



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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Rebecca Kaplan, City of Oakland

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Mayor Pauline Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Alameda County Technical Advisory Committee

Thursday, September 7, 2017, 1:30 p.m.

**1111 Broadway, Suite 800
Oakland, CA 94607**

Mission Statement

The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund, and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Public Comments

Public comments are limited to 3 minutes. Items not on the agenda are covered during the Public Comment section of the meeting, and items specific to an agenda item are covered during that agenda item discussion. If you wish to make a comment, fill out a speaker card, hand it to the clerk of the Commission, and wait until the chair calls your name. When you are summoned, come to the microphone and give your name and comment.

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The executive director or designee may designate one or more locations from which members of the public may broadcast, photograph, video record, or tape record open and public meetings without causing a distraction. If the Commission or any committee reasonably finds that noise, illumination, or obstruction of view related to these activities would persistently disrupt the proceedings, these activities must be discontinued or restricted as determined by the Commission or such committee (CA Government Code Sections 54953.5-54953.6).

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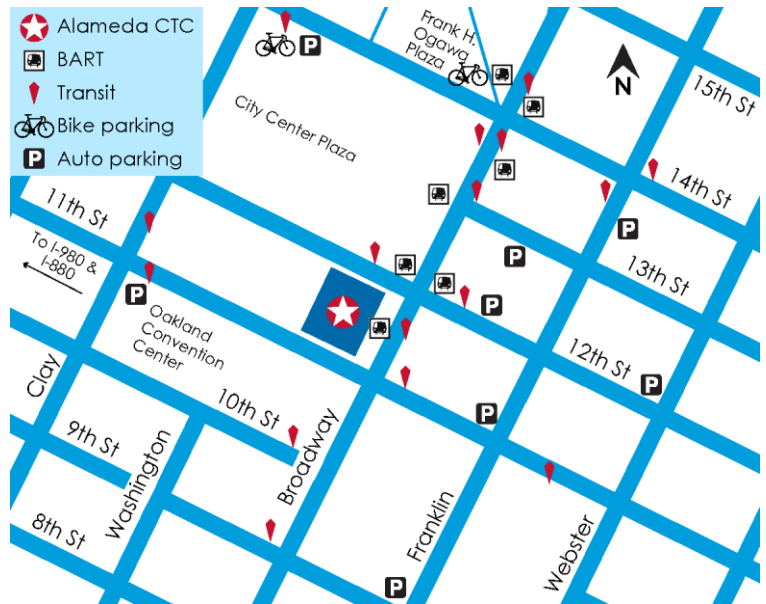
Glossary of Acronyms

A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

★ Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

Alameda CTC is accessible by multiple transportation modes. The office is conveniently located near the 12th Street/City Center BART station and many AC Transit bus lines. Bicycle parking is available on the street and in the BART station as well as in electronic lockers at 14th Street and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org).



Garage parking is located beneath City Center, accessible via entrances on 14th Street between 1300 Clay Street and 505 14th Street buildings, or via 11th Street just past Clay Street. To plan your trip to Alameda CTC visit www.511.org.

Accessibility

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome. Call 510-208-7450 (Voice) or 1-800-855-7100 (TTY) five days in advance to request a sign-language interpreter.



Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at www.AlamedaCTC.org/events/upcoming/now.

Paperless Policy

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Alameda County Technical Advisory Committee Meeting Agenda Thursday, September 7, 2017, 1:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Introductions/Roll Call

Chair: Arthur L. Dao, Alameda CTC Executive Director

2. Public Comment

Staff Liaison: Vivek Bhat

Clerk: Vanessa Lee

3. Administration

Page A/I

3.1. Approve the April 6, 2017 ACTAC Meeting Minutes.

1 A

4. Programs/Projects/Monitoring

4.1. Senate Bill 1 Programs Update and approve the 2018 State Transportation Improvement Program (STIP) Principles and Programming Schedule for the development of the Alameda County 2018 STIP project list.

7 A

4.2. Approve the Proposed 2017 Federal Earmark Repurposing Strategy.

23 A

4.3. Alameda County Federal Inactive Projects Update.

33 I

5. Policy and Transportation Planning

5.1. Approve Alameda CTC's Transportation Technology Initiative and Matching Opportunity.

37 A

5.2. Alameda County Safe Routes to Schools Program Update.

55 I

5.3. Congestion Management Program Conformity Findings (verbal).

I

5.4. Share Your Ride Week Update (verbal).

I

6. Information Exchange Forum

I

6.1. Transportation Technology efforts in cities of Fremont, San Jose and Joint Venture Silicon Valley.

73 I

7. Member Reports

8. Adjournment/Next Meeting

Thursday, October 5, 2017

All items on the agenda are subject to action and/or change by the committee.

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Alameda County Technical Advisory Committee Fiscal Year 2017-2018

Member Agencies

AC Transit
BART
City of Alameda
City of Albany
City of Berkeley
City of Dublin
City of Emeryville
City of Fremont
City of Hayward
City of Livermore
City of Newark
City of Oakland
City of Piedmont
City of Pleasanton
City of San Leandro
City of Union City
County of Alameda

Other Agencies

Chair, Alameda CTC
ABAG
ACE
BAAQMD
Caltrans
CHP
LAVTA
MTC
Port of Oakland
Union City Transit
WETA

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Alameda County Technical Advisory Committee Meeting Minutes Thursday, April 6, 2017, 1:30 p.m.

3.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Introductions/Roll Call

Arthur L. Dao called the meeting to order. A roll call was conducted. All members were present with the exception of Aleida Andrino-Chavez, Miriam Chion, Sergeant Ed Clarke, Kevin Connolly, Keith Cooke, Amber Evans, Anthony Fournier, Jennifer Gavin, Matt Maloney, Mike Tassano and John Xu.

Subsequent to the Roll Call:

Keith Cooke arrived after agenda item 3.1. Chris Andrichak, Farid Javandel and Obaid Khan left after the vote of agenda item 4.2.

2. Public Comment

There were no public comments.

3. Administration

3.1 Approval of March 9, 2017 ACTAC Meeting Minutes

Farid Javandel moved to approve this item. Donna Lee seconded the motion. The motion passed with the following votes:

Yes: Andrichak, Bell, Dao, Davis, Imai, Izon, Javandel, Khan, Larsen, Lee, Meisner, Ott, Parikh, Ruark, Wegener, Williams

No: None

Abstain: None

Absent: Andrino-Chavez, Chion, Clarke, Connolly, Cooke, Evans, Fournier, Gavin, Maloney, Tassano, Xu

4. Programs/Projects/Monitoring

4.1. Approve Draft 2018 Comprehensive Investment Plan; Approve Execution of Funding Agreements and/or Cooperative Agreements with Sponsors and Project Partners, Initiation of Contract Procurement to obtain necessary professional services contracts to advance Projects and Programs that are directly managed by Alameda CTC, and Encumbrances for Costs Incurred Directly by the Alameda CTC

Vivek Bhat recommended that the committee approve the Draft 2018 Comprehensive Investment Plan (CIP) and authorize the Execution of Funding Agreements and/or Cooperative Agreements with Sponsors and Project Partners, Initiation of Contract Procurement to obtain necessary professional services and construction contracts to advance Projects and Programs that are directly managed by Alameda CTC, and Encumbrances for Costs Incurred Directly by the Alameda CTC. Vivek provided a brief overview of the CIP development process and stated that the Draft 2018 CIP includes a total programming recommendation of

approximately \$405 million over the five-year CIP window; of which \$261 million is recommended for allocation in fiscal years 2017-18 and/or 2018-19.

A public comment was heard on this item from Dave Campbell, Advocacy Director with Bike East Bay on the Milvia Bikeway Project. Dave requested Alameda CTC to advance the project allocation from Fiscal Year 2018-19 to FY 2017-18.

Farid Javandel requested the Milvia Bikeway Project be advanced to FY 2017-18.

Thomas Ruark stated that the City of Union City is concerned about the East-West Connector project due to lack of funding and is unable to move forward. The City of Union City opposed the item. Art Dao stated additional conversation will take place with the cities of Fremont and Union City regarding the East West Connector project.

Hans Larsen requested input from Alameda CTC on different funding approaches to help with project development and preparation and readiness. He requested clarification on the definition of O&M for the Safe Routes to Schools (SR2S) project. Vivek responded that O&M is characterized as program operations and the funding for this phase of the SR2S was through One Bay Area Grant Program. Tess Lengyel added that for the 2018 CIP there's \$1.3 Million allocation towards SR2S Capital improvements. Hans also reaffirmed the Alameda CTC's strategy to leverage external funds by investing in pre-development phases of projects such as the SR-262/ Mission Boulevard project, Fremont East Bay Greenway Trail project.

Farid Javandel moved to approve this item. Hans Larsen seconded the motion. The motion passed with the following votes:

Yes: Andrichak, Cooke, Bell, Dao, Davis, Imai, Izon, Javandel, Khan, Larsen, Meisner, Ott, Parikh, Wegener, Williams

No: Ruark

Abstain: Lee

Absent: Andrino-Chavez, Chion, Clarke, Connolly, Evans, Fournier, Gavin, Maloney, Tassano, Xu

4.2. Freight Funding Opportunities Update

Carolyn Clevenger recommended that the committee approve the freight project list for consideration for submission to the Metropolitan Transportation Commission (MTC) and the California Transportation Commission for the Freight Investment Program or other freight funding programs as appropriate. Carolyn provided an overview on the Goods Movement Plan adopted in 2016 and identified various funding opportunities, specifically the FASTLANE competitive grant, FAST Act formula funds, Regional Measure 3, and Senate Bill 1. She concluded by providing an update of the California Freight Mobility Plan.

Hans Larsen requested that Alameda CTC add a project to the Alameda County Freight Projects list to upgrade Highway 262 leading to the expanded Tesla Motor Factory for funding opportunities.

Hans Larsen moved to approve this item with an amendment to include Highway 262 project on the advocacy list for funding. Abhishek Parikh seconded the motion. The motion passed with the following votes:

Yes: Andrichak, Cooke, Bell, Dao, Davis, Imai, Izon, Javandel, Khan, Larsen,
 Meisner, Ott, Parikh, Wegener, Williams, Ruark
No: None
Abstain: None
Absent: Andrino-Chavez, Chion, Clarke, Connolly, Evans, Fournier, Gavin, Maloney,
 Tassano, Xu

4.3. Alameda County Federal Inactive Projects Update

Jacki Taylor provided an update on the March 2017 Federal Inactive List. She requested that the committee review the attached Caltrans inactive list in the packet. Jacki encouraged ACTAC members to stay current with their federal invoicing and to provide her with project status updates for any inactive projects.

5. Policy and Transportation Planning

5.1. Rail Strategy Study Update

Carolyn Clevenger provided an update on the Rail Strategy Study and said the project was an output of the Countywide Goods Movement Plan. She identified rail as a key opportunity area and noted that the rail strategy study will look at freight and passenger rail operations. Michael Fischer from Cambridge Systematics provided a presentation that covered the rail strategy study background, description of rail infrastructure, preliminary rail issues, grade crossings and community impacts and the next steps.

Art Dao stated that from a policy perspective, the rail strategy study will provide guidance for grade separation/quiet zones. He noted that based on policy decisions, the study will affect how the agency works with the Port of Oakland to improve freight. Art stated that the study will inform projects like the East Bay Greenway and that Alameda CTC will bring more information on this study to ACTAC as the study advances.

