they align with the goals and objectives of the Alameda CTC's near-term strategic planning and programming documents, the Countywide Transportation Plan and the Comprehensive Investment Plan.

Staff is recommending Commission approval of the Alameda County 2022 STIP Program (Attachment A). A final, approved project list and supporting documentation including Resolution of Local Support, PSR/ PSR-equivalent and other final STIP application material) is due to MTC by November 1, 2021.

Currently, the City of Fremont (City) is working diligently with Caltrans to obtain final approval of the PSR for their proposed project. In order to meet MTC's deadline of November 1, 2021 for a complete program submittal, Alameda CTC has provided the City a timeline of October 29, 2021 to provide the approved PSR. The City has confirmed that they will be able to meet this deadline. In the event the City and/or BART are unable meet required STIP requirements and submittal timelines, staff recommends reprogramming the STIP funds recommended for the I-880 Decoto Road Interchange Modernization and/or Downtown Berkeley Station Elevator Modernization projects, to the Oakland Alameda Access project.

### **Next Steps**

Due to the condensed programming schedule for the 2022 STIP, Alameda County's 2022 STIP program needs to be approved in October 2021 in order to meet MTC's November 1, 2021 submittal deadline for the county STIP programs and supporting documentation. In addition to a Commission-approved 2022 STIP project list, the documentation required by MTC for each project recommended for STIP funding includes:

- MTC Complete Streets Checklist,
- Electronic STIP Project Programming Request (ePPR) form,

- Performance measures analysis,
- Final Project Study Report (PSR) (or PSR Equivalent),
- MTC Resolution of Local Support, and
- STIP Certification of Assurances.

The MTC-approved RTIP is due to the CTC in December 2021 and the final 2022 STIP is scheduled to be adopted by the CTC in March 2022.

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

**Attachments:**

- A. Resolution 21-015, Alameda County 2022 STIP Program
- B. Principles for the Development of the Alameda County 2022 STIP Project List, Approved 09/23/21
- C. Alameda County 2022 STIP Program evaluation



**ALAMEDA COUNTY TRANSPORTATION COMMISSION  
RESOLUTION 21-015**

**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

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**BART**  
Vice President Rebecca Saltzman

**City of Alameda**  
Mayor Marilyn Ezy Ashcraft

**City of Albany**  
Councilmember Rochelle Nason

**City of Berkeley**  
Councilmember Lori Droste

**City of Dublin**  
Melissa Hernandez, Mayor

**City of Fremont**  
Mayor Lily Mei

**City of Hayward**  
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**City of Livermore**  
Mayor Bob Woerner

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Rebecca Kaplan  
Councilmember Sheng Thao

**City of Piedmont**  
Councilmember Jen Cavenaugh

**City of Pleasanton**  
Mayor Karla Brown

**City of Union City**  
Mayor Carol Dutra-Vernaci

**Executive Director**  
Tess Lengyel

**Approval of the Alameda County 2022  
State Transportation Improvement (STIP) Program**

**WHEREAS**, SB 45 (Chapter 622, Statutes 1997) substantially revised the process for estimating the amount of state and federal funds available for transportation projects in the state and for appropriating and allocating the available funds to these projects; and

**WHEREAS**, as part of this process, the Alameda County Transportation Commission (Alameda CTC) is responsible for programming projects eligible for Regional Improvement Program (RIP) funds, pursuant to Government Code Section 14527 (a), for inclusion in the Regional Transportation Improvement Program, and submission to the Metropolitan Transportation Commission (MTC) for inclusion in the MTC Regional Transportation Improvement Program (RTIP) and then to the California Transportation Commission (CTC), for inclusion in the State Transportation Improvement Program (STIP); and

**WHEREAS**, projects recommended for inclusion in the 2022 STIP must be consistent with the Commission-approved 2022 STIP Principles and satisfy all STIP programming, allocation and delivery requirements; and

**WHEREAS**, the funding identified in the 2022 STIP Fund Estimate for Alameda County includes \$5.063 million of unprogrammed balances from prior STIP cycles, approximately \$1.102 million of new STIP funding for Planning, Programming and Monitoring (PPM) and \$15.87 million of new STIP funding for projects for a total Fund Estimate of \$22.035 million.

**NOW, THEREFORE BE IT RESOLVED**, that the Alameda CTC approves the 2022 STIP program detailed in Exhibit A.

**DULY PASSED AND ADOPTED** by the Alameda CTC Commission at the regular Commission meeting held on Thursday, October 28, 2021 in Oakland, California, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

Attest:

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Pauline Russo Cutter  
Chair, Alameda CTC

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Vanessa Lee,  
Clerk of the Commission



## EXHIBIT A

## Alameda County 2022 STIP Program

Index #	Project	Proposed for 2022 STIP (\$ x 1,000)
1	Oakland Alameda Access (I-880 Broadway-Jackson)	\$11,870
2	I-880 Decoto Road Interchange Modernization <sup>1</sup>	\$3,000
3	Station Elevator Modernization Program <sup>1</sup> (Downtown Berkeley)	\$1,000
4	Route 24 Corridor – Caldecott Project <sup>2</sup> (2020 STIP Carryover project - ARRA Payback)	\$2,000
5	Improved Bike/Ped Connectivity to East Span SFOBB <sup>2</sup> (2020 STIP Carryover project - MTC/BATA)	\$3,063
6	STIP Administration - Alameda CTC portion	\$747
7	STIP Administration - MTC portion	\$355
<b>Total</b>		<b>\$22,035</b>

## Table Notes:

1. In the event the City of Fremont and/or BART are unable meet STIP requirements and submittal timelines, the STIP funds programmed to City of Fremont and/or BART may be reprogrammed to the Oakland Alameda Access project.
2. Payback of 2022 STIP funding to MTC totals \$5.063M. This amount had been advanced to ACTC by MTC through 2020 STIP for I-680 Southbound Express Lane from SR-84 to Alcosta Blvd project.

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### Principles for the Development of the Alameda County 2022 STIP Project List

- It is anticipated that any new funding programmed in the 2022 STIP will be made available in FYs 2025-26 and/or 2026-27.
- Previously-approved commitments for STIP programming will be considered during the development of the 2022 STIP project list.
- Sponsors of currently programmed STIP projects will be required to provide updated project scope, status, schedule, cost and funding information.
- Any project considered for funding must be consistent with the Countywide Transportation Plan and satisfy all STIP programming requirements.
- Projects recommended for STIP funding must demonstrate readiness to meet applicable STIP programming, allocation and delivery requirements and deadlines, including federal requirements.
- Consideration of the following are proposed for the required project prioritization for the development of the 2022 STIP project list:
  - The principles and objectives set forth in the Alameda CTC Comprehensive Investment Plan;
  - Projects that can leverage funds from other SB1 and Regional programs;
  - Previous commitments for STIP programming approved by the Alameda CTC;
  - The degree to which a proposed project, or other activity intended to be funded by transportation funding programmed by the Alameda CTC, achieves or advances the goals and objectives included in the Countywide Transportation Plan; and
  - The degree to which a proposed project has viable project implementation strategies that are based on current project-specific project delivery information provided by applicants, including:
    - Readiness for the current/requested project delivery phase;
    - The status of environmental clearance, including federal National Environmental Policy Act (NEPA).
    - The project cost/funding plan by phase, including demonstration of a complete funding plan for the phase for which STIP funding is requested;
    - The potential for phasing of initial segment(s) which are fully-funded and provide independent benefit; and
    - Potential impediments, i.e. risks, to successful project implementation in accordance with the proposed project delivery schedule.

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## Alameda County 2022 STIP Program Evaluation

Index	Sponsor	Project Name	\$ in millions			Phase	Evaluation Notes / Comments
			Total Project Cost	STIP funds Requested	2022 STIP Recommendation		
<b>Recommended for 2022 STIP funds</b>							
1	Alameda CTC	Oakland Alameda Access (I-880 Broadway/Jackson)	129.9	15.9	<b>11.87</b>	CON	Named project in 2014 MBB Expenditure Plan; In 10 year CTP Priority list; Addresses multimodal / safety needs; Addresses Regional connectivity; High potential to leverage external funds.
2	Fremont	I-880/Decoto Road Interchange Modernization	24.5	10.0	<b>3.00</b>	CON	In 10 year CTP Priority list; Addresses multimodal / safety needs; Addresses Regional connectivity; High potential to leverage external funds.
3	BART	Station Elevator Modernization Program (Downtown Berkeley)	10.0	7.0	<b>1.00</b>	CON	In CTP Programmatic Category; Addresses safety / access needs; Addresses Regional connectivity; Leverages other funding.
<b>NOT Recommended for 2022 STIP funds</b>							
4	County of Alameda	D Street Corridor Improvements	10.2	5.0	-	-	Regional Connectivity low; Near term funding need, does not fit within 2022 STIP timeframe; Potential OBAG 3 / ATP Cycle 6 candidate.
5	Pleasanton	I-680/Sunol Interchange	26.6	3.0	-	-	Funding Plan remains unsecured; Regional connectivity low; Near term funding need, does not fit within 2022 STIP timeframe.
6	Pleasanton	West Las Positas Blvd. Roadway Reconstruction and Protected Bike Lanes	22.0	3.0	-	-	Regional Connectivity low; Funding Plan remains unsecured; Potential OBAG 3 / ATP Cycle 6 candidate.
7	Alameda	Central Ave Roundabouts	17.8	6.0	-	-	Regional Connectivity low; Near term funding need, does not fit within 2022 STIP timeframe; Potential OBAG 3 / ATP Cycle 6 candidate.
<b>Total</b>			<b>241.0</b>	<b>49.9</b>	<b>15.87</b>		

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**DATE:** October 21, 2020

**TO:** Alameda County Transportation Commission

**FROM:** Gary Huisingh, Deputy Executive Director of Projects  
Jhay Delos Reyes, Senior Transportation Engineer

**SUBJECT:** East Bay Greenway (from Lake Merritt BART to South Hayward BART)  
Project Update

## Recommendation

This is an update on the East Bay Greenway (from Lake Merritt BART to South Hayward BART) Project (Project) (Alameda CTC Project Number 1457001). This item is for information only.

## Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the East Bay Greenway (EBGW) project (from Lake Merritt BART to South Hayward BART), a 16-mile bicycle and pedestrian facility in the cities of Oakland, San Leandro and Hayward as well as the unincorporated communities of Ashland and Cherryland. The Project connects seven BART stations as well as downtown areas, schools, and other major destinations.

The Project achieved environmental clearance as part of the Preliminary Engineering/Environmental (PE/Env) Phase. The Initial Study/Mitigated Negative Declaration (IS/MND) under the California Environmental Quality Act (CEQA) in was adopted in March 2018 and the project obtained a Categorical Exclusion (CE) under the National Environmental Policy Act (NEPA) in November 2018. The environmental documents described two alternatives below.

- **Rail-to-Trail** alternative assumes that the Union Pacific Railroad (UPRR) Oakland Subdivision would no longer have active rail service and the full 80-100-foot-wide right-of-way is available for the Project.
- **Rail-with-Trail** alternative assumes the minimum possible encroachment into UPRR right-of-way while still constructing a continuous facility alongside the rail. This concept requires encroachment into UPRR right-of-way for approximately six miles.

Due to significant costs associated with UPRR right-of-way and likely hazardous material cleanup, staff is evaluating a new option to deliver a continuous, high-quality bicycle facility along existing roadways/on-street from Lake Merritt BART to South Hayward BART.

## **Background**

EBGW is envisioned as a 37-mile-long project connecting the northern cities of Alameda County to the southern cities. Project development began in 2008 with a non-profit group, Urban Ecology, and Alameda County Transportation Improvement Authority (predecessor agency to Alameda CTC) acting as the lead agency under CEQA. Urban Ecology was subsequently awarded funds through the Measure B Bicycle Program in 2009 for environmental clearance of a 12-mile Project through the cities of Oakland, San Leandro and unincorporated Alameda County. Alameda CTC certified the CEQA environmental document for the 12-mile project, and construction was funded through a successful grant awarded to East Bay Regional Park District in 2012, a half-mile segment just south of the Oakland Coliseum BART station to 85<sup>th</sup> Avenue, which was completed in 2015.

Passage of Measure BB in 2014 included funding for EBGW as one of the three major trails identified in the Transportation Expenditure Plan. Alameda CTC was awarded Active Transportation Plan Funds in the first cycle of the Program in 2014 for a revised EBGW scope that evaluated alternatives in the UPRR right-of-way from Lake Merritt BART to South Hayward BART, connecting seven BART stations, creating a new 16-mile project. Alameda CTC-led work on this newly defined project began in 2015 and concluded in 2018 with Alameda CTC adoption of the CEQA IS/MND and certification by Caltrans for the NEPA Categorical Exemption. Alameda CTC also advanced efforts to appraise UPRR land under the Rail-to-Trail alternative in 2019.

The Project adopted in the IS/MND proposed to improve bicycle and pedestrian network connectivity between Downtown Oakland and South Hayward in Alameda County through Class IV and Class I facilities. The project included improving access to regional transit, schools, downtown areas, and major activity centers by creating a regional trail transportation facility to support bicyclists and pedestrians of all ages and abilities. Additionally, the Project supported promotion of a multimodal transportation system and reduction of greenhouse gas emissions.

During project development through the environmental phase, several key risks were identified related to costs for land acquisition, timing of negotiations, removal of likely hazardous material, and ownership. The Rail-with-Trail alternative in the 2018 IS/MND was developed as a solution to address many of these key risks, however six miles of the alignment in key areas were still proposed in UPRR right-of-way. Many of these risks are still present today with the most recent estimated costs for UPRR right-of-way exceeding the costs of construction for either of the two alternatives, which are currently over \$191 Million.

Recognizing the challenges to deliver either of the alternatives in the 2018 IS/MND and NEPA CE, staff began looking into possibilities of pursuing a high-quality bicycle facility for all ages and abilities connecting the seven BART stations that does not encroach onto UPRR right of way and could take advantage of the streamlined environmental clearance provided by Senate Bill 288 (SB 288) for CEQA. Two key areas of SB 288 require



that projects utilize existing right-of-way and do not result in increased roadway capacity. A new alternative being investigated would meet both of these criteria thus enabling Alameda CTC to take advantage of the streamlining of CEQA that SB288 offers. This led staff to look at potential on-street opportunities from Fruitvale BART to South Hayward BART. The Lake Merritt BART to Fruitvale BART segment already proposed a Class IV facility predominantly along E. 10<sup>th</sup> and 12<sup>th</sup> streets and would remain unchanged from the 2018 IS/MND.

### **Synergies with E. 14<sup>th</sup>/Mission and Fremont Blvd Multimodal Corridor Project**

The E14<sup>th</sup>/Mission and Fremont Blvd. Corridor project is a 30-mile north south corridor from San Leandro to Fremont and includes multi-modal improvements to meet the growing transportation needs of the communities along its alignment in the next 25 years. The Commission adopted a long-term vision for this corridor in July 2020, which included Class IV bike facilities and bus improvements on E 14<sup>th</sup> Street and Mission Blvd. In May 2021, Alameda CTC approved initiation of a near-term implementation phase of the Project, which includes detailed development of a preferred alternative for a bike facility along the northern segment of the corridor in the City of San Leandro, the unincorporated communities of Ashland and Cherryland, and the City of Hayward. Specifically, the project limits extend from the San Leandro BART station to the South Hayward BART station, including the access roads to the BART stations along this segment.

E. 14<sup>th</sup> St. and Mission Blvd runs parallel to BART and the EBGW alignment. For the section between San Leandro BART and South Hayward BART, the two project corridors are less than ½ mile apart.

Given the need to evaluate and develop a different alignment for the EBGW project and proximity to the railroad, the E14<sup>th</sup>/Mission and Fremont Blvd. Project provides an opportunity to utilize existing Alameda CTC project and consultant resources for advancing a near-term phase that could yield many of the same benefits of the EBGW project to the adjacent communities, thus essentially integrating the E14<sup>th</sup>/Mission and Fremont Blvd. Project and the EBGW in this corridor area.

### **New Vision for EBGW**

The new vision for EBGW includes three time-horizons.

**Near-Term:** In the near-term (3-5 years), staff would work to advance a continuous, high-quality on-street bike facility from Lake Merritt BART to South Hayward BART.

Between Lake Merritt BART in Oakland and Davis Street in San Leandro, there is an opportunity to advance the already proposed on-street alternative (Rail-with-Trail) between Lake Merritt and Fruitvale BART stations, and develop a new on-street alignment along San Leandro Street south of Fruitvale BART and along San Leandro Blvd in San Leandro and where it will link up with the E. 14<sup>th</sup>/Mission Blvd. project. Oakland is advancing to construct a Rail-with-Trail portion of the project from Seminary to 69<sup>th</sup> Avenue (northern end of the Oakland Coliseum BART station) extending the existing section from south of the Coliseum BART station to 85<sup>th</sup> Avenue.

South of San Leandro BART, EBGW will merge with the new near-term phase for the E. 14<sup>th</sup>/Mission Blvd project that will advance protected on-street bike alternatives along San Leandro Blvd, E. 14<sup>th</sup> Street and Mission Blvd and along the access roads to the BART stations along the segment. This section will also include rapid bus improvements and placemaking along the corridor, consistent with the long-term concept approved by the Commission in July 2020.

**Mid-Term:** The mid-term phase (8-10 years) will include building upon the near-term project in San Leandro and evaluate a potential extension of the existing TEMPO Bus Rapid Transit line to Bay Fair BART.

**Long-Term:** In the long-term (10+ years), staff will pursue renewed discussions with UPRR to deliver the ultimate vision of EBGW as either Rail-to-Trail or Rail-with-Trail.

This vision with the three time-horizons maintains the same objectives as the original EBGW project:

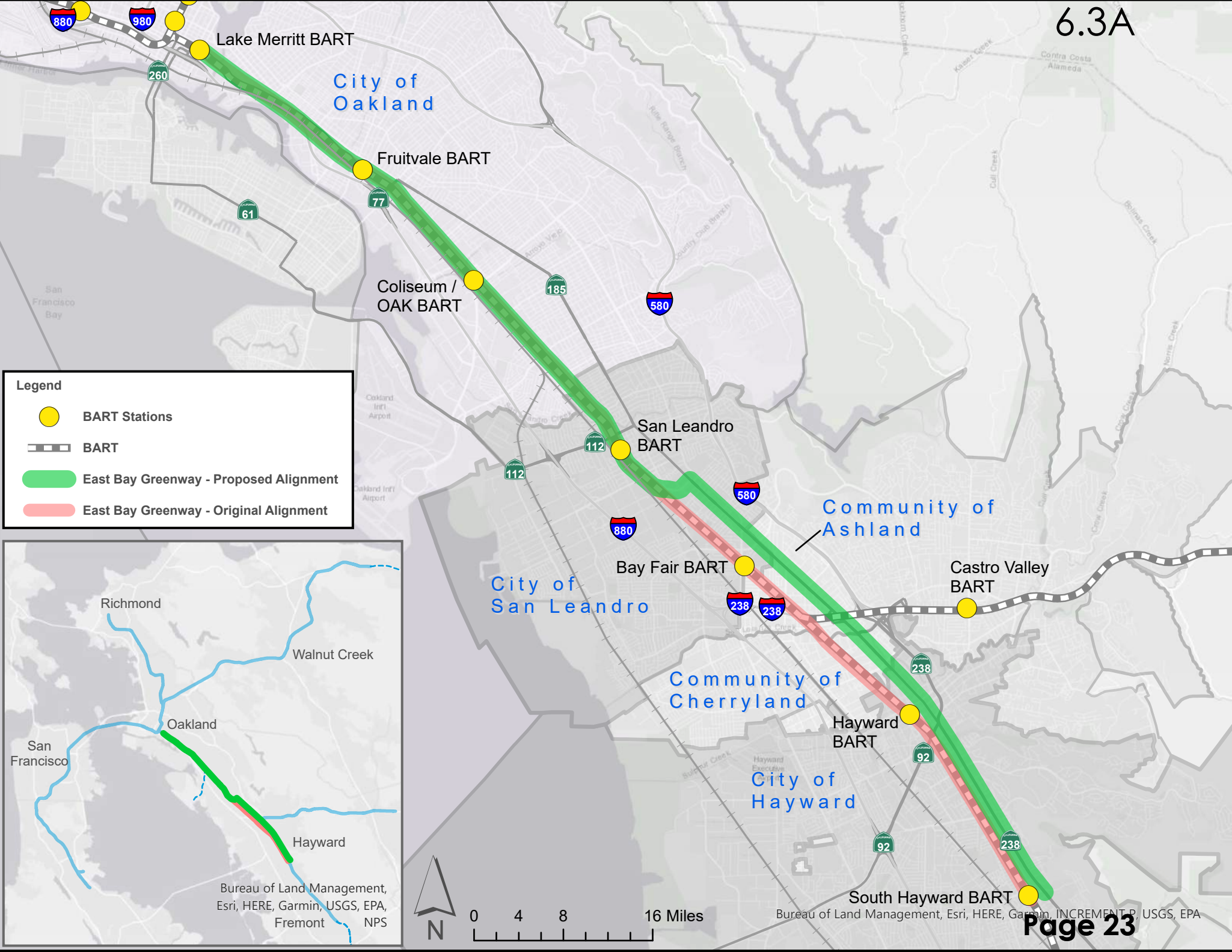
- Provide a safe, high-quality (Class I, buffered Class II or Class IV) option for biking for all ages and abilities
- Improve safety by physically separating bicyclists from high speed, high volume vehicular traffic to the extent feasible
- Create a continuous north/south facility connecting 7 BART stations
- Improve access to regional transit, schools, downtown areas and major activity centers
- Supports multimodal access to BART stations
- Supports reduction of greenhouse gas emissions

Additionally, through opportunities provided by SB 288 for Environmental Clearance, exploring synergies with the E14<sup>th</sup>/Mission Project, utilizing already completed work for the Lake Merritt BART to Fruitvale BART segment from the 2018 IS/MND and connecting with constructed portions of EBGW, Alameda CTC is in a position to advance EBGW in a more expedited timeline by moving the alignment outside of the UPRR Corridor and at a significantly lower overall project cost. Based on the availability of funding, design of the facility could be complete in 2024 with construction starting soon after.

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

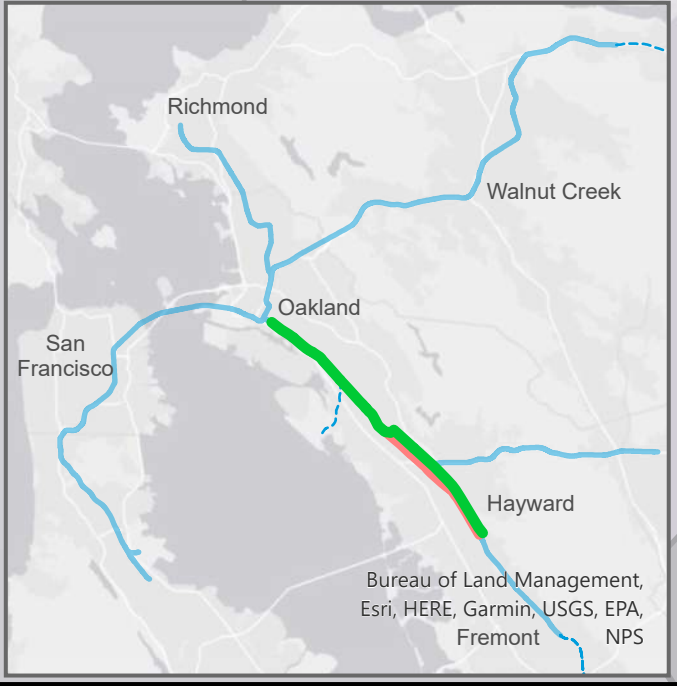
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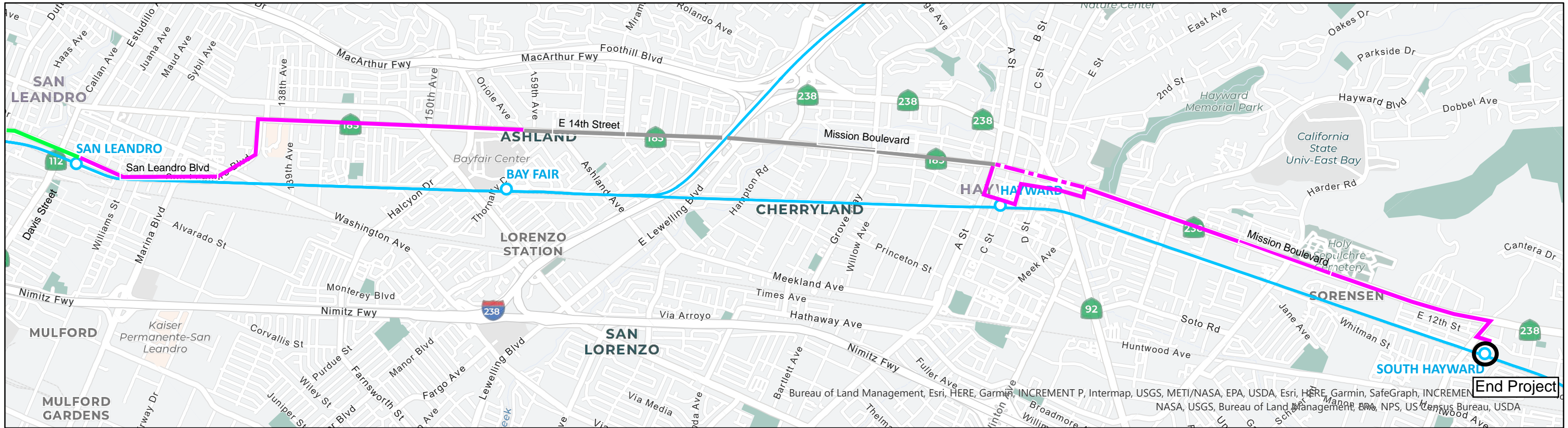
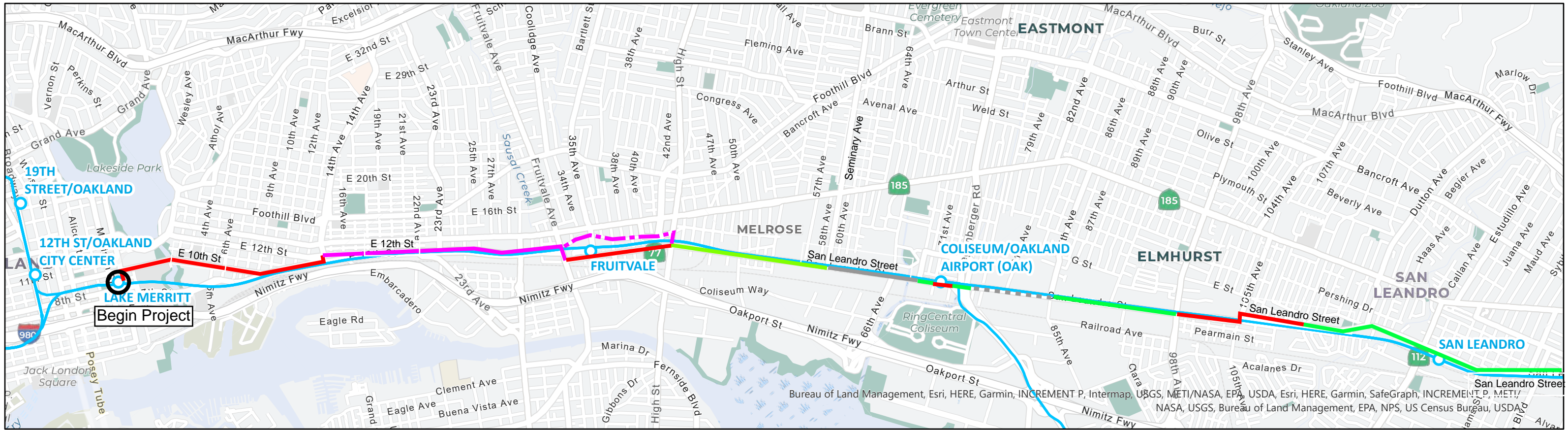
- A. Modified EBGW General Project Alignment



**Legend**

- BART Stations
- BART
- East Bay Greenway - Proposed Alignment
- East Bay Greenway - Original Alignment





- BART Line
- BART Station
- Class I
- Class IV - one-way
- Class IV - two-way
- Alternate Alignment
- Existing/Planned by Others

## East Bay Greenway Realignment



# Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

**DATE:** October 21, 2021

**TO:** Alameda County Transportation Commission

**FROM:** Vivek Bhat, Director of Programming and Project Controls  
Jacki Taylor, Senior Program Analyst

**SUBJECT:** Approve FY 2021-22 Transportation Fund for Clean Air Funding for Oakland Projects

## Recommendation

It is recommended that the Commission approve the programming of \$505,000 of Transportation Fund for Clean Air (TFCA) County Program Manager funds from the City of Oakland's share of the FY 2021-22 TFCA Fund Estimate to the following two projects:

1. \$350,000 for East Bay Greenway, Phase 2, and
2. \$155,000 for 14<sup>th</sup> Street Complete Streets Improvements.