6. Member Reports

6.1. Metropolitan Transportation Commission Local Streets and Roads Working Group

Vivek Bhat stated that MTC had a workshop for the single point of contacts a couple of years ago. MTC is reviving the local assistance training and Vivek noted that Contra Costa Transportation Authority will be hosting the training next month. He stated that he will forward the training dates to ACTAC members.

6.2. Other Reports

Donna Lee informed the committee that BART Warm Springs Station is open and encouraged members to visit the facility.

Art Dao stated that California Senate Bill 1 is being voted on, on April 6, 2016.

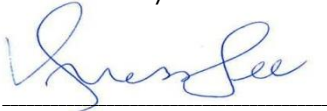
7. Adjournment and Next Meeting

The meeting adjourned at 3:15 p.m. The next meeting is:

Date/Time: Thursday, September 7, 2017 at 1:30 p.m.

Location: Alameda CTC Offices, 1111 Broadway, Suite 800, Oakland, CA 94607

Attested by:



Vanessa Lee,
Clerk of the Commission



ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE

April 6, 2017

ROSTER OF MEETING ATTENDANCE

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1. JAYSON IMAI	NEWARK	510-578-4671	jayson.imai@newark.org
2. Sheleha Melavee	SILVER	209-944-6228	sheleha@AEEAAL.COM
3. Ruben IZON	Alameda Co.	510-670-5827	ruben@copwa.org
4. Obaid Khan	Dublin	925-833-6630	Obaid.Khan@Dublin.CA.gov
5. Bruce Williams	Oakland	510-238-7279	brwilliams@oaklandnet.org
6. MATT DAVIS	PORT OF OAKLAND	510-627-1430	MDAVIS@PORTOAKLAND.COM
7. Donna Lee	BART	510-464-6282	dlee@bart.gov
8. Hans Larsen	Fremont	510-464-46-99	h.larsen@fremont.gov
9. Farid Javandel	Berkeley	510-981-7061	fjavandel@cityofberkeley.info
10. Carolyn Cleveneger	Alameda CTC	510-208-7490	ccleneger@alamedactc.org
11. Tess Lengyel	Alameda CTC	208-7428	tlengyel@alamedactc.org
12. ARTHUR DAO	"	7400	a.dao@alamedactc.org
13. Abhishhek Parish	city of Hayward	510-583-4791	abhishhek.parish@hayward-ca.gov
14. Chris Andrichak	ACTransit	510-891-4855	candrichak@actransit.org
15. Thomas Ruark	Union City	(510) 675-5301	thomaru@unioncity.org
16. Christy Wegener	LAVTA	925-455-7560	cwegener@lavta.org
17. Jennifer Ott	Alameda	510-747-4747	jott@alamedaca.gov
18. Art Dao			
19. Vivek Bhat			
20. Keith Cooke	San Leandro	510-577-3428	KCooke@SanLeandro.org

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
21. Saravana Suthanthira	Alameda CTC	510-208-7426	suthanthira@alameda-ctc.org
22. Matt Bomberg	Alameda CTC	510-208-7444	mbomberg@alameda-ctc.org
23. Chris Van Alstye	Alameda CTC	510-208-7471	cvan@alstye@alameda-ctc.org
24. Fredrick Schermer	Caltrans	510-286-5557	fschermer@dot.ca.gov
25. ERIK BIRD	CALTRANS	510-286-5521	ERIK.BIRD@DOT.CA.GOV
26. JACKI TAYLOR	Alameda CTC	510-208-7413	JTAYLOR@ALAMEDA-CTC.ORG
27. JOHN NGUYEN	ALAMEDA CTC	510-208-7419	JNGUYEN@ALAMEDA-CTC.ORG
28. Erica Trask	Supervisor Haggerty	510-272-6691	erica.trask@acgov.org
29. Dave Campbell	BIKE EAST BAY	510-701-5971	dave@bikeeastbay.org
30. MICHAEL FISCHER	CAMBRIDGE SYSTEMATICS	510-873-8700	mfischer@camsys.ca
31. Beth Thomas	City of Berkeley	510-981-7068	bathomas@cityofberkeley.info
32. Dike Ahanotu	Cambridge Systematics	404-213-8128	dahanotu@camsys.com
33. KRISTIE PASCO	ALAMEDA CTC	510-208-7467	KPASCO@ALAMEDA-CTC.ORG
34. Cathleen Sullivan	Ala. CTC.	510-208-7484	csullivan@alameda-ctc.org
35. Kimberly Koempel	Alameda CTC		KKoempel@alameda-ctc.org
36. Kim FRANKLIN	INTR	510-206-6439	KFRANKLIN@INTR.COM
37. Yoana Navarro	Alameda CTC	510-208-7431	y Navarro@alamedactc.org
38. Shruti Malik	Alameda CTC	510-208-7460	sMalik@alameda-ctc.org
39. BOB BRASHER	SNOUTU LOG	408-802-7892	BBRASHER@SBCGLOBAL.NET
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46.			



Memorandum

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1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: August 31, 2017

SUBJECT: Senate Bill 1 - Road Repair and Accountability Act of 2017

RECOMMENDATION:

1. Receive an update on Senate Bill 1 (SB 1) Programs
2. Approve the 2018 State Transportation Improvement Program (STIP) Principles and Programming Schedule for the development of the Alameda County 2018 STIP project list.

Summary

In April 2017, the California Legislature approved Senate Bill (SB) 1, (Beall, Chapter 5, Statutes of 2017) known as the "Road Repair and Accountability Act of 2017". SB 1 represents the first significant increase in state transportation funding in more than two decades that is dedicated towards the repair and maintenance of local roadways, state highways, public transit, and active transportation programs. The California Transportation Commission (CTC) is responsible for the administration of the SB 1 revenues and for the development the policy framework and guidelines for programs funded through SB 1. This item includes an update on the various funding programs under SB 1 (Attachment A).

The State Transportation Improvement Program (STIP) falls under the purview of SB 1 funding programs. Historically, the amount of funding available to Alameda County in a given STIP cycle has varied from \$0 to \$200 million. (Attachment B). The passage of SB 1 provides a more stable funding stream for the STIP program. The 2018 STIP will cover Fiscal Years (FY) 2018-19 through 2022-23. Typically, Alameda County's shares represent the amount of new STIP funding made available in the last two years of a given STIP period. Alameda County's share of the State's 2018 STIP Fund Estimate is \$48.8 million.

As part of the overall STIP programming process, the Alameda CTC is to adopt and forward a program of STIP projects to the Metropolitan Transportation Commission (MTC) for inclusion in MTC's 2018 Regional STIP program (2018 RTIP). Once included, the MTC forwards a Regional program of projects to the CTC.

It is recommended the Commission approve a set of principles to be used for the development of the Alameda County 2018 STIP project list. The proposed 2018 STIP Principles are included as Attachment C.

Background

Senate Bill (SB) 1, (Beall, Chapter 5, Statutes of 2017) known as the "Road Repair and Accountability Act of 2017" provides the first significant, stable, and ongoing increase in state transportation funding in more than two decades. In providing this funding, the Legislature has provided additional funding for transportation infrastructure, increased the role of the CTC in a number of existing programs, and created new transportation funding programs for the CTC to oversee. A summary of various funding programs included under SB 1 programs is summarized below.

1. Local Streets and Roads Program

SB 1 provides an increase of \$1.5 billion annually, beginning in November 2017. This funding will be used by local governments to maintain and rehabilitate existing transportation infrastructure. Funding from this program will be distributed by the State Controller using existing statutory formulas based on factors such as population and number of registered vehicles. Prior to SB 1, the CTC had no role in the Local Streets and Roads apportionment program. SB 1 creates new responsibilities for the CTC relative to this funding, including the review of project lists submitted by cities and counties, reporting to the State Controller, and receiving reports on completed projects. Guidelines for the Local Streets and Roads Program were adopted by the CTC in August 2017.

2. Local Partnership Program

This program is funded with \$200 million annually from the Road Maintenance and Rehabilitation Program funds. These funds are set aside to match voter approved taxes or developer fees dedicated to transportation improvements. Fifty percent of the funds are proposed to be distributed through a formulaic program and the remaining fifty percent are proposed to be available through a competitive program.

3. Trade Corridors Enhancement Account

SB 1 created this new \$300 million per year account to fund corridor-based freight projects nominated by local agencies and the State.

4. Solutions for Congested Corridors Program

This program provides \$250 million funding annually on a competitive basis to the California Department of Transportation (Caltrans) and regional agencies for priority projects that will improve traffic flow and mobility along the state's most congested corridors while also seeking to improve air quality and health.

5. Active Transportation Program

SB 1 provides an increase of \$100 million annually for the existing Active Transportation (ATP) Program. This represents an 80% increase in the size of this on-going program. The funding for FY 17-18 is being used to augment the ATP Cycle 3 program and prioritize projects that were not funded through Cycle 3. A programming decision on the ATP Cycle 3 Augmentation funds is anticipated in fall 2017. The programming process for ATP Cycle 4 is expected in late spring /early summer 2018.

6. State Highway Operations and Protection Program (SHOPP)

SB 1 provides an increase of approximately \$1.9 billion annually, beginning in November 2017, to fund maintenance and operations of the State Highway System. Alameda CTC is actively engaged with Caltrans on the timing of SHOPP investments in Alameda County to ensure projects on the State Highway System are coordinated with Alameda CTC's highway delivery priorities and to identify opportunities for funding partnerships.

7. State Transportation Improvement Program (STIP)

The 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 State and federal funding sources. Senate Bill 45 (SB 45) was signed into law in 1996 and had significant impacts on the regional transportation planning and programming process. The statute delegated major funding decisions to the local level and allows the Congestion Management Agencies (CMAs) to have a more active role in selecting and programming transportation projects. SB 45 changed the transportation funding structure and modified the transportation programming cycle, program components, and expenditure priorities.

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).

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

Development of the 2018 STIP

2018 STIP Fund Estimate

The biennial State Transportation Improvement Program (STIP) programming process begins with the development of the STIP Fund Estimate, which is 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.

Historically, the amount of funding available to Alameda County in a given STIP cycle has varied from highs in the \$200 million range to \$0. The passage of SB 1 adds stability to the STIP program.

The CTC approved the 2018 STIP Fund Estimate in August 2017. The 2018 STIP cycle will cover FY 2018-19 through FY 2022-23. Alameda County's share of the State's 2018 STIP Fund Estimate is \$48.8 million and represents the amount of new programming capacity that will be available for Alameda County projects in the 2018 STIP cycle.

The 2018 STIP Fund Estimate includes a total of about \$48.8 million RTIP funds for Alameda County. Based on MTC's Draft Regional 2018 STIP policy (and existing regional commitments), the Alameda CTC will have about \$41.7 M available to program. The MTC Region 2018 STIP Policy is scheduled to be approved on September 27, 2017.

\$48.8 M	2018 Fund Estimate for Alameda County
\$ 2.0 M	ARRA Backfill (Caldecott Tunnel)
\$ 3.1 M	Bike Ped Connectivity to SFOBB (Alameda County share of Region)
\$ 0.5 M	Less STIP Administration funds for MTC
\$ 1.5 M	Less STIP Administration funds for Alameda CTC
\$41.7 M	2018 STIP Funds Available to Program

2018 STIP Principles

In preparation of the development the Alameda County STIP project list, the Commission is requested to approve a set of principles by which the Alameda County share of the 2018 STIP will be programmed (Attachment C). The proposed principles for the development of the 2018 STIP are intended to be consistent with the goals and objectives of the Countywide Transportation Plan and the Comprehensive Investment Plan, the Alameda CTC's near-term strategic planning and programming documents.

Additionally, the proposed principles consider previously approved Alameda County STIP programming and commitments dating from the 2008 STIP cycle. These commitments included funding for projects identified in MTC Resolution 3434 along with funds required to payback Measure B advances for project development work on Proposition 1B Infrastructure Bond funded projects. Local funds committed to the I-Bond project development work helped leverage and deliver approximately \$500 million of state funded projects.

During the 2016 STIP programming process, the CTC amended the 2016 STIP Fund Estimate with a lower Price-Based Excise Tax Rate, resulting in a decreased statewide STIP capacity of approximately \$754 million over the Fund Estimate period. As a result, the MTC had to delay \$71.3 million in projects regionally, to an unfunded future year of the STIP. Out of these, two projects were included within the 2016 Alameda RTIP; BART Station Modernization Program (\$3.726 M) and Improved Bike/Ped Connectivity to East Span SFOBB project(\$3.063 M).

A summary of the previously approved STIP commitments is provided as Attachment D. The summary reflects the status of the remaining commitments for consideration in the upcoming 2018 STIP cycle.

In addition to the attached Alameda CTC 2018 STIP Principles, it is proposed that the following MTC regional policies be applied to the development of the 2018 STIP:

- The Region's CMAs notify all eligible project sponsors within the county of the availability of STIP funds; and
- Caltrans is to notify the region's CMAs and MTC of any anticipated cost increases to currently-programmed STIP projects in the same time frame as the new project applications.

Next Steps

Per the proposed 2018 STIP Development Schedule (Attachment E), the Commission is scheduled to approve Alameda County's 2018 STIP program in October 2017 in order to meet MTC's November 1, 2017 deadline for the county STIP project lists. In addition to a Commission-approved 2018 STIP project list, the documentation required for each project proposed for STIP funding may include: MTC Complete Streets Checklist, STIP Project Programming Request (PPR) form, project performance measures analysis, Final Project Study Report (PSR) (or PSR Equivalent), Resolution of Local Support, and STIP Certification of Assurances. The MTC region's proposed STIP (i.e. the MTC-approved RTIP) is due to the CTC in December 2017 and final 2018 STIP is scheduled to be adopted by the CTC in April 2018.

Fiscal Impact: There is no fiscal impact at this time.

Attachments

- A. CTC's SB 1 Implementation Schedule
- B. Alameda CTC STIP Programming Levels
- C. Draft Principles for the Development of the 2018 STIP Project List
- D. Alameda County Existing STIP Commitments
- E. 2018 STIP Development Schedule

Staff Contacts

[Vivek Bhat](#), Director of Programming and Project Controls

[Jacki Taylor](#), Senior Program Analyst

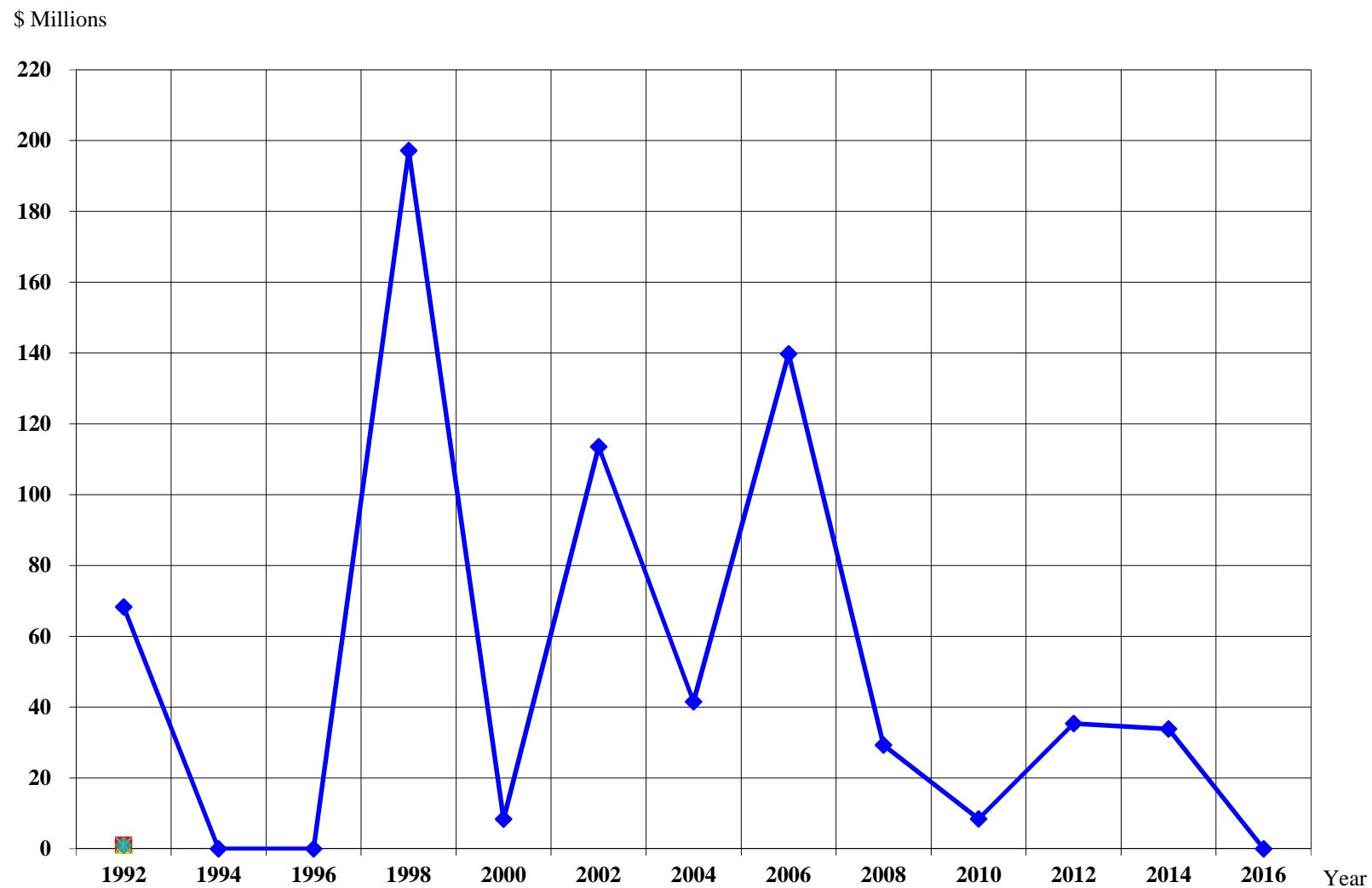
SB 1 Programs – Implementation Schedule

New SB 1 Programs					
Program	Workshops	Draft Guidelines Available	Guidelines Adoption	Applications or Project Lists Due	Program Adoption
Local Streets and Roads	<ul style="list-style-type: none"> July 18th - Sacramento 	June 30, 2017	August 16-17, 2017	Sept. – Oct. 2017	October 18-19, 2017 (Adopt Eligibility List and Submit to Controller)
Solutions for Congested Corridors	<ul style="list-style-type: none"> June 28th - Sacramento July 21st - Los Angeles August 7th - Oakland September 8th - Sacramento November 17th – Stockton December 6th - Riverside 	October 18-19, 2017	December 6-7, 2017	February 2018	May 2018
Trade Corridor Enhancement	<ul style="list-style-type: none"> July 17th - Sacramento August 8th - Oakland September 25th – Sacramento October 24th – Los Angeles 	December 6-7, 2017	January 2018	March 2018	May 2018
Local Partnership	<ul style="list-style-type: none"> July 11th - Sacramento July 21st - Los Angeles August 7th - Oakland September 8th – Sacramento September 25th – Sacramento 	August 16-17, 2017	October 18-19, 2017	March 2018	June 2018

SB 1 Programs – Implementation Schedule

Existing Commission Programs					
Program	Workshops	Draft Guidelines Available	Guidelines Adoption	Applications or Project Lists Due	Program Adoption
Active Transportation	<ul style="list-style-type: none"> June 23, 2017 June 28, 2017 	June 26, 2017	June 28, 2017	August 2017	October 18-19, 2017 (Statewide & Urban/Small Rural Components) December 6-7, 2017 (MPO Component)
State Highway Operation and Protection Program (SHOPP)	<ul style="list-style-type: none"> May 17th – San Diego June 9th - Sacramento TBD in early 2018 – North and South hearings on Proposed 2018 SHOPP 	May 17, 2017 Presented Draft Interim SHOPP Guidelines to Commission	June 28, 2017 Adopted Interim SHOPP Guidelines	January 2018 (Caltrans submits proposed SHOPP)	March 2018
Transportation Asset Management*	<ul style="list-style-type: none"> May 17th – San Diego June 9th - Sacramento 	May 17, 2017 Presented Draft Transportation Asset Management Plan (TAMP) Guidelines to Commission	June 28, 2017 Adopted TAMP Guidelines	N/A	N/A
State Transportation Improvement Program (STIP)	<ul style="list-style-type: none"> July 17th - Sacramento October 19th - Modesto October 24th – Los Angeles 	June 28, 2017	August 16-17, 2017	October 15, 2017 (Draft ITIP due from Caltrans) December 15, 2017 (Final RTIPs & ITIP due)	March 2018

* The TAMP Guidelines inform the Department's development of the Transportation Asset Management Plan which prioritizes investments for projects funded from the SHOPP. The Department's completed Transportation Asset Management Plan must be submitted to the Commission by July 2020.