## Summary

TFCA County Program Manager funding is generated by a vehicle registration fee collected by the Bay Area Air Quality Management District (Air District) to fund projects that result in the reduction of motor vehicle emissions. The Air District annually approves the program's policies and expenditure plan. For FY 2021-22, a total of \$3.11 million of funding was available for programming and the funds were included in the fund estimate for the Alameda CTC 2022 Comprehensive Investment Plan (CIP). Following the July 2021 approval of the 2022 CIP, a balance of \$761,445 of unprogrammed TFCA funds remained. Staff is recommending \$505,000 of that balance for programming to two Oakland projects submitted for the 2022 CIP. Both projects were recommended for federal funding from MTC's Safe and Seamless Quick-strike Mobility Program, but a funding need remains. The complete FY 2021-22 TFCA program summary, including previously approved and currently recommended projects, is included as Attachment A.

The balance of \$256,445 remaining after this action will be carried over and included in the fund estimate for next year's FY 2022-23 TFCA program, scheduled for programming in spring/summer 2022.

## **Background**

TFCA funding is generated by a four-dollar vehicle registration fee collected by the Air District. Projects eligible for TFCA funding are to result in the reduction of motor vehicle emissions and achieve surplus emissions reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects typically funded with TFCA include shuttles, bicycle facilities, transit signal priority, signal timing, alternative fuel infrastructure and travel demand management (TDM) programs. As the designated TFCA County Program Manager for Alameda County, the Alameda CTC is responsible for programming 40 percent of the TFCA revenue generated in Alameda County. Per the established TFCA distribution formula for Alameda County, 70 percent of the available funds for projects are to be allocated to the cities/county based on population, with a minimum of \$10,000 to each jurisdiction. The remaining 30 percent is available to transit-related projects on a discretionary basis. A jurisdiction's projected future shares may be borrowed against in order for a project to receive more funds in the current year, which can help facilitate the programming of the portion of funding subject to the Air District's annual programming deadline.

## **FY 2021-22 Program Development**

An annual TFCA Expenditure Plan Application establishes the amount of TFCA funds available for programming to projects and program administration and is based on the Air District's Department of Motor Vehicles (DMV) revenue estimates for the same period. Projects proposed for TFCA funding this cycle are to be consistent with the Air District's FY 2021-22 TFCA County Program Manager Fund Policies (TFCA Policies) and cost-effectiveness requirements. Additionally, TFCA funding is intended for near-term transportation improvements that will commence within the next two years.

The Alameda CTC's FY 2021-22 TFCA Expenditure Plan Application, approved by the Commission in February 2021 and by the Air District Board in May 2021 identified \$2.4 million of funding available for programming to eligible projects. An additional balance of \$829,000 remained from the prior FY, bringing the total amount of TFCA available through the 2022 CIP to \$3.11 million. To date, \$2.35 million of TFCA has already been programmed to projects (Attachment A).

## ***Oakland Projects***

For the 2022 CIP, two of the City of Oakland's proposed projects, East Bay Greenway Phase 2 and 14<sup>th</sup> Street Complete Streets were evaluated for TFCA funding and both were found to be eligible and cost-effective. Because the projects were already federalized they were forwarded to MTC for funding consideration through the Safe and Seamless Mobility Quick-strike Program. Both were awarded federal funds by MTC, but have remaining funding needs. Alameda CTC staff is recommending programming TFCA funds from the City's share at this time in order to help keep these projects on schedule while

significantly reducing the FY 2021-22 TFCA fund balance. The complete FY 2021-22 TFCA project list, including the recommended Oakland projects, is detailed in Attachment A.

**Next Steps**

Alameda CTC will transmit the final FY 2021-22 TFCA Program to the Air District. Following the program submittal, the Alameda CTC will prepare and execute project-specific funding agreements with project sponsors.

The remaining unprogrammed balance of \$256,445 will be included in the fund estimate for the FY 2022-23 TFCA Program, with a call for projects tentatively scheduled for Spring 2022.

**Fiscal Impact:** TFCA County Program Manager funding is made available by the Air District has been included in the Alameda CTC's FY 2021-22 budget.

**Attachment:**

- A. Alameda CTC FY 2021-22 TFCA Program Summary (approved and recommended)

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**TFCA County Program Manager Fund, FY 2021-22 Program Summary**

Projects Approved 7/22/2021 (2022 CIP)								
Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Share Balance	TFCA Cost-effectiveness (\$ TFCA/ton)	TFCA Programmed (See Note 1)	Notes
Alameda	Cross Alameda Trail Class 1 Connectors	Construct four new Class 1 multi-use pathway connectors to close gaps in accessing a central segment of the cross-town Cross Alameda Trail within the Jean Sweeney Open Space Park (JSOSP).	\$ 450,000	\$ 292,000	\$ (85,053)	\$ 483,338	\$ 100,000	
Alameda County	Mission Blvd Phase III Corridor Improvements	Install Class IV separated bikeways on Mission Blvd, from East Lewelling Blvd/I-238 to Rose Street in unincorporated Alameda County. Other project elements include protected intersections, pedestrian hybrid beacons, curb extensions, median refuges, high-visibility crosswalks, signal retiming, sidewalk updates, and landscaping.	\$ 30,943,000	\$ 1,950,000	\$ 354,010	\$ 498,369	\$ 98,000	See Note 2
Albany	Lower Codornices Creek Class 1 Trail, Phase IV	Install a new Class 1 trail that will add 0.16 miles of new multi-use trail at the Albany/Berkeley border along Lower Codornices Creek from 8th St - 10th St and a wider sidewalk along 8th St connecting the new trail segment to the existing trail to the west via a new raised crossing at 8th St.	\$ 1,445,603	\$ 825,084	\$ 42	\$ 479,310	\$ 85,000	
Newark	Cherry Street Class 4 Separated Bikeways	Install a new Class 4 separated bikeway on Cherry Street between Central Avenue and Stevenson Boulevard that will eliminate gaps in and upgrade existing Class 2 lanes on Cherry Street and install other bicycle safety improvements.	\$ 755,000	\$ 453,000	\$ 534,519	\$ 495,433	\$ 130,000	
Pleasanton	West Las Positas Class 4 Separated Bikeway	On West Las Positas Ave, Foothill Rd - Iron Horse Trail, install new class 4 separated bikeway (with six foot bike lanes and a three-foot buffer zone) in each direction, eliminate gaps in and upgrade existing Class 2 facilities with reflective flexible posts in the buffer zone for added physical separation, and minor intersection striping.	\$ 1,156,000	\$ 867,000	\$ 164,978	\$ 488,284	\$ 150,000	
San Leandro	Hesperian Blvd Class 4 Bike Lane	Install Class IV bike lanes on Hesperian Boulevard, between Fairmont Drive and Springlake Drive. The project closes a gap in bike facilities from Drew to Springlake and upgrade the existing class II lanes to separate bicyclists from vehicles using curb medians, landscaping, and/or striping with flexible delineators.	\$ 1,983,000	\$ 1,479,000	\$ 324,898	\$ 494,588	\$ 92,000	See Note 3
San Leandro	MacArthur Boulevard Park and Ride Lot	Construct a 35-space park and ride lot with 2 bike lockers and 2 EV charging stations offering a transfer point from personal vehicle to a local or regional transit, carpool, or vanpool.	\$ 827,867	\$ 621,867	\$ 324,898	\$ 249,145	\$ 80,000	
San Leandro	San Leandro LINKS Shuttle, FYs 2022-23 & 2023-24	Operations of San Leandro LINKS Shuttle for FYs 2022-23 & 2023-24	\$ 1,667,480	\$ 128,000	\$ 324,898	\$ 247,433	\$ 114,000	
Union City	Union City Transit Electric Bus & Infrastructure	Purchase and install electrical vehicle charging equipment to support four (4) new zero-emission, battery-electric buses, scheduled to be procured by Union City Transit in 2022. Funds awarded for ZEB purchase may be used towards required charging equipment.	\$ 2,000,000	\$ 1,500,000	\$ 251,852	\$ 491,959	\$ 1,500,000	See Note 4
<b>Subtotal Requested</b>				<b>\$ 8,115,951</b>	<b>Amount Programmed</b>		<b>\$ 2,349,000</b>	

Projects Recommended October 2021								
Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Share Balance	TFCA Cost-effectiveness (\$ TFCA/ton)	TFCA Recommended	Notes
Oakland	East Bay Greenway, Phase 2	Install second segment of the multi-use EBG trail along San Leandro Street from Seminary Ave (59th St) to 69th Avenue and install Class 2 bike lanes between 69th Avenue and 75th Avenue, connecting the Class 1 trail segments.	\$ 5,740,000	\$ 350,000	\$ 132,199	\$ 461,318	\$ 350,000	
Oakland	14th Street Complete Streets	On 14th St between Brush St and Oak St: Reduce travel lanes from 4 to 2, add paved Class IV protected bicycle lanes; transit boarding islands; improve ped facilities including refuges, crossings, signals, and landscaping.	\$ 15,030,000	\$ 155,000	\$ 132,199	\$ 496,993	\$ 155,000	
<b>Subtotal Requested</b>				<b>\$ 505,000</b>	<b>Amount Recommended</b>		<b>\$ 505,000</b>	

Program Summary	New FY 2021-22 Funding	Prior Year Adjustments	Total Funds Available to Program	Amount Requested	TFCA Recommended	Balance (Available less Recommended)
Subtotal 70% Cities/County	\$ 1,304,814	\$ 1,358,626	\$ 2,663,440	\$ 8,620,951	\$ 2,854,000	\$ (190,560)
Subtotal 30% Transit	\$ 559,206	\$ (112,201)	\$ 447,005	\$ -	\$ -	\$ 447,005
<b>Total FY 2021-22 Program</b>	<b>\$ 1,864,020</b>	<b>\$ 1,246,425</b>	<b>\$ 3,110,445</b>	<b>\$ 8,620,951</b>	<b>\$ 2,854,000</b>	<b>\$ 256,445</b>
Portion of remaining balance subject to Nov 2021 programming deadline (See Note 5):						\$ -

Notes:
1. The recommended and approved TFCA amounts are subject to final approval by BAAQMD. For the projects approved for 2022 CIP discretionary funding, if reductions to the proposed TFCA amounts are required by BAAQMD, the change will be backfilled with another 2022 CIP discretionary fund source.
2. TFCA recommendation assumes project will be fully funded through ATP Cycle 5 and other County sources. If a full project funding plan is not identified, this specific TFCA grant may need to be cancelled, but sponsor could request TFCA in a future cycle.
3. The entire project includes Class 4 bike lanes on Hesperian Blvd and Fairmont Dr, but the Fairmont segment has received Regional TFCA funding and is ineligible for additional funding through TFCA, so the County TFCA funds can only be used towards the Hesperian Blvd segment.
4. For EV fleets, the Air District allows TFCA funds awarded for EV purchase to be used towards the purchase and installation of the required EV charging equipment. If sponsor accepts TFCA, no other emission-reduction crediting fund sources can be used to procure the four (4) ZEB vehicles. If the vehicles cannot be procured with non-emission-reduction crediting fund sources and within the allowable TFCA timeline, the awarded TFCA will be replaced with other Alameda CTC-administered funds, such as VRF Transit.
5. Any new FY 2021-22 revenue left unprogrammed as of November 6, 2021 may be programmed directly by the Air District.