ALAMEDA COUNTY STIP HISTORICAL PROGRAMMING LEVELS

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Draft Principles for the Development of the Alameda County 2018 STIP Project List

- It is anticipated that any new funding programmed in the 2018 STIP will be made available in FYs 2021/22 and 2022/23.
- Previously-approved commitments for STIP programming, included in the attached list, will be considered during the development of the 2018 STIP project list.
- Sponsors of currently programmed 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.
- Consideration of the following are proposed for the required project prioritization for the development of the 2018 STIP project list:
 - The principles and objectives set forth in the Alameda CTC Comprehensive Investment Plan;
 - Previous commitments for STIP programming approved by the Alameda CTC;
 - Projects that can leverage funds from other SB1 programs
 - 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;
 - 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;
 - The project cost/funding plan by phase;
 - 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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Index #	Project	Original Commitment Amount (\$ x 1,000)	Remaining Commitment Amount (\$ x 1,000)	Notes
1	Alameda County I-Bond Projects	8,000	0	<ul style="list-style-type: none"> \$8M of local funds approved by Alameda CTC July 2012. Prioritized programming included in previous Alameda County Congestion Management Agency Board actions.
2	Route 24 Corridor – Caldecott Settlement Projects	8,000	2,000	<ul style="list-style-type: none"> \$2M fulfilled in STIP 2008. \$2M fulfilled in STIP 2010. \$2M fulfilled in STIP 2014.
3	Dumbarton Rail Project	91,000	0	<ul style="list-style-type: none"> \$91M included with Resolution 08-018, Dec. 2008. No priority for future capital funding is identified in the long range plan.
4	BART Warm Springs Extension	69,000	0	<ul style="list-style-type: none"> \$69M included with Resolution 08-018, Dec. 2008. The capital phase of the Warm Springs Extension Project (WSX) fully funded and completed with existing sources.
5	AC Transit Bus Rapid Transit Project	40,000	13,125	<ul style="list-style-type: none"> \$40M included with Resolution 08-018, Dec. 2008. \$23.125 remaining per Revised Resolution 14-007. \$10M fulfilled through Measure BB Allocation.
6	I-880 Broadway/Jackson Interchange	3,000	500	<ul style="list-style-type: none"> \$3M included with Resolution 08-018, Dec. 2008. \$2.5M fulfilled in 2012 STIP.
7	I-880 Corridor Project	1,900	900	<ul style="list-style-type: none"> \$1.9M included with Resolution 08-018, Dec. 2008. \$1M fulfilled in 2012 STIP.
8	I-880/Mission Blvd. (SR 262) Landscaping	3,500	0	<ul style="list-style-type: none"> \$3.5M included with Resolution 08-018, Dec. 2008. \$3.5M fulfilled in 2012 STIP.
9	Station Enhancement project in FY 17/18 (San Mateo- CCAG)	200	0	<ul style="list-style-type: none"> 2008 STIP TE-Reserve Exchange payback. \$0.2M fulfilled in 2014 STIP.

Alameda County STIP Program – Existing Commitments

Index #	Project	Original Commitment Amount (\$ x 1,000)	Remaining Commitment Amount (\$ x 1,000)	Notes
10	BART Station Modernization	3,726	3,726	<ul style="list-style-type: none"> • \$3.726M represents Alameda County portion of multi-county STIP project. • Project was moved out of the 2016 STIP period due to a negative fund estimate.
11	Improved Bike/Ped Connectivity to East Span SFOBB (BATA)	3,063	3,063	<ul style="list-style-type: none"> • \$3.063M represents Alameda County portion of regional STIP project. • Project was moved out of the 2016 STIP period due to a negative fund estimate.
12	Caldecott ARRA Payback	2,000	2,000	<ul style="list-style-type: none"> • Project was moved out of the 2016 STIP period due to a negative fund estimate.
	Total		25,341	

2018 STIP Development Schedule

Alameda CTC Activity	Date	MTC/ CTC Activity
	May 2017	<ul style="list-style-type: none"> • CTC approves final STIP Fund Estimate Assumptions
	June 2017	<ul style="list-style-type: none"> • CTC releases draft STIP Fund Estimate and Guidelines
	August 2017	<ul style="list-style-type: none"> • CTC adopts final STIP Fund Estimate and Guidelines
<ul style="list-style-type: none"> • Approve 2018 STIP Principles 	September 2017	<ul style="list-style-type: none"> • MTC Approves Final RTIP Policies and Procedures
<ul style="list-style-type: none"> • 2018 STIP to Alameda CTC Committees and Commission 	October 2017	<ul style="list-style-type: none"> • Final 2018 STIP Project Lists from Region's CMAs due to MTC by 11/1/17 (Note 1)
	December 2017	<ul style="list-style-type: none"> • MTC approves Regional 2018 STIP Program (2018 RTIP) • 2018 RTIP due to CTC
	March 2018	<ul style="list-style-type: none"> • CTC adopts 2018 STIP

Notes:

1. In addition to a Commission-approved 2018 STIP project list, the following project documentation is due to MTC by November 1, 2017: MTC Complete Streets Checklists, STIP Project Programming Request (PPR) forms, project performance measures analysis, Final PSR (or PSR Equivalent), Resolution of Local Support, and STIP Certification of Assurances.

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Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: August 31, 2017

SUBJECT: 2017 Federal Earmark Repurposing

RECOMMENDATION: Approve the Proposed 2017 Federal Earmark Repurposing Strategy

Summary

The 2017 Consolidated Appropriations Act provides for the repurposing of certain federal earmarks with remaining available balances to other qualifying projects. It is recommended the Commission approve the repurposing of approximately \$561,304 in available earmark balances from the three projects detailed in Table 1, to the Dublin Boulevard Extension to North Canyons Parkway Project (\$539,940) and the 7th Street Grade Separation/ Global Opportunities at the Port of Oakland (Go Port) Project (\$21,364).

Federalizing these two projects during the Environmental phase is desired to facilitate obtaining National Environmental Policy Act (NEPA) clearance so that the projects will be eligible to apply for future federal funding opportunities. Alameda CTC has obtained concurrence from the cities of Dublin, San Leandro, and Hayward and the Port of Oakland regarding this proposal.

Background

The 2017 Consolidated Appropriations Act includes a provision that enables States to repurpose earmarks that were appropriated or authorized to be appropriated on or before September 30, 2006 and are completed and closed. Repurposed funds can be directed to any new or existing project that is eligible to receive Surface Transportation Block Grant Program (STBGP) funds. The project must also be located within 100 miles of the original earmark designation in the State. Once the earmark funds are repurposed onto a new project, they cannot be repurposed again.

On July 18, 2017, Caltrans posted the official list of earmarks eligible for repurposing, including the fund balance available on each earmark. Within Alameda County, there are three projects with a total of approximately \$561,304 in unspent earmark obligation authority that is readily available for repurposing, as noted in Table 1.

Table 1: Alameda County Unspent Earmark Authority			
Sponsor	Earmark Description	Balance	Notes
Alameda CTC	Install emergency vehicle preemption equipment along major arterials in the I-880 corridor.	\$20,975	Project completed and closed.
Hayward	Upgrade Industrial Parkway Southwest between Whipple Rd. and improved segment of the parkway, Hayward	\$389	Project completed and closed.
Alameda CTC/ San Leandro	Replace 880 overpass at Davis St. in San Leandro	\$539,940	Earmark is not yet obligated.
Total:		\$561,304	Available for repurposing.

An item on the 2017 earmark repurposing effort was presented on July 26, 2017 to the Metropolitan Transportation Commission (MTC) (Attachment A), which confirmed the above projects have earmark balances available for repurposing. In response, Alameda CTC staff recommends repurposing the above earmark funds to the following two projects: (1) Dublin Boulevard Extension to North Canyons Parkway, and (2) 7th Street Grade Separation/Global Opportunities at the Port of Oakland (GoPort) projects. For reference, project maps are included as Attachment B.

Both projects are of regional significance and will provide benefits for congestion relief, goods movement, and associated employment and economic benefits. They are recommended for the available federal funding because federalizing the projects during the Environmental phase is necessary to obtain federal NEPA clearance, which in turn will allow project sponsors to pursue federal funding opportunities for future phases. From a readiness perspective, both projects are currently in the Environmental phase and are ready to start the NEPA process during FY 2017-18. Regarding eligibility for repurposing, both projects are within the vicinity of the three original earmarks, are eligible for STBGP funding, and are able to obligate the repurposed funds by the September 2020 deadline.

The current and proposed programming for the Dublin Boulevard Extension to North Canyons Parkway project is detailed in Tables 2 and 3.

Table 2 - Current Programming				
Project/Phase	Federal Earmark	Local Match	Measure BB	Total
I-880 Davis Street I/C (PS&E, CON)	\$539,940	\$135,000	-	\$674,940
Dublin Blvd. Extension (PS&E)	-	\$1,043,000	\$5,914,000	\$6,957,000
Total	\$539,940	\$1,178,000	\$5,914,000	\$7,631,940

Table 3 - Proposed Programming				
Project/Phase	Federal Earmark	Local Match	Measure BB	Total
I-880 Davis Street I/C (PS&E, CON)	-	\$135,000	\$539,940	\$674,940
Dublin Blvd. Extension (PS&E)	\$539,940	\$1,043,000	\$5,374,060	\$6,957,000
Total	\$539,940	\$1,178,000	\$5,914,000	\$7,631,940

The remaining \$21,364 available is proposed to be reprogrammed to the 7th Street Grade Separation/GoPort project. Staff from the cities of Dublin, San Leandro, and Hayward and the Port of Oakland have concurred with this proposal.

Next Steps

Project sponsors will need to submit required forms to Caltrans in order to proceed with the next steps of the repurposing process. Repurposed funds must be fully obligated by September 30, 2020. MTC will be coordinating with Caltrans throughout the repurposing process, which is scheduled to be approved by the State in mid- September.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. MTC 2017 Earmark Repurposing Item, dated July 26, 2017
- B. Dublin Boulevard Extension and 7th Street Grade Separation/Go Port Project maps

Staff Contacts

[Vivek Bhat](#), Director of Programming and Project Controls

[Jacki Taylor](#), Senior Program Analyst

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METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Commission

DATE: July 26, 2017

FR: Executive Director

RE: Federal Earmark Repurposing

Background

At the July Programming and Allocations Committee meeting, Commissioners received an information item describing a provision included in the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2017 that enables States to repurpose unspent earmark balances.

As described in the Committee summary sheet (Attachment 1), to be eligible for repurposing to another project, an earmark must be at least ten years old and either less than 10% obligated or completed and closed out. Repurposed funds can be directed to any new or existing project that is eligible to receive Surface Transportation Block Grant Program (STBGP) funds, and within 100 miles of the originally designated earmark.

Updated Information and Recommendation

On July 18, 2017 Caltrans posted the official list of earmarks eligible for repurposing, including the fund balance available on each earmark. Within the Bay Area, there is approximately \$2.8 million in unspent earmark apportionment and obligation authority that are readily available for repurposing, as noted in the table below.

Earmarks Available for Repurposing

Sponsor	Earmark Description	Balance Available	Notes
ACTC	Install emergency vehicle preemption equipment along major arterials in the I- 880 corridor, Alameda County	\$20,975	Project completed and closed.
ACTC/San Leandro	Replace 880 overpass at Davis St. in San Leandro	\$539,940	Earmark has not yet obligated, and is eligible for repurposing. MTC staff is working with project sponsors to discuss status of the project.

Earmarks Available for Repurposing (Continued)

Sponsor	Earmark Description	Balance Available	Notes
Hayward	Upgrade Industrial Parkway Southwest between Whipple Rd. and improved segment of the parkway, Hayward	\$389	Project completed and closed.
Menlo Park	Modifies 9 traffic signals between Willow Road and Middlefield Road and Hamilton Avenue, Menlo Park	\$14,126	Project completed and closed.
SFDPW	Implement SFgo Van Ness Corridor Improvements	\$561	Project completed and closed.
San Jose	Coyote Creek Trail Project- Story Road to Montague Expressway	\$1,799,800	Earmark has not yet obligated, and is eligible for repurposing. MTC staff is working with project sponsor to discuss status of the project.
Santa Clara County	Oregon-Page Mill expressway Improvements between U.S. 101 and SR 82, Palo Alto	\$33,754	Project completed and closed.
Solano County	Construct I-80 HOV lanes and interchange in Vallejo	\$424,212	Project completed and closed.
Total Available for Repurposing:		\$2,833,756	

Caltrans has requested that Regional Transportation Planning Agencies (RTPAs) throughout the State coordinate with project sponsors to develop and submit a regional repurposing recommendation by August 18, 2017.