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# Memorandum

6.5

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**DATE:** October 21, 2021

**TO:** Alameda County Transportation Committee

**FROM:** Chris G. Marks, Associate Transportation Planner

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

## Recommendation

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

## Summary

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

Alameda CTC has not submitted comments on any new environmental documents since the last update on September 13, 2021.

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

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# Memorandum

6.6

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

**DATE:** October 21, 2021

**TO:** Alameda County Transportation Commission

**FROM:** Colin Dentel-Post, Principal Transportation Planner  
Chris G. Marks, Associate Transportation Planner

**SUBJECT:** Approve the 2021 Congestion Management Program (CMP) and amendment to Professional Services Agreement A20-0003 with Iteris, Inc. to provide multimodal performance monitoring of the Alameda County transportation network

## Recommendation

It is recommended that the Commission approve the 2021 Congestion Management Program (CMP). Upon approval, the 2021 CMP report will be sent to the Metropolitan Transportation Commission (MTC). It is further recommended that the Commission authorize the Executive Director to execute an amendment to Professional Services Agreement A20-0003 with Iteris, Inc. to add \$358,363 to the contract for an amended not-to-exceed amount of \$789,890, and extend the contract to March 31, 2023 for Iteris, Inc. to provide multimodal performance monitoring of the Alameda County transportation network for the 2022 cycle.

## Summary

State legislation requires Congestion Management Agencies (CMAs) to update their Congestion Management Program (CMP) every two years. Each update must include five required elements: (1) level of service monitoring, (2) a multimodal performance element, (3) a travel demand management element, (4) a land use analysis program, and (5) a capital improvement program.

Over time, Alameda CTC's CMP has evolved from a program focused on meeting the legislative requirements to a more robust effort that uses the legislative mandate as an opportunity to monitor and encourage development of a multimodal transportation system that is integrated with the county's land use patterns.

As part of the CMP, Alameda CTC conducts Multimodal Performance Monitoring Cycles as required by CMP legislation, to identify congested roadways. Alameda CTC has expanded its monitoring cycles beyond the baseline requirement and includes transit monitoring and expanded bicycle and pedestrian counts. Further, the auto performance

monitoring effort is now more focused on understanding changing travel patterns within Alameda County than simply identifying congested parts of the transportation system. The last monitoring cycle was in Fall of 2020. The 2022 cycle will continue the methodologies established in previous monitoring cycles and focus additional data collection and analysis on understanding shifts in travel patterns since the COVID-19 pandemic to inform future decisions.

Together, the 2021 CMP update and the 2022 Multimodal Performance Monitoring Cycle ensure conformity with state legislation as well as help the agency better understand the changing nature of our multimodal transportation system.

### **2021 Congestion Management Program Update**

State CMP legislation requires biennial updates to the CMP. Alameda CTC develops and updates a CMP for Alameda County during odd-number years. The CMP defines how the agency will monitor the performance of the county's transportation system, develop strategies to address congestion and improve multimodal system performance, and strengthen the integration of transportation and land use planning. The last update to the Alameda County CMP was completed in September 2019. The current 2021 update is an administrative update which makes no substantive changes to the 2019 CMP but ensures conformance with regional and state legislative requirements.

Existing CMP legislation, initially passed in 1991 and last updated in 2001, specifically requires CMAs to use a delay-based metric such as Level of Service (LOS) for roadway performance monitoring and for the traffic impact analysis in the Land Use Analysis Program. This CMP legislation requirement is in direct conflict with a more recent amendment to California Environmental Quality Act (CEQA) Guidelines pursuant to the implementation of Senate Bill 743 (SB 743), which requires the significance metric for traffic impact assessment to be Vehicle Miles Traveled. Alameda CTC anticipates amendments to the existing CMP legislation at the state level which could substantially change the CMP and its requirements to align with SB 743 requirements and current industry standards. Because of this, the 2021 CMP update is a focused update reporting on progress on the implementation of various CMP elements that occurred in the last two years. Alameda CTC is actively monitoring any changes to CMP legislation.

The following are the legislatively required elements of the CMP:

- Roadway Performance Monitoring: Monitor congestion levels against the LOS standards established for the county's designated CMP roadway system. If roadway LOS standards are not maintained in the CMP roadway system, a deficiency plan is required that defines how improvements will be implemented to bring the LOS to an acceptable standard. As noted above, this is in conflict with newer legislation requiring the use of VMT.
- Multimodal Performance Measurement: Evaluate the county's multimodal transportation system against adopted performance measures.

- Travel Demand Management: Promote alternative transportation strategies with a travel demand management element.
- Land Use Impact Analysis: Analyze the effects of local land use decisions on the regional transportation system. Develop and maintain a travel demand model to assess the land use impact.
- Capital Improvement Program: Prepare a capital improvement program that maintains or improves the performance of the countywide multimodal transportation system.

## 2022 Multimodal Monitoring Contract Amendment

As part of the CMP, Alameda CTC tracks auto and transit speeds as well as bicycle and pedestrian volumes on regionally significant roads in Alameda County through biennial multimodal performance monitoring cycles, conducted in even-numbered years. The last monitoring cycle was conducted in the fall of 2020; data was presented to the Commission in January 2021 as part of the annual Performance Report, and the data was published in May 2021 as the Multimodal Monitoring Report. More information can be found here: <https://www.alamedactc.org/planning/congestion-management-program/>.

Although state CMP legislation only requires CMAs to monitor auto LOS on freeways, highways, and principal arterials during the afternoon peak period, Alameda CTC's monitoring program has expanded to include a larger auto network of local arterials, morning-peak and weekend time periods, transit speed and performance, and bicycle and pedestrian volumes throughout the county.

In the 2022 monitoring cycle, Alameda CTC will collect these data using methodologies established in previous cycles and explore additional analysis of when and where congestion and travel activity may have changed since the COVID-19 pandemic.

In July 2019, Alameda CTC released a Request for Proposals (RFP) seeking professional services for multimodal performance monitoring of the Alameda County transportation network. That RFP included a scope for the 2020 monitoring cycle and an optional second cycle for 2022. In November 2019, the Commission authorized Alameda CTC to execute a professional services agreement with Iteris, Inc. to provide data collection and analytical services with a not-to-exceed amount of \$845,000 for both the 2020 and 2022 monitoring cycles. After negotiations, staff and Iteris agreed to a scope of work and a fee of \$431,527 for the 2020 cycle and entered into Agreement A20-0003. The current contract expires on December 31, 2021. Staff is adding an additional \$358,363 to this contract to complete the second monitoring cycle, resulting in a contract total of \$789,890.

Staff is recommending the Commission authorize the Executive Director to execute an amendment to Professional Services Agreement A20-0003 with Iteris, Inc. to add \$358,363 to the contract for an amended not-to-exceed amount of \$789,890, and extend the contract to March 31, 2023 for Iteris, Inc. to provide multimodal performance monitoring of the Alameda County transportation network for the 2022 cycle a time extension only for this contract through March 31, 2023 to allow for completion of the 2022 monitoring cycle.

**Levine Act Statement:** Iteris, Inc. and their subconsultants did not report any conflicts in accordance with the Levine Act.

**Fiscal Impact:** The action will authorize the encumbrance of \$358,363 in previously allocated Vehicle Registration Fee funds for subsequent expenditure. This amount is included in the project funding plan and sufficient budget is included in the Alameda CTC adopted FY 2021-2022 agency budget.

**Attachment:**

- A. 2021 Congestion Management Program



2021

# Congestion Management Program

California law requires urban areas to develop and biennially update a Congestion Management Program (CMP)—a plan that describes strategies to assess and monitor the performance of the county's multimodal transportation system, addresses congestion and improves the performance of a multimodal system, and integrates transportation and land use planning.

As the Congestion Management Agency (CMA) for Alameda County, the Alameda County Transportation Commission (Alameda CTC) prepares the CMP. Alameda CTC coordinates with the Metropolitan Transportation Commission (MTC), transit agencies, local governments, the California Department of Transportation (Caltrans), and

the Bay Area Air Quality Management District (BAAQMD) to manage and update the CMP, and perform congestion management and monitoring activities.

The Alameda County CMP is a short-range plan that includes a variety of congestion management strategies, programs, and projects designed to meet, and often exceed, the legislative requirements with the goal of further improving the countywide transportation system to better meet the needs of all users. The CMP also supports the 2020 Countywide Transportation Plan (CTP).

## Legislative Requirements

California's current CMP legislation defers considerable authority to CMAs to develop and update each CMP but requires CMAs incorporate five key elements:

1. level of service monitoring of a designated roadway network
2. a multimodal performance element;
3. a travel demand management element;
4. a land use analysis program; and
5. a capital improvement program.