Given the extremely short timeline, as well as a consideration that the two incomplete Bay Area projects appear to be active and moving forward, staff recommends that the Commission authorize the Executive Director to coordinate with project sponsors and the relevant Congestion Management Agencies to develop a repurposing recommendation for the region, and submit the recommendation to Caltrans no later than August 18, 2017. It is ultimately the State's decision on how to repurpose the earmarks.



Steve Heminger

Attachments: Attachment 1. Federal Earmark Repurposing, PAC Agenda Item 2h

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 12, 2017

Agenda Item 2h

Federal Earmark Repurposing

Subject: Potential projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Consolidated Appropriations Act, 2017.

Background: Section 422 of the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2017 (P.L. No. 115-31) includes a provision that enables States to repurpose earmarks that were appropriated or authorized to be appropriated on or before September 30, 2006 and are completed and closed.

Repurposed funds can be directed to any new or existing project that is eligible to receive Surface Transportation Block Grant Program (STBGP) funds. The project must also be located within 100 miles of the original earmark designation in the State.

Bay Area Repurposed Earmarks (the “*from*” list)

At this time, MTC has not received a list of potential eligible earmarks for repurposing. We expect to receive guidance and a potential project list from Caltrans within the next couple weeks. Upon receipt of this list, Staff will work with project sponsors and Caltrans to identify specific earmarked funds to be repurposed. It is expected that the list will be much shorter than the 2016 list as most large projects/balances were considered then; however that cannot be confirmed until we receive the list.

Bay Area Projects to Receive Repurposed Funds (the “*to*” list)

For the next step in the process, Caltrans requests regions to submit a recommended list of projects to receive repurposed funds (or the projects *to* which the earmark funds will be directed). Staff will work with project sponsors to develop this list.

Depending on when MTC receives the “from” list from Caltrans, both of these lists may be presented to the Commission at the July 26, 2017 meeting for review and approval. After approval, staff will forward the lists to Caltrans to be included in the State’s submission to FHWA. The final complete list of projects is due to FHWA Headquarters by September 12, 2017.

Issues: (1) **Regional Role:** Although staff will work closely with Caltrans throughout the process, federal law gives the repurposing authority solely to the States.

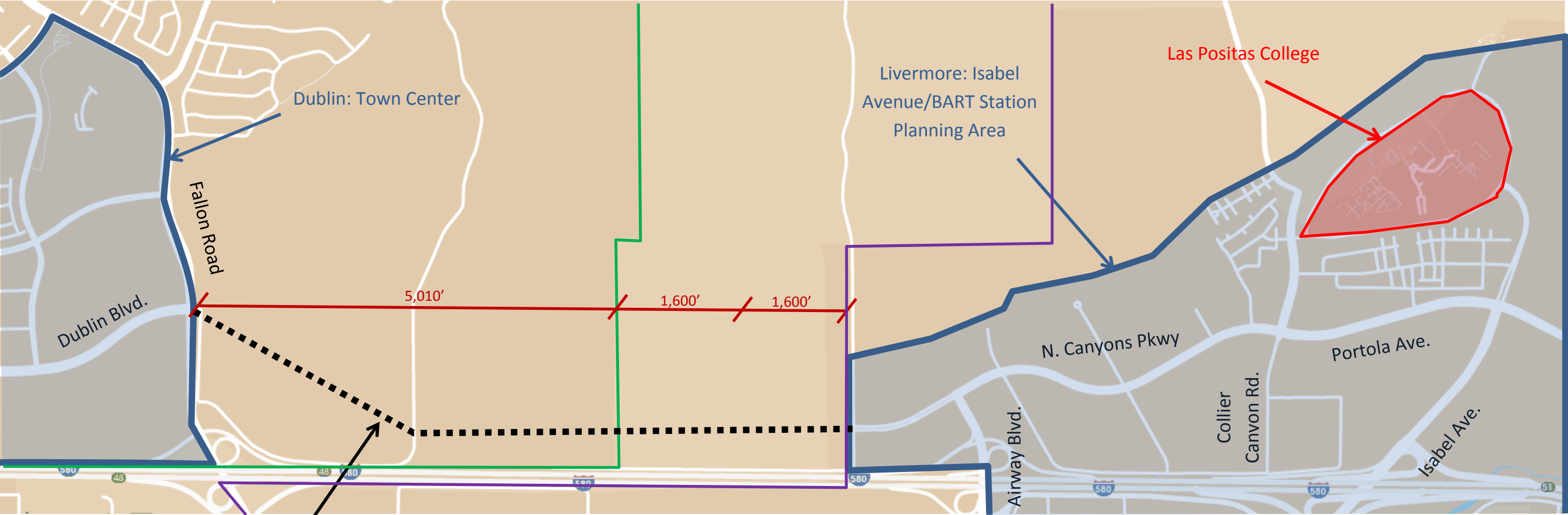
(2) **Implementation Issues:** Project sponsors must submit required forms to Caltrans by a yet-to-be-announced date, in order to proceed with the next steps of the repurposing process. Repurposed funds must be fully obligated by September 30, 2020. Additionally, once repurposed onto a new project, the earmark funds cannot be repurposed again.

Recommendation: None. Information only.

Attachments: None

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Proposed Extension of Dublin Boulevard to North Canyons Parkway



Proposed Extension of Dublin Blvd.



Proposed 7th Street Grade Separation/ Go Port Project



Location	Length
7 th Street West	~ 0.8 miles
7 th Street East	~ 0.4 miles
Middle Harbor Road	~ 1.8 miles
Maritime St. south of 7 th St	~ 0.2 miles - 0.9 miles (depending on conform point)
Maritime St. between 7 th and 14 th St.	~ 0.5 miles



Memorandum

4.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: August 31, 2017

SUBJECT: Alameda County Federal Inactive Projects: August 2017 Update

RECOMMENDATION: Receive an update on the Federal Inactive Projects in Alameda County.

Summary

Federal regulations require agencies receiving federal funds to invoice against each federal obligation at least once every six months. Caltrans maintains a list of inactive obligations and projects are added to the list when there has been no invoice activity for six months. If Caltrans and the Federal Highway Administration (FHWA) do not receive an invoice during the subsequent six-month period the project's federal funds will be at risk for deobligation. ACTAC is requested to review the latest inactive projects list (Attachment A), which identifies the federal funds at risk and the actions required to avoid deobligation.

Background

In response to FHWA's requirements for processing inactive obligations, Caltrans Local Assistance proactively manages federal obligations, as follows:

- If Caltrans does not receive an invoice for more than six months, the project will be deemed "inactive" and added to the list of Federal Inactive Obligations. The list is posted on the Caltrans website and updated weekly:
<http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>.
- Caltrans will notify local agencies the first time projects are posted.
- If Caltrans does not receive an invoice within the following six months (12 months without invoicing), Caltrans will deobligate the unexpended balances. The deobligation process is further detailed in [FHWA's Obligation Funds Management Guide](#), which states that project costs incurred after deobligation are not considered allowable costs for federal participation and are therefore ineligible for future federal reimbursement.

It is the responsibility of local agencies to work in collaboration with their respective District Local Assistance Engineers to ensure their projects are removed from the inactive list and avoid deobligation. Additionally, per the Metropolitan Transportation Commission's Regional Project Delivery Policy, MTC Resolution 3606, *"Agencies with projects that have not been invoiced against at least once in the previous six months or have not received a reimbursement within the previous nine months have missed the invoicing /reimbursement deadlines and are subject to restrictions placed on future regional discretionary funds and the programming of additional federal funds in the federal TIP until the project receives a reimbursement."* Thus, agencies with inactive projects must resolve their inactive status promptly to avoid deobligation and restrictions on future federal funds.

Next Steps

Agencies with inactive projects identified in the attached report are requested to provide periodic status updates to Alameda CTC programming staff until the inactive status is cleared and the project is removed from the Caltrans report. Email status updates to Jacki Taylor, jtaylor@alamedactc.org.

Fiscal Impact: There is no fiscal impact.