Following the adoption of the 2021 CMP by the Alameda CTC Commission, Alameda CTC will submit the CMP to MTC. As the regional transportation planning agency in the San Francisco Bay Area, MTC is required to evaluate the CMP's consistency with MTC's Regional Transportation Plan (RTP) and with the CMPs of the other counties in the Bay Area.

## 2021 Approach

CMP legislation was initially passed in 1991 and last updated in 2001 and is currently in conflict with other regulations like Senate Bill 743 (SB 743), the California Environmental Quality Act (CEQA), Complete Streets legislation, and current industry best practices. To resolve this conflict, existing CMP legislation must be amended to align with other more recent regulations.

The metric used to measure performance is at the heart of this conflict. CMP legislation requires use of a delay-based metric, Level of Service (LOS), to measure roadway performance. However, recently amended CEQA guidelines based on SB 743 require use of vehicle miles-traveled (VMT) as the primary metric for traffic impacts. This move from LOS to VMT supports Greenhouse Gas (GHG) reduction goals, multimodal performance measurement, and is in line with the Complete Streets practice.

Given that state legislation has not yet addressed this conflict, Alameda CTC continues to comply with CMP legislation. This 2021 administrative update demonstrates compliance with state and regional CMP requirements and reports work performed by Alameda CTC related to the major CMP elements since the last update in 2019. Elements of the 2019 CMP not hereby updated still apply. Chapter references that appear in this document are referring to

Chapters of the [2019 CMP document](#), which can be found here on Alameda CTC's website.



## Summary of Activity and Program Changes from 2019

Alameda CTC's 2021 Congestion Management Program builds off the program requirements and methodologies established in previous CMPs, most recently the 2019 CMP. The following sections briefly describe Alameda CTC's approach to the five key elements defined in CMP legislation, as well as recent activity focused on meeting those requirements.

1

### CMP Network and LOS Standards

State law requires CMAs to monitor LOS on an established CMP Network. State legislation defers authority to CMAs to define both the LOS methodology and the CMP network, provided:

- The LOS methodology measures delay and is uniformly applied; and
- The CMP network includes the state highway system and principal arterials.

LOS Methodology: Alameda CTC uses LOS standards defined in the 1985 Highway Capacity Manual (HCM 1985), the nationally accepted guidelines published by the Transportation Research Board. Alameda CTC has evaluated the applicability of these standards several times against more recent versions of the HCM. A more recent version of the HCM would hinder the ability to compare past performance trends, important for determining conformity with CMP legislation.

The HCM 2000 and 2010 both require a density-based, rather than speed-based LOS methodology for freeways and changed speed classifications for arterials, which would require additional data collection in addition to complicating conformity findings.

CMP Network: Alameda CTC must define and identify components of the transportation system that are being monitored and improved. For the purposes of the CMP, two different systems are used: the designated CMP roadway network, last updated in 2017 (Chapter 2 of 2019 CMP, "Designated CMP Roadway Network") and the broader and older Metropolitan Transportation System (MTS). The CMP roadway network is generally a subset of the MTS. Alameda CTC monitors performance on the CMP roadway network in relation to established LOS standards.

The designated CMP roadway network was initially developed in 1991 and includes freeways, state highways, and principal arterials to satisfy state legislative

requirements. These roadways are significant for regional trips and connect major activity centers to the regional transportation system. The network was last updated in 2017 to add an additional 220 miles of arterial roadways based on the outcomes of three modal plans: Countywide Multimodal Arterial Plan, Countywide Transit Plan, and Countywide Goods Movement Plan. Additionally, Alameda CTC identified 146 miles of roadways on major transit corridors to be included in a new transit performance monitoring network. These parts of the network are monitored for information purposes rather than conformity.

There have been no changes to the adopted LOS Methodology or CMP network since the 2019 CMP was approved. As part of the implementation of the CMP, Alameda CTC conducts a LOS monitoring study every two years. The last study was conducted in the fall of 2020, and the next will be in the spring of 2022. Because of the COVID-19 pandemic which began in March 2020, the standard monitoring window was moved from spring 2020 to the fall of 2020. Alameda CTC expects to return to the standard methodology approved in the 2019 CMP for the 2022 monitoring cycle with no changes to the CMP network. The 2020 monitoring cycle did not identify any deficient segments. Alameda CTC will monitor level of service on the CMP network in spring 2022 and report consistency with the LOS standards and identify potentially

deficient segments as part of the 2022 monitoring cycle.

## 2 Multimodal Performance and Monitoring

State law requires CMAs to evaluate their current and future multimodal transportation system performance for the movement of people and goods. Specifically, the CMP must contain performance measures that evaluate how the CMP functions including standards for evaluating frequency, routing, and coordination of transit services on that network. The CMP statute outlines three requirements that CMPs must define:

- Modes that should be covered by the performance element;
- Types of applications that performance measures should be used for; and
- Goals/objectives with which the performance measures should align.

To meet this requirement, Alameda CTC collects performance data for all modes using data from: transit agencies, through biennial multimodal monitoring cycles, the countywide travel model, and publicly available sources. All data are collected using established data collection processes consistent with those described in Chapter 4 of the 2019 CMP. Alameda CTC meets and exceeds the statutory minimums in terms of modes of

transportation, range of applications, and goals/objectives:

Modes of Transportation: Alameda CTC uses performance measures for five major transportation modes including auto (highway and arterial/local roads), transit, bicycle, pedestrian, and goods movement. In addition, Alameda CTC uses performance measures that capture cross-cutting issues such as environmental, economic, and equity objectives.

Types of Applications: Alameda CTC uses performance measures in six distinct types of applications. These applications are distinct in the scales of analysis, data sources/considerations, and frequency of reporting. Three are CMP-required uses of performance measures.

Goals and Objectives: Alameda CTC identifies goals and objectives as part of its CTP and as part of other countywide plans. Countywide modal plans have taken a focused look at goods movement, transit, arterial, bicycle, and pedestrian systems and these have fed into the CTP. The goals and objectives of all Alameda CTC plans are designed to align with the CTP, and the CTP goals encompass all CMP statutory goals (as well as other countywide goals such as state of good repair, equity, and health).

Alameda CTC works with partner agencies, including transit agencies, to collect and analyze countywide multimodal performance

data which is published in an annual performance report which summarizes available transportation performance measurement data and emerging trends. There have been no changes to modes of transportation, types of applications, or goals and objectives since the 2019 CMP. Chapter 4 of the 2019 CMP describes multimodal reporting methodologies in detail.

### 3 Travel Demand Management

The Commission adopted a countywide comprehensive TDM strategy in May 2013 that provides an inventory of TDM programs and activities present in Alameda County and recommends a strategy for better integrating, supporting, and building on these existing efforts, including implementation of the regional commute benefit program and the Guaranteed Ride Home Program. These programs are designed to make the most efficient use of existing facilities. The TDM element also incorporates strategies to integrate air quality planning requirements with transportation planning and programming.

- CMP legislation requires that the TDM element of the Congestion Management Program accomplish the following:
- Promote alternatives to single-occupant vehicle travel (e.g., carpools, vanpools, transit, bicycles, and park-and-ride lots);

- Promote improvements in the jobs-housing balance and transit-oriented developments;
- Promote other strategies, including flexible work hours, telecommuting, and parking management programs; and
- Consider parking “cash-out” programs (paying employees who do not use parking).

A balanced TDM element requires actions that local jurisdictions, Alameda CTC, the Bay Area Air Quality Management District, Caltrans, MTC, and local transit agencies undertake. Cities and other local jurisdictions may establish their own TDM programs that go beyond what Alameda CTC and BAAQMD develop. To meet the intent of the CMP legislation, the CMP requires local governments to undertake certain TDM actions, known as the Required Program outlined in Chapter 5 of the 2019 CMP.

Alameda CTC has continued to administer TDM programs, including the Guaranteed Ride Home Program, the Commute Choices webpage, Bicycle Safety Education Classes, the Safe Routes to School Program, and promotional campaigns and programs. There have been no major changes to the TDM element of the CMP since the 2019 CMP was approved. Alameda CTC will continue to work with local jurisdictions to ensure the Required Program is being met through the annual CMP conformity process.

## 4

## Land Use Analysis Program

As part of the CMP, Alameda CTC must develop a program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems. The program must generally be able to estimate the costs associated with those impacts, as well as provide credits for local public and private contributions to improve regional transportation systems.

While Alameda CTC's Land Use Analysis Program was initially conceived as a program to meet the CMP legislative mandate, the growing focus at all levels of government on improved coordination between land use and transportation planning has resulted in the program's evolution. The program now also serves as an opportunity for strategic thinking about how to plan for development that efficiently uses the transportation system, while ensuring that the mobility and access needs of residents and workers in Alameda County are fulfilled. In this context, the program includes:

- Legislatively required review of land use actions of local jurisdictions by Alameda CTC to ensure that impacts on the regional transportation system are disclosed and mitigation measures are identified;
- Land use projections from the Regional Planning Agency for use in the countywide model database by local jurisdictions;

- Planning initiatives and programs that foster transportation and land use connections; and
- Strategic monitoring of transportation-land use coordination performance measures.

Review of Land Use Actions: A major component of the Alameda CTC Land Use Analysis Program is the legislatively required review of land use development projects. The review of development projects allows Alameda CTC to assess impacts of individual development actions on the regional transportation system and ensures that significant impacts are appropriately mitigated. Alameda CTC reviews land use actions if the proposed land use development has the potential to cause countywide or regional-scale impacts. Projects are reviewed if they would cause a net increase of

100 p.m. peak-hour vehicle trips or more. Alameda CTC performs trip generation calculations using the latest Institute of Transportation Engineers Trip Generation Manual. Alameda CTC has not adopted thresholds of significance. Alameda CTC has not changed guidelines regarding the type and adequacy of mitigation measures since the 2019 CMP. Alameda CTC is responsible for monitoring conformance of local jurisdictions with the adopted CMP. While Alameda CTC does not have the authority to approve or deny local land use projects, it may find the local jurisdiction in non-conformance. If it fails to comply with the requirements of the Land

Use Analysis Program, a jurisdiction risks losing Proposition 111 gas tax subvention funds.

Travel Demand Model and Land Use Development Projections: The CMP legislation requires every CMA, in consultation with the regional transportation planning agency (MTC in the Bay Area), cities, and the county, to develop a uniform database on traffic impacts for use in a countywide travel demand model. Further, the legislation mandates the countywide model to be consistent with the assumptions of the regional travel demand model developed by MTC and the most current land use and socioeconomic database adopted by the Association of Bay Area Governments (ABAG) for Alameda County. In its role as the CMA, Alameda CTC must approve computer models used for sub-areas, including models used by local jurisdictions for land use impact analysis. All models must be consistent with the countywide model and standardized modeling assumptions. Alameda CTC last updated the Countywide Travel Demand Model in 2018 to be consistent with the most recently adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Plan Bay Area 2040. Chapter 7 of the 2019 CMP further defines how Alameda CTC develops the countywide travel model and land use development database.

The Alameda Countywide Travel Demand Model is typically used to determine traffic volumes, transit ridership, and other information for future years. Jurisdictions are required to use the most current version of the Alameda Countywide Travel Demand Model for the CMP Land Use Analysis Program. Alameda CTC amended the CMP requirements in 1998, so that local jurisdictions are responsible for applying the travel model. All local jurisdictions have signed Master Use Agreements with Alameda CTC that outline the procedure for requesting the model for a specific application.

Other LUAP Activities: The Regional Transit Expansion Program, originally adopted by MTC in 2001 as Resolution 3434 and updated as part of Plan Bay Area in 2013 and again in 2017 as part of Plan Bay Area 2040, identified the regional commitment to transit investments in the Bay Area. Resolution 3434 identified \$18 billion in transit expansion investment projects and included a TOD policy to condition transit expansion projects funded under Resolution 3434 on supportive land use policies. Alameda CTC has worked with local jurisdictions, transit providers, congestion management agencies in adjoining counties, ABAG, and MTC to address the TOD policy in regional corridors.

MTC is currently updating the TOD Policy and Alameda CTC is an active stakeholder in this process and participates on the technical advisory committee.

Since the 2019 CMP Update, Alameda CTC made minor updates the Land Use Analysis Program to provide guidance for cities to meet the requirements of both the CMP and SB 743. Current CEQA guidelines do not allow environmental documents to use a delay-based metric to make decisions on a project, or to require mitigation measures. However, to demonstrate conformity with the CMP cities must require an analysis of impacts to all modes, including autos, using a delay-based metric to calculate project impacts. This analysis may be provided in an appendix, or separate from the CEQA process. Alameda CTC will continue to use the Priority Development Area Investment and Growth Strategy to encourage development in the county's PDAs and support alternative transportation modes.

## 5 Capital Improvement Program

The Capital Improvement Program reflects Alameda CTC's efforts to maintain or improve the performance of the multimodal transportation system for the movement of people and goods and to mitigate regional transportation impacts identified through the Land Use Analysis Program.

Per federal requirements, Alameda CTC considers various multimodal methods to improve the existing system, such as traffic





operations systems, arterial signal timing, parking management, transit transfer coordination, and transit marketing programs.

Projects selected for the Capital Improvement Program are consistent with the assumptions, goals, policies, actions, and projects identified in the latest adopted RTP, Plan Bay Area 2040. As the Regional Transportation Planning Agency for the Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for developing regional project priorities for the Regional Transportation Improvement Program (RTIP) for the nine counties of the Bay Area. As part of the CMP, Alameda CTC must also include in the Capital Improvement Program the list of projects proposed for Alameda County's share of State Transportation Improvement Program (STIP) funding. MTC incorporates the list of Alameda County's proposed STIP projects into the RTIP. MTC then submits the RTIP to the California Transportation Commission for inclusion in the STIP.

Starting in 2013, Alameda CTC adopted a Strategic Planning and Programming Policy that consolidates existing planning and programming processes to improve the efficiency and effectiveness of future policy decisions on transportation investments. This policy resulted in the Comprehensive Investment Plan (CIP).

Alameda CTC's CIP serves three purposes:

- Translate long-range plans into short-range implementation by focusing on project/program delivery over a five-year programming window with a two-year allocation plan;
- Serve as Alameda CTC's strategic plan for voter-approved transportation funding (such as 1986 Measure B, 2000 Measure B, 2010 Vehicle Registration Fee, and 2014 Measure BB) as required by the respective legislation for each funding program; and
- Establish a comprehensive and consolidated programming and allocation plan for fund sources under Alameda CTC's authority for capital improvements, operations, and maintenance projects and programs.

Each year, Alameda CTC's CIP financial assumptions are updated to include the latest revenue projections. New projects and programs are considered through updates of the CIP, generally occurring every two years.

Through the next CMP update, Alameda CTC will continue its coordination of long-range planning documents with short-range implementation via the Alameda CTC CIP. The next CIP will continue to reflect a combination of near-term transportation investments to achieve the vision and goals of Alameda CTC's modal plans and the CIP.

## Consistency and Conformance

Local Conformance: Alameda CTC is responsible for ensuring local government conformance with the CMP. Alameda CTC annually monitors jurisdictions to ensure conformance with the implementation of four elements: LOS standards on the CMP network, travel demand management including the required TDM program, the Land Use Analysis Program, and the Capital Improvement Program.

Regional Consistency: MTC adopts CMP consistency guidelines that require an evaluation of the CMP for consistency with the RTP and compatibility of programs within the region. Once MTC finds consistency with the RTP, it will incorporate Alameda CTC's CIP, which is its CMP Capital Improvement Program, into the RTIP. The most recent CMP Guidance (Resolution 3000) for consistency was updated by MTC in December 2020.

Based on the 2021 CMP updates, the CMP fulfills the spirit, purpose, and intent of the CMP legislation because it:

1. Contributes to maintaining or improving transportation system service levels.

The projects and programs contained in the CMP are a subset of the transportation investments adopted in the Alameda County Countywide Transportation Plan.

The CMP can be viewed as the short-range implementation program for the CTP.

2. Conforms to MTC's criteria for consistency with Plan Bay Area.

Table 1 lists MTC's 2021 consistency requirements for CMPs in the Bay Area region. The CMP has met all these requirements.

3. Provides a travel model consistent with MTC's regional model.

The Alameda Countywide Travel Demand Model was updated to include the land uses and projects and programs in the most recently adopted RTP, Plan Bay Area 2040, for which MTC approved the model conformance.

4. Is consistent with MTC's adopted Transportation Control Measures.

The transportation control measures in the RTP for the Bay Area based on the federal and state air quality plans are shown in Appendix H of the 2019 CMP and have not changed in the 2021 CMP. The CMP includes many project types and programs identified in regional plans.



5. Specifies a method for estimating roadway level of service consistent with state law.

State legislation permits two approaches for assessing LOS, either The Alameda County CMP specifies using the 1985 Highway Capacity Manual (HCM1985) for LOS monitoring and conformity purposes and the HCM2000 for the Land Use Analysis Program.

6. Identifies candidate projects for the RTIP.

The RTIP candidates listed in the CMP's Capital Improvement Program meet MTC's requirements for inclusion in the STIP program.

7. Was developed in cooperation with jurisdictions and other interested parties.

Prior updates of the CMP included working with interested parties through meetings and regular mailings, and updates and notifications on the Alameda CTC website. The 2021 update will be reviewed by the Alameda County Technical Advisory Committee; the Planning, Policy and Legislation Committee; and the Alameda County Transportation Commission before being sent to MTC for review.

8. Provides a forward-looking approach to the impact of local land use decisions on transportation.

The Land Use Analysis Program allows consultation with Alameda CTC early in the land development process. Early input will help ensure a better linkage between land use decisions and transportation investment. The 2021 CMP update retained the expanded discussion of Alameda CTC's activities identified during the two prior updates to fulfill the legislative requirements of Senate Bill 375 and Assembly Bill 32 to better integrate transportation and land use and to reduce greenhouse gas emissions by curtailing VMT.

9. Considers the benefit of greenhouse gas reductions in developing the CIP.

The CMP considers the benefits of greenhouse gas reductions in the Land Use Analysis Program and in developing the CIP. The 2021 CMP continues to include the Alameda County Priority Development Area Investment and Growth Strategy recommendations and options for alternative trip-generation rates to promote infill development in the Land Use Analysis Program that will help support the reduction of VMT and greenhouse gas emissions.

**Table 1. Regional Consistency Requirements**

**RTP Consistency**

Have the RTP goals and objectives been included in the CMP?

Does the CMP include references to Resolution 3434?

**CMP System**

Have all state highways and principal arterials been included?

Are all state highways identified?

Has the CMA developed a clear, reasonable definition for "principal arterials" as part of its submittal plan?

Has this definition been consistently applied in the selection of arterials to include in the designated system?  
If not, why?

Does the CMP system connect to the CMP systems in adjacent counties?

**Air Quality Requirements**

Does the CMP include locally implementable federal and state TCMs, as previously documented and included in MTC's Plan Bay Area, MTC Resolution 2131, and the BAAQMD's Bay Area 2017 Clean Air Plan Control Strategy?

**Modeling Consistency (on completion of the current update to the countywide model)**

Are the regional "core" assumptions for auto operating costs, transit fares and bridge tolls being used, or are reasons to the contrary documented?

Does the forecasting model include transit and carpool use (through either a person trip generation model or a "borrowed share" approach)?

Does the model produce trip distribution results that are reasonably consistent with those of MTC?

Is the modeling methodology documented?

**LOS Consistency**

Is LOS assessed using a methodology agreeable to MTC?

**RTIP Requirements**

Are the proposed RTIP projects consistent with the Plan Bay Area?