Attachment

- A. Alameda County List of Federal Inactive Projects, dated August 17, 2017

Staff Contacts

[Vivek Bhat](#), Director of Programming and Project Controls

[Jacki Taylor](#), Senior Program Analyst

Updated on 08/17/2017

Project No.	Status	Agency Action Required	Status Update/ Reason for Delay	Agency	Description	Potential Deobligation Date	Latest Date	Authorization Date	Last Expenditure Date	Last Action Date	Total Cost	Federal Funds	Expenditure Amount	Unexpended Balance
5014041	Future	Submit invoice to District by 11/20/2017	City is in the process of submitting the invoice for project.	Alameda	PACIFIC AVE: MAIN ST TO FOURTH ST & OTIS DR: PARK ST TO BROADWAY, ROADWAY REHAB.	12/15/2017	12/15/2016	1/30/2014	12/15/2016	12/15/2016	\$829,000.00	\$634,900.00	\$40,924.24	\$593,975.76
5178012	Inactive	Submit invoice to District by 08/21/2017		Albany	BUCHANAN/MARIN STREET FROM PIERCE ST. TO SAN PABLO, BIKE LANE & PED. WALKWAY	7/6/2017	7/6/2016	6/1/2012	7/6/2016	7/6/2016	\$2,484,942.00	\$1,702,000.00	\$1,624,623.42	\$77,376.58
5178013	Inactive	Submit invoice to District by 08/21/2017	Invoice submitted 8/18/17	Albany	ELEMENTARY SCHOOLS IN CITY OF ALBANY, SAFE ROUTES TO SCHOOL PROGRAM	7/6/2017	7/6/2016	8/16/2012	7/6/2016	7/6/2016	\$200,000.00	\$185,000.00	\$116,077.00	\$68,923.00
5057043	Inactive	Submit invoice to District by 08/21/2017	Invoice submitted 8/14/17. CTLA has forwarded to HQ.	Berkeley	NEAR LECONTE ELEMENTARY SCHOOL ALONG SHATTUCK AVE, AT WARD, STUART AND RUSSELL STREETS AND MERGE TO	9/14/2017	9/14/2016	9/14/2016		9/14/2016	\$534,375.00	\$473,000.00	\$0.00	\$473,000.00
5050044	Future	Submit invoice to District by 11/20/2017	RFP delayed; Est. contract by Oct; first invoice early Nov. CTLA is aware of delay.	Hayward	DOWNTOWN HAYWARD AND POSSIBLE ADDITIONAL LOCATIONS CAR SHARING SERVICES	12/2/2017	12/2/2016	12/2/2016		12/2/2016	\$245,880.00	\$200,480.00	\$0.00	\$200,480.00
5317015	Future	Submit invoice to District by 11/20/2017	Contract NTP issued 8/14/17. First invoice Est. late Sept.	Newark	ENTERPRISE DRIVE- FILBERT STREET TO APPROXIMATELY 350 WEST OF WELLS AVENUE INTERSECTION. IMPLEMENT ROAD	12/23/2017	12/23/2016	12/23/2016		12/23/2016	\$734,328.00	\$454,000.00	\$0.00	\$454,000.00
5012027	Inactive	Records indicate project is in Final Voucher. District to contact Final Voucher Unit to check status of project closure.	Closed and de-obligated	Oakland	HEGENBERGER ROAD OH (WPRR) (BR NO 33C-0202), SEISMIC RETROFIT	5/13/2016	5/14/2015	9/1/1996	5/14/2015	5/14/2015	\$7,511,271.00	\$6,640,876.00	\$6,111,784.70	\$529,091.30
5012100	Inactive	Carry over project. Invoice under review by Caltrans. Monitor for progress.	Final billing had to be resubmitted.	Oakland	7TH STREET FROM UNION TO PERALTA STREETS, PEDESTRAIN STREETScape IMPROVE	5/25/2016	5/26/2015	8/4/2009	5/26/2015	5/26/2015	\$4,070,044.00	\$3,630,000.00	\$3,590,000.00	\$40,000.00
5012121	Inactive	Carry over project. Project is in final voucher process.	Closed, remainder to be deobligated	Oakland	HEGENBERGER RD. OVER SAN LEANDRO STREET- BRIDGE # 33C0202, BRIDGE PREVENTIVE MAINTENANCE	8/10/2016	8/11/2015	4/29/2013	8/11/2015	8/11/2015	\$761,250.00	\$673,935.00	\$429,241.43	\$244,693.57
5012122	Inactive	Carry over project. Invoice under review by Caltrans. Monitor for progress.	Invoice submitted 8/8/17.	Oakland	IN OAKLAND: ADJACENT TO LAKE MERITT PROJECT AREA BORDERED BY HARRISON ST, GRAND AVE., LAKESHORE AVE., AND	5/23/2017	5/23/2016	5/23/2016		5/23/2016	\$1,547,945.00	\$827,758.00	\$0.00	\$827,758.00
5012126	Inactive	Submit invoice to District by 08/21/2017	Awarded July 18th and award package submitted Aug 17th. 1st billing submitted.	Oakland	SEVEN BLOCK AREA OF GRAND AVE. FROM PARK VIEW TO EUCLID UPGRADE CROSSWALKS: SIGNING, STRIPING, PED	9/15/2017	9/15/2016	8/27/2014	9/15/2016	3/24/2017	\$1,046,847.00	\$636,756.00	\$104,196.84	\$532,559.16
5012129	Inactive	Carry over project. Provide status update to DLAE immediately.	Awarded July 18th and award package submitted Aug. 17th.	Oakland	9TH ST/MADISON, 8TH ST/JACSON, 8TH/MADISON, 8TH ST/OAK ST, 7TH ST/MADISON UPGRADE TRAFFIC SIGNALS	5/17/2017	5/17/2016	9/2/2014	5/17/2016	12/7/2016	\$936,439.00	\$606,000.00	\$58,200.00	\$547,800.00
5012133	Inactive	Carry over project. Provide status update to DLAE immediately.	Billed in spring; preparing second billing.	Oakland	CITYWIDE, OAKLAND CARSHARE AND OUTREACH PROGRAM	9/7/2016	9/8/2015	9/8/2015		9/8/2015	\$384,631.00	\$320,526.00	\$0.00	\$320,526.00
5012136	Inactive	Invoice under review by Caltrans. Monitor for progress.	Billing submitted Aug 4th, award package submitted Aug 17th.	Oakland	IN OAKLAND: AT THE INTERSECTIONS OF: (1) 35TH AVE.@ WISCONSIN ST, (2) PLEASANT ST @ BOSTON AVE, (3) SCHOOL ST.@	7/27/2017	7/27/2016	7/27/2016		7/28/2016	\$1,466,091.00	\$1,236,000.00	\$0.00	\$1,236,000.00
5012125	Future	Invoice under review by Caltrans. Monitor for progress.		Oakland	CITYWIDE STREETS - SEE STATE COMMENT SCREEN FOR ELIGIBLE LOCATIONS, ROAD REHAB & DIETING, BIKE LANES, AND ADA	12/15/2017	12/15/2016	6/8/2014	12/15/2016	12/15/2016	\$5,568,845.00	\$4,422,000.00	\$3,751,199.17	\$670,800.83
5012139	Future	Submit invoice to District by 11/20/2017		Oakland	IN OAKLAND: AT THE INTERSECTIONS OF: 10TH/OAK, 10TH/JACKSON, 10TH/HARRISON, 11TH/JACKSON,	10/14/2017	10/14/2016	10/14/2016		10/14/2016	\$73,000.00	\$65,700.00	\$0.00	\$65,700.00
5012140	Future	Submit invoice to District by 11/20/2017		Oakland	SHATTUCK AVE AT 49TH ST, 51ST, 59TH, ALCATRAZ AVE; CLAREMONT AVE BETWEEN TELEGRAPH AVE AND CLIFTON ST. SIGN AND	12/15/2017	12/15/2016	12/15/2016		12/15/2016	\$201,000.00	\$180,900.00	\$0.00	\$180,900.00
5012141	Future	Submit invoice to District by 11/20/2017		Oakland	MARKET ST. BETWEEN 4TH AND 7TH ST. & 18TH TO 19TH ST. INTERSECTION AT MARKET ST AT 14TH, 16, AND 21ST STREET,	10/21/2017	10/21/2016	10/21/2016		10/21/2016	\$204,000.00	\$183,600.00	\$0.00	\$183,600.00
5012142	Future	Submit invoice to District by 11/20/2017		Oakland	TELEGRAPH AVENUE BETWEEN 29TH AND 45TH ST. STRIPING AND SIGN ROAD DIET WITH BUFFERED BIKE LANE, SIGNAL	10/14/2017	10/14/2016	10/14/2016		10/14/2016	\$221,400.00	\$199,260.00	\$0.00	\$199,260.00
5101028	Future	Invoice under review by Caltrans. Monitor for progress.	Invoice was mailed early August.	Pleasanton	BRIDGE NO.33C0132 BERNAL AVE OVER ARROYO DE LA LAGUNA CLEAN BRIDGE AND APPLY PROTECTIVE COATING	11/30/2017	11/30/2016	3/29/2013	11/30/2016	12/13/2016	\$1,729,111.00	\$1,530,782.00	\$117,915.89	\$1,412,866.11
5101029	Future	Invoice under review by Caltrans. Monitor for progress.	Invoice was mailed early August.	Pleasanton	CITY OF PLEASANTON: S BRIDGES, 33C0454, 33C0099, 33C0453, 33C0461, AND 33C0462. BRIDGE PREVENTIVE	12/5/2017	12/5/2016	12/19/2015	12/5/2016	3/24/2017	\$90,000.00	\$79,677.00	\$11,724.03	\$67,952.97
5354039	Future	Submit invoice to District by 11/20/2017		Union City	WHIPPLE ROAD/CENTRAL AVENUE AND DECOTO ROAD/PERRY ROAD UPGRADE TRAFFIC SIGNALS; INSTALL LIGHTING	10/21/2017	10/21/2016	10/21/2016		10/21/2016	\$57,500.00	\$57,500.00	\$0.00	\$57,500.00
6073028	Inactive	Carry over project. Provide status update to DLAE immediately.		University Of California	UNIVERSITY OF CALIFORNIA, BERKELEY TECHNOLOGY TRANSFER CENTER, LOCAL TECHNICAL ASSISTANCE PROGRAM	4/30/2016	5/1/2015	5/1/2015		5/1/2015	\$199,726.00	\$99,863.00	\$0.00	\$99,863.00
6073030	Inactive	Carry over project. Provide status update to DLAE immediately.		University Of California	WITHIN CITY OF BERKELEY, STUDY ON-CAMPUS PARKING PRICING	9/9/2016	9/10/2015	9/10/2015		9/10/2015	\$211,585.00	\$169,185.00	\$0.00	\$169,185.00

Color Key

	Project is inactive for more than 12 months and is carried over from last quarter inactive project list.
	Invoice / Final invoice is under review

Updated on 08/17/2017

Alameda County Inactive Obligations
Updated by Caltrans, 8/17/17

Project No.	Status	Agency Action Required	Status Update/ Reason for Delay	Agency	Description	Potential Deobligation Date	Latest Date	Authorization Date	Last Expenditure Date	Last Action Date	Total Cost	Federal Funds	Expenditure Amount	Unexpended Balance
		Project is in final voucher process. District can contact Final voucher unit to verify and get an update.												
		Invoice is returned and agency needs to contact DLAE to resubmit the invoice.												
		Invoice is overdue.												



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: August 31, 2017

SUBJECT: Transportation Technology Matching Opportunity

RECOMMENDATION: Approve Alameda CTC's Transportation Technology Initiative and Matching Opportunity.

Summary

Alameda CTC has been a pioneer in promoting innovative transportation solutions. Some of the early initiatives, such as the I-680 Express Lane demonstration project and Safe Routes to School programs, were embraced by the region and helped lead to the development of the Bay Area Express Lanes network and regional funding for many local Safe Routes to School programs. Continuing in this tradition, Alameda CTC's 2014 voter approved Measure BB Transportation Expenditure Plan identifies funding for "Technology and Innovation." The recent rapid advancement in transportation technologies has resulted in myriad new and evolving opportunities in the areas of shared mobility and connected and autonomous technologies, as well as further advancement of existing technologies such as intelligent transportation systems (ITS), signal systems, and real-time information sharing. In addition, new innovative approaches to data collection and analysis are continually reshaping how transportation monitoring and performance evaluation are being performed.

Alameda CTC is proposing to launch a three-pronged Technology Initiative. The Initiative would provide matching funds for a specific grant opportunity currently available to all member agencies, as well as seek letters of interest to gain a better understanding of specific technology initiatives member agencies are interested in pursuing and receive information from data collection vendors to assess any appropriateness for partnerships. This approach allows Alameda CTC to advance technology solutions while at the same time gather information from our partners to help inform a larger technology approach suitable for Alameda County.

- **Matching Funds:** The Metropolitan Transportation Commission (MTC) currently has a call open for an Innovative Deployment to Enhance Arterials (IDEA) grant (Attachment A). Alameda CTC will provide matching funds to support member agencies that are successful in obtaining the IDEA grant.

Applications are due to MTC on September 29, 2017 for Category 1 and November 17, 2017 for Category 2 projects. The matching funds would be paid for with Measure BB Technology and Innovation funding currently allocated to Alameda CTC to develop pilot projects.

- Letter of Interest – Technology Solutions: Alameda CTC will develop and release a letter of interest to identify member agencies that are engaged or interested in implementing potential technology solutions to address local transportation issues. Alameda CTC would then work with member agencies to identify ways to assist and support advancement of promising efforts.
- Letter of Interest – Data: Alameda CTC would develop and release a letter of interest focused on data collection and analysis technology vendors (including the private sector, educational and non-profit entities, and public agencies) who can help investigate and validate new data collection methods that are enabled by emerging technologies and provide robust and current or real time data on the county's multimodal infrastructure performance.

While the matching funds for the IDEA grant will need to be committed in February 2018, the other efforts will occur in spring 2018. The Commission is requested to approve the funding support for matching funds for successful IDEA grant applications from Alameda County local jurisdictions and transit agencies. Staff will bring the information on any successful Alameda County applicant(s) for the IDEA grant to the Commission.