**Process**

Has the CMP been developed in cooperation with all concerned agencies (i.e., transit agencies, applicable air quality district(s), MTC, adjacent counties, etc.?)

Has the CMP been formally adopted according to the requirements of the legislation?



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## MEMORANDUM

October 18, 2021

**TO:** Alameda CTC

**FROM:** R. Zachary Wasserman

**RE:** AB 361 and the Brown Act

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This memo addresses the need and timing for adopting findings required by AB 361 to continue holding remote Commission and Committee meetings. As we have previously reported, there are a number of provisions of AB 361 that are not clear and it does not address legislative bodies that do not always meet every thirty days.

As of October 1<sup>st</sup>, AB 361 allows a local agency to continue to use teleconferencing without complying with the standard teleconferencing provisions of the Brown Act, which had been allowed under Governor Newsom's previous Executive Order, if the legislative body holds a meeting during a proclaimed state of emergency and has determined, by majority vote that, as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees (Government Code section 54953(e)(1)(C)). The Commission made the required finding on September 23rd.

Following the first meeting relying on this finding, AB 361 also requires that, if a local agency wishes to continue to rely on the law's exemption to the Brown Act teleconferencing rules while the state of emergency remains active, a local agency must make the finding again by majority vote every 30 days to continue using the law's exemption. Since the Commission and Committees do not meet every 30 days during the holidays, this requirement means that the Commission will have to hold some special meetings in order to be in full compliance with AB 361. We hope that either the Legislature or the Governor by Executive Order will address this and related procedural issues in the future; however, that will not likely occur before Commission and Committee meetings in January. Therefore, the following schedule of meetings and the necessary findings is what we believe is required.

9/23 Commission makes initial finding.

10/11 First Committee meetings after the AB 361 effective triggers first 30-day period.

10/21 and 10/25 BPAC and PAPCO meetings respectively covered by initial finding.

10/28 Commission meeting covered by initial finding.

11/4 and 11/8 ACTAC, IWC and Committee meetings covered by initial finding.

11/8 Special Commission Meeting between Committee meetings to make findings required to extend exemption through December 2nd Commission Meeting.

12/2 Commission meeting covered by 11/8 finding.

12/13 Special Commission meeting to make findings to cover January Committee, ACTAC and IWC meetings.

1/10 Committee, ACTAC and IWC meetings covered by 12/13 findings.

1/10 Special Commission meeting between Committee meetings to make findings required to cover regular January Commission and BPAC meetings.

Note that there will be a meeting of the Sunol JPA meeting on 11/8 where it will make the initial AB 361 finding to cover that meeting. Hopefully legislative action or Governor's Executive orders will address this problem in the new year.



# Memorandum

7.2

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**DATE:** October 21, 2021

**TO:** Alameda County Transportation Commission

**FROM:** Kate Lefkowitz, Associate Transportation Planner

**SUBJECT:** Student Transit Pass Program Update

## Recommendation

Receive an update on Alameda CTC's Student Transit Pass Program (STPP). This is an information item.

## Summary

This memorandum includes an update on STPP program implementation for the current 2021-2022 school year. Given the impact of the COVID-19 pandemic, the STPP has been actively working with schools to support students and families and modify program offerings to prepare for the evolving developments of the school year and the return to in-person learning. The key programmatic change that was implemented as a result of COVID-19 was the transition to online applications; paper applications are still available upon request. The STPP team has worked closely with transit agency staff to ensure coordinated and smooth program operations in this dynamic environment.

## Background

The 3-year Student Transit Pass Pilot ended July 31, 2019. The final evaluation report for the three-year pilot can be found on the [STPP webpage](#). The Alameda CTC Commission approved continuation and expansion of the STPP beyond the pilot period in December 2018. The implementation framework for the expanded program laid out a phased expansion to all school districts in the county over a five-year period. At the end of the phased expansion, over 140 schools and approximately 58,000 students will have access to the program.

Currently, we are at the start of the third year of the expanded program. For this 2021-2022 school year, the STPP now serves 15 school districts and 89 schools within Alameda County.

## **2020-2021 School Year: COVID-19 Impacts and Program Measures**

In the 2020-2021 school year, the STPP expanded to serve a total of 84 schools in 14 school districts. With all schools beginning the 2020 school year with remote learning, the STPP team introduced an online STPP application to ensure that program benefits reached students and families quickly.

Due to COVID-19, half of the middle and high schools enrolled in the program remained in virtual learning for the 2020-2021 school year. As a result, participation in the program was significantly impacted. Nonetheless, more than 12,500 students participated in the STPP during the 2020-2021 school year, representing a 33% participation rate (compared to 42% during the 2019-2020 school year). A full summary of ridership and participation for the 2020-2021 school year is being prepared and will be posted on the Alameda CTC STPP webpage by early 2022 as part of the regular program evaluation process.

## **2021-2022 School Year**

The STPP for the 2021-2022 school year was officially rolled out at all 89 schools in 15 districts across Alameda County in July 2021. As of August 26<sup>th</sup>, all STPP schools opened for 100% in-person learning. To continue successful implementation of the STPP, school site administrators (school staff) have been identified at the majority of schools to help promote the STPP to students, families, and staff via available channels within the designated schools. The STPP team has also been coordinating with individual STPP schools to ensure students and families can access the program during virtual and in-person orientations. Currently, over 2,100 STPP Youth Clipper cards have been shipped out to new program participants, for a total of over 12,000 program participants. Since the program has expanded to the majority of schools in the county the number of new student STPP card holders on a year over year basis will continue to be a smaller number compared to cumulative STPP participants. Applications have been received from all participating school districts.

Alameda CTC, AC Transit, LAVTA, and Union City Transit staff coordinate closely with each other and the school site administrators to ensure the program is implemented effectively and STPP protocols are met at each school. All three transit agency partners have been instrumental in the STPP fall launch. Marketing materials were updated in coordination with transit agency partners to reflect current COVID-19 transit safety protocols, and transit agency partners generate STPP cards on a weekly basis and mail them to school sites for dedicated staff to distribute to students. This has allowed students to have cards on hand as schools return to on-campus learning, and as transit agencies continue to restore service. Alameda CTC continues to actively monitor our partner transit agencies' service levels and financial situations, in order to monitor for any potential changes needed to the program.

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





# Memorandum

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**DATE:** October 21, 2021

**TO:** Alameda County Transportation Commission

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

**SUBJECT:** Federal, state, regional, and local legislative activities update

## Recommendation

This item is to provide the Commission with an update on federal, state, regional, and local legislative activities.

## Background

The Commission approved the 2021 Legislative Program in January 2021. The purpose of the legislative program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy.

Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative and policy updates. Attachment A is the Alameda CTC 2021 adopted Legislative Program.

## Federal Update

The House and the Senate passed a Continuing Resolution (CR) to fund the government beyond the end of the fiscal year on September 30<sup>th</sup> and to suspend the debt limit. The CR is expected to keep federal agencies funded through December 3, 2021.

The House was expected to vote on the bi-partisan Infrastructure and Investment and Jobs Act by September 30, 2021. However, negotiations continue between the House and the Senate on infrastructure and budget reconciliation legislation. The infrastructure legislation as proposed would include funding for transportation, water, power, broadband and environmental resilience. The bill combines a roughly \$475 billion five-year surface transportation reauthorization, representing a 56 percent increase above Congress's last five-year transportation bill, with approximately \$157 billion in supplemental one-time stimulus funding to be distributed to more than two dozen programs over five years.

In addition, the House will vote on a \$3.5 trillion budget resolution using the budget reconciliation process. The House will lead the reconciliation process with Committees drafting their respective portions of the budget resolution. The Senate passed its \$3.5 trillion budget resolution on August 11, 2021. The bill will most likely contain provisions related to education, healthcare, childcare, affordable housing, climate change, and tax cuts for families.

House and Senate groups remain at odds with one another on how best to move forward on the size and scope of the reconciliation package which is also causing the vote on the bi-partisan infrastructure package to be delayed.

### **State Update**

The state legislature adjourned for the year on September 10, 2021. The Governor had until October 10<sup>th</sup> to sign or veto legislation. Staff will provide updates on legislation the Commission took positions on at your October meetings. Attachment B provides a status update on state legislation.

The state legislature is in recess until January 3, 2022.

At the Planning, Policy and Legislation Committee, the Committee spent a fair amount of time discussing AB 550, which would establish a speed safety pilot program, and the importance of safety as a key priority for communities. Committee members expressed interest in continuing to support the legislation and exploring opportunities to expand the pilot. Staff will work closely with the bill sponsors, partner agencies and elected officials to convey the importance of the bill and keep the Commission informed as things evolve over the course of the next legislative session.

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

### **Attachments:**

- A. Alameda CTC 2021 Legislative Program
- B. Status of legislation the Commission supported during the 2021 session



**2021 Alameda County Transportation Commission Legislative Program**

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

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

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

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

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

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

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### Status of Bills Alameda CTC Took Support Positions On

<b>Legislation</b>	<b>Status</b>
<b>AB 43 Friedman</b> Speed safety legislation	Signed by the Governor
<b>AB 917 Bloom</b> Cameras on transit vehicles for parking violations	Signed by the Governor
<b>SB 671 Gonzalez</b> Clean Freight Corridor Efficiency Assessment	Signed by the Governor
<b>SB 44 Allen</b> Streamlined judicial review: environmental leadership transit projects	Signed by the Governor
<b>TWO YEAR BILLS</b>	
<b>SB 18 Skinner</b> green hydrogen: emissions of greenhouse gases.	Is held on suspense.
<b>AB 455</b> This bill would authorize the Bay Area Toll Authority, in consultation with Caltrans, to designate transit-only traffic lanes on the San Francisco-Oakland Bay Bridge	Referred to Com. On Transportation.
<b>AB 550 Chiu and Friedman</b> Speed Safety Pilot Program.	Held on Appropriations Suspense file.
<b>AB 476 Bus on Shoulder Pilot program</b>	Re-referred to Com. On Transportation.

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