Background

Alameda County is supported by a robust multimodal transportation network. Despite this, the county's central location in the region results in persistent congestion impacts throughout the county. With a mature roadway network, Alameda CTC has engaged in implementing innovative projects focused on operational improvements for multimodal mobility. Some of these projects and programs include:

- San Pablo Avenue Smart Corridor Project
- I-80 Integrated Corridor Management
- I-680 Express Lane Demonstration Program
- I-580 Express Lanes with continuous access

Recent technological advancements provide opportunities to facilitate enhancing the efficiency of the existing county infrastructure, improve safety, and provide more travel options, leading to overall improved multimodal mobility. Foreseeing these opportunities, the Transportation Expenditure Plan for the voter approved Measure BB identified funding for "Technology and Innovation."

A Purposeful Three-Pronged Approach

Alameda CTC's approach to countywide technology solutions is to engage in purposeful and effective applications of advanced technologies to address transportation issues by working with the jurisdictions and transit agencies. As an initial step, a panel discussion and presentation was held at the November 2016 Commission Retreat presenting several areas of technological advancement – connected infrastructure, connected and autonomous vehicles, and shared mobility. An Information Exchange Forum has been established as part of the Alameda County Technical Advisory Committee (ACTAC) to facilitate on-going knowledge sharing based on local, regional and broader experience on transportation technology deployment. Alameda CTC also supported the Cities of Oakland and Fremont in their applications for the federal 2015 Smart City grant challenge.

To better understand and identify the specific needs across the county for strategic application of technologies and to support local initiatives, Alameda CTC is proposing to launch a three-pronged approach that will 1) support goal oriented local technology initiatives by local jurisdictions and transit agencies that are applying for grant opportunities; 2) better understand and identify the transportation issues and appropriate technology solutions that can be strategically supported; and 3) develop a process for identifying and potentially facilitating data collection and analysis with technology vendors who can provide robust and current/real time data and analysis of the county's multimodal infrastructure to provide improved understanding of the system performance and hotspots in more real time.

1. Matching grant for successful Alameda County Jurisdictions and Transit Agencies in MTC's IDEA Grant Funding

MTC has released call for applications (included Attachment A) for a new regional initiative called the Innovative Deployments to Enhance Arterials (IDEA). Of the two categories of IDEA grant, Category 1 focuses on deployment of mature, commercially-available advanced technologies and Category 2 looks to improve the operations of arterial roads that will enhance the readiness of the Bay Area for connected and automated vehicle technologies. The application requires a local match of 15% in funding and 10% in-kind. Alameda CTC proposes to support successful grant application(s) from Alameda CTC jurisdictions and transit operators with a focus on Category 2 projects by providing funding towards the 15% funding match. This will also bolster the existing purposeful efforts by the member agencies.

The goals of IDEA grant align with Alameda CTC's multimodal efforts:

- Improve multimodal travel time and travel time reliability along arterials;
- Improve safety of motorists, transit riders, bicyclists, and pedestrians;
- Decrease motor vehicle emissions and fuel consumption; and

- Improve knowledge of and proficiency in the use of advanced technologies for arterial operations.

The IDEA grant has a maximum grant award of \$3 million per project and per applicant. The total amount available for matching projects awarded to Alameda County jurisdictions and transit agencies would be \$600,000. Alameda CTC staff would determine the amount provided to each project once MTC makes its award decisions, with a priority going to support the Category 2 applications.

Timeline: MTC grant award is scheduled in November 2017 and February 2018. If approved, Alameda CTC will enter into an agreement with selected successful member agencies to provide the local match in February/March 2018 after MTC announces final award decisions.

2. Letters of Interest for New Technology Initiatives

Given the exponential growth in transportation technology, many potential projects and initiatives are at various stages of readiness for deployment. Alameda CTC seeks to identify technologies that are available and appropriate for addressing existing transportation issues. To identify local transportation issues and appropriate technology solutions that can be potentially and strategically supported, Alameda CTC will release a Letter of Interest (LOI) to member agencies seeking the following information:

1. Needs or challenges that can be addressed through technology solutions that the member agency is interested to work on.
2. Efforts the local agencies have already initiated regarding identifying technological solutions including research or private partnerships, working with potential vendors, seeking funding and defining suitable technology/strategy.

Based on responses received, discussions will be held with member agencies to identify a subset of initiatives to partner on that can help inform how Alameda CTC defines a process for advancing locally supportive technology solutions.

Timeline: Release LOI in winter 2017

3. Data Collection Technology Pilots

The need for robust data on the county's transportation infrastructure is paramount to better understand performance and improvement needs and support informed and effective investment decisions. New funding opportunities have brought an increased need for multimodal performance measurement for the countywide transportation system and at the same time there is a new generation of technologies that enable dynamic data collection and analysis. For improved understanding of the system performance and hotspots in more real time, Alameda

CTC will release an LOI to the private sector, educational, non-profit, and public agencies to help investigate and validate new data collection methods that are enabled by emerging technologies. The LOI will inform subsequent actions for funding or partnerships for testing new data collection methods.

Timeline: Release LOI in spring 2018

Fiscal Impact: The not-to-exceed amount of \$600,000 towards local matching funds for projects awarded a grant through MTC's IDEA grant program was approved in the 2018 CIP and will be included in the Fiscal Year 2017-18 budget.

Attachment

A. Innovative Deployment to Enhance Arterials - Grant Program guidelines

Staff Contacts

[Tess Lengyel](#), Deputy Executive Director of Planning and Policy

[Saravana Suthanthira](#), Principal Transportation Planner

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Innovative Deployments to Enhance Arterials (IDEA) Challenge Grant Program

Program Overview

The Metropolitan Transportation Commission (MTC) invites eligible Bay Area public agencies to submit applications for consideration under a new regional initiative called the Innovative Deployments to Enhance Arterials (IDEA). MTC's interest is to not only continually advance innovation to help us further improve the operations of our arterials systems, but also to enhance the readiness of the Bay Area for connected and automated vehicle technologies.

The Bay Area has over 33,000 directional miles of arterials and local streets and approximately 11,000 traffic signals. Some of the region's major arterials carry heavy traffic and experience significant congestion during the weekday peak periods. This congestion can lead to loss of productive time, unreliable travel for autos and transit vehicles, and increased safety issues for bicyclists and pedestrians.

IDEA is designed to provide a funding opportunity to support cities, counties and transit agencies to deploy advanced technologies along their arterials to enhance mobility, sustainability and safety across all modes. Public agencies may opt to deploy mature, commercially-available technologies on their own or integrated with newer, higher-risk connected and automated vehicle technologies. Agencies may also choose to support regional readiness for future connected/automated vehicle on arterials by deploying pilot concept projects using cutting-edge connected/automated vehicle technologies.

Federal funds available through IDEA are designed to assist agencies with project implementation through capital support and consultant technical assistance. Services to be performed by the consultants will be defined by MTC, in coordination with the grant recipients.

Program Goals

The core goals of IDEA are to:

- 1) Improve travel time and travel time reliability along arterials for autos and transit vehicles;
- 2) Improve safety of motorists, transit riders, bicyclists, and pedestrians;
- 3) Decreasing motor vehicle emissions and fuel consumption; and
- 4) Improve knowledge of and proficiency in the use of advanced technologies for arterial operations.

Eligible Projects

Eligible projects under IDEA must support the Program goals. A total of \$13 million in federal funds is available. Grant funds will be directed towards Category 1 projects (i.e., uses mature, commercially-available advanced technologies) and Category 2 projects (i.e., uses connected/automated vehicle technologies); funding distribution for each category will depend on the pool of candidate projects. Refer to [Attachment A](#) for additional details and example projects within each category.

Project Category	Brief Description
Project Category 1: Mature, Commercially-available Advanced Technologies	
Signal System Improvements	These projects improve traffic signal systems and the management of arterial operations to provide better mobility along the corridor. Example projects: Automated Traffic Signal Performance Measures implementation, adaptive signal control technology deployments, etc.
Bicycle/Pedestrian Improvements	These projects make operational improvements to bicycle/pedestrian infrastructure to encourage active modes of transportation. Example projects: bicycle/pedestrian detection, bicycle green waves, etc.
Transit Improvements	These projects improve existing transit systems along high-demand transit routes to encourage mode shifting. Example projects: Transit Signal Priority (TSP) expansion, queue jump lanes, etc.
Other Improvements	These projects include improvements to arterial operations that are not necessarily covered in the categories above. Example projects: Emergency Vehicle Pre-emption (EVP) expansion, dynamic lane assignment, coordination of arterial signals with ramp metering, etc.
Project Category 2: Connected/Automated Vehicle Technologies	
Bicycle/Pedestrian Improvements	These projects or project elements would incorporate dynamic messaging between bicyclists/pedestrians, vehicles and infrastructure to enhance arterial operations. Example projects: Active signal priority systems for bicyclists and pedestrians, vulnerable road user protection through transmission of surrogate Personal Safety Messages to vehicles, etc.
Multi-Modal Intelligent Transportation Signal Systems (MMITSS)	These projects would utilize the open source code for MMITSS as well as advanced communications and detection technologies to optimize signal operations by incorporating data from connected vehicles. Example projects: Any of the US Department of Transportation-defined MMITSS applications, e.g., TSP, PREEMPT (advanced EVP), Intelligent Traffic Signal System (ISIG), etc.
Driving Optimization	These projects would utilize messaging between signal infrastructure and vehicles to affect driver behavior, which can lead to environmental improvements. Example project: Eco-Approach and Departure at Signalized Intersections application.

Eligible Applicants

Public agencies (cities, counties, and transit agencies) are eligible to apply for grant funding under IDEA. While all these public agencies are eligible to apply, projects that meet the minimum requirements below, for each project category, will receive funding priority:

Project Category	Minimum Requirement for Funding Priority
Project Category 1: Mature, Commercially-available Advanced Technologies	
Signal System Improvements	<ul style="list-style-type: none"> For adaptive signal projects: <ul style="list-style-type: none"> Refer to Attachment B to first determine whether the corridor is a good candidate for an adaptive system Arterial is currently operating on a central signal system For all other projects: <ul style="list-style-type: none"> Arterials with basic communications to signals
Bicycle/Pedestrian Improvements	<ul style="list-style-type: none"> Corridors or locations with high (or the potential for high) bicycle or pedestrian demand Arterials with basic communications to signals
Transit Improvements	<ul style="list-style-type: none"> Transit Signal Priority already in place Corridors serving at least two transit routes Arterials with moderate to high levels of congestion
Other Improvements	<ul style="list-style-type: none"> See above
Project Category 2: Connected/Automated Vehicle Technologies	
Bicycle/Pedestrian Improvements	<ul style="list-style-type: none"> Corridors or locations with high (or the potential for high) bicycle or pedestrian demand Arterials with basic communications to signals
Multi-Modal Intelligent Transportation Signal Systems (MMITSS)	<ul style="list-style-type: none"> Arterials with moderate to high levels of congestion Arterials with basic communications to signals Arterials regularly carrying traffic from a controlled or specific fleet of vehicles (e.g., transit routes, other publicly owned-vehicles, serving a large employer who is included within the project)
Driving Optimization	<ul style="list-style-type: none"> Arterials with moderate to high levels of congestion Arterials with basic communications to signals Arterials regularly carrying traffic from a controlled or specific fleet of vehicles (e.g., transit routes, other publicly owned-vehicles, serving a large employer who is included within the project)

Project Delivery and Partnerships

Procurements

MTC shall play an active role in delivering all project work by co-managing and providing input on the scope of work and reviewing deliverables. Depending on the type of project it is possible, even likely, that the procurement of professional services, such as for the delivery of systems engineering deliverables, would be done using MTC procurement procedures designed for this purpose, with the public agency project sponsor(s) as partners. The procurements of capital improvements, hardware and software, however, would likely be conducted by the public infrastructure owner operator and reimbursed via a funding agreement with MTC. Deviations from this general pattern would be approved by MTC on a case-by-case basis.

Combining Technologies and Funding Categories

Applicants are allowed to request funding for a single project that combines a project listed in Attachment A under Project Category 1 and one listed under Project Category 2, if and only if:

- The Category 1 project constitutes a separate improvement that can be judged on its own merits;
- The Category 1 project is delivered in an earlier phase of the project than the Category 2 project; and
- The applicant demonstrates, within the project description deployment plan and evidence of project management capacity that the project team can avoid delay in delivering the Category 1 project.

MTC reserves the right to request changes to the scope of work and selectively fund certain project elements.

Call for Public-Private Partnerships

Applicable to Category 2 projects *only*, public agencies are encouraged to partner with the private sector to pilot advanced technologies that support connected and automated vehicles. MTC supports partnerships with firms to deliver the innovative elements under Category 2 because these may require specific, and less common, expertise with these newer technologies in an early phase of planning a project. Private firms may help shape the scope of work for the project proposal and play a role in project delivery.

The private sector partner must make a specified financial contribution (not just in-kind) to the overall project cost which will be assessed by MTC in light of the overall project costs and benefits. All applications, regardless of the type of work, must meet the Caltrans State and Local Assistance guidelines pertinent to federal funding and sourcing. MTC can address questions about the federal requirements for these partnerships at the August and September workshops; although, requirements for specific projects may need to be handled on a case-by-case basis, prior to the application deadline.

Grant Funding / Match

	Category 1	Category 2
Total Grant Funds Available	TBD	TBD
Minimum Grant Awards	\$0.25 million	
Maximum Grant Awards	\$3 million	
Minimum Local Cash Match (% of total project cost)	15%*	
Minimum In-Kind Match (% of total project cost)	10%	

** For projects with private sector participation, of the total 15% cash match requirement, a private sector partner must provide at least a third of this requirement (i.e., 5% of the total project cost as cash).*

How to Calculate Match

The match is based on **total project cost**, not the amount of the grant. See example below:

Total Project Cost = \$350,000
Grant Amount = \$262,500
Minimum Local Cash Match = \$52,500 (15% of \$350,000)
Minimum In-Kind Match = \$35,000 (10% of \$350,000)

The sources for these competitive grants are federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. All projects must meet CMAQ eligibility and requirements. Following project selection, MTC will apply to Caltrans Local Assistance to complete the E-76 process on behalf of project sponsors. However, agencies are expected to comply with federal-aid requirements, as applicable. More information on CMAQ requirements can be found here:

http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm.

Application and Evaluation Process

All applications for eligible projects received by the due date will be reviewed by an evaluation committee convened by MTC. See Attachment C for project application. MTC reserves the right to reject any incomplete application, i.e., an application that does not include sufficient information that will enable the evaluation committee to adequately score the application based on the criteria described below.

Completed applications must be submitted via email to Linda Lee, Arterial Operations Program Manager, at llee@mtc.ca.gov.

EVALUATION CRITERIA (100 points total)

The following evaluation criteria will be used to score each completed application:

- **Project Concept (25 points)**
 - Clarity of project or project concept, i.e., deployment project or project concept addresses demonstrated needs
 - Plan utilizes innovative technologies in an appropriate fashion (for Category 2 projects)
- **Implementation (30 points)**
 - Ability to implement project within two to three years upon receipt of grant funding
 - Commitment of specific and sufficient staff
 - Demonstrated project management capacity
 - Demonstration of support from relevant stakeholders, partners or decision-makers
- **Project Impact (30 points)**
 - Potential to reduce GHG and other types of emissions (this could be through mode shift, decreased travel time, reduced vehicle idling/braking, reduced VMT, etc.)
 - Potential to provide regional or corridor-level benefits
 - Potential to provide benefits to a large number of users (outreach area)
- **Match (10-15 points)**
 - 10 points will be given for meeting minimum match requirements (cash and in-kind)
 - Up to 5 additional points will be given for any match over the minimum

Timeline

Due to the recognized complexity of Category 2 projects, additional time will be provided to potential applicants to develop the scope of these projects. Applications that include only Category 1 projects will be due first; however, MTC reserves the right to the award some Category 1 projects at a later date, depending upon the strength of the submittals for Category 1 and Category 2 projects.

Activity	Date
MTC Issues Call for Projects	July 17, 2017
Round 1 Regional Workshops for potential applicants	August 21 and August 23, 2017 See "Regional Workshops" below for details.
Round 2 Regional Workshops (focus on Category 2 projects)	September 2017 (dates TBD)
For applications that include only Category 1 Projects:	
Applications Due	September 29, 2017 at 4:00pm
Evaluation panel completes review of applications and recommends grant awards	October 2017 (tentative)
Committee/Commission Approvals of Grant Awards	November 2017 (tentative)
For all other applications*:	
Applications Due	November 17, 2017 at 4:00pm
Evaluation Committee completes review of applications and recommends grant awards	January 2018 (tentative)
Committee/Commission Approval of Grant Awards	February 2018 (tentative)

* Includes Category 2-only projects and combination of Category 1 and Category 2 projects.

Regional Workshops

MTC will be hosting the following three workshops to provide prospective applicants with an overview of the IDEA Challenge Grant Program and to answer any questions applicants may have. Additional workshops that will primarily focus on Category 2 project applications will be held in September – specific dates will be determined and announced later. Please check MTC’s website for updates.

<p>Workshop #1</p> <p>Monday, August 21, 2017 2:00pm to 4:00pm</p> <p>Alameda County Transportation Commission (ACTC) Room B and Room C 1111 Broadway, Suite 800 Oakland, CA 94607</p>	<p>Workshop #2</p> <p>Tuesday, August 23, 2017 10:00am to 12:00pm</p> <p>Sonoma County Transportation Authority (SCTA) STCA Large Conference Room 490 Mendocino Ave #206 Santa Rosa, CA 95401</p> <p><i>Space for this event is limited, please register here:</i> https://goo.gl/forms/rKBxcmgcE3LmFI022</p>	<p>Workshop #3</p> <p>Wednesday, August 23, 2017 2:00pm to 4:00pm</p> <p>San Mateo County Transit District (SamTrans) 2nd floor Auditorium 1250 San Carlos Avenue San Carlos, CA 94070</p>
<p>Workshop #4 (specific to Category 2)</p> <p>Thursday, September 7, 2017 1:00pm to 3:00pm</p> <p>Contra Costa Transportation Authority (CCTA) 2999 Oak Road, Suite 110 Walnut Creek, CA 94597</p>	<p>Workshop #5 (specific to Category 2)</p> <p>September (TBD)</p> <p>Santa Clara Valley Transportation Authority</p> <p>(contact Robert Rich to be added to notification list for this event)</p>	

Contact Information

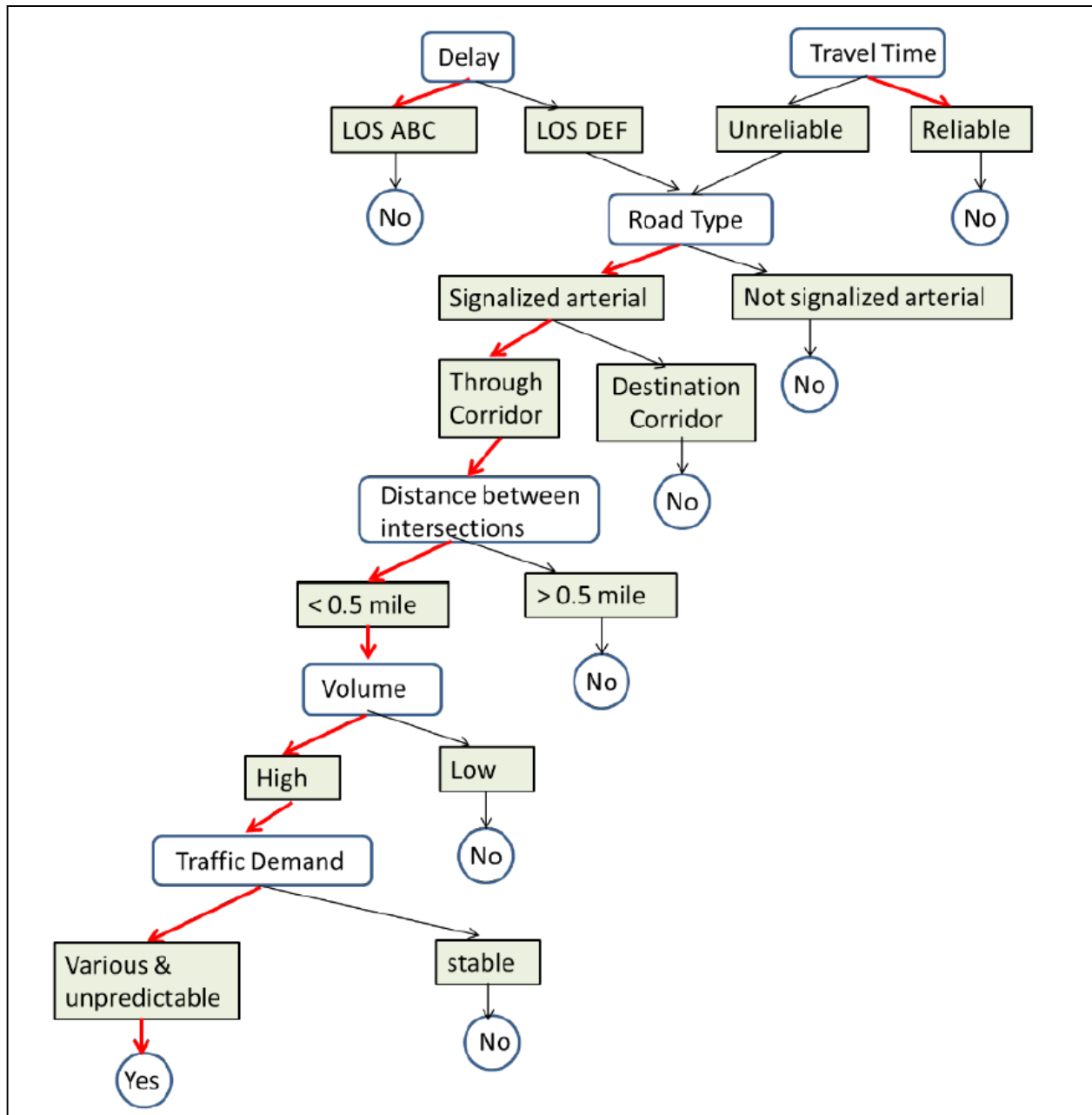
For general questions about grant application requirements, please contact Linda Lee. To discuss potential project ideas in advance of submitting an application, please contact the following MTC staff:

<p>Project Category 1 Linda Lee Arterial Operations Program Manager 415.778.5225 llee@mtc.ca.gov</p>	<p>Project Category 2 Robert Rich Connected/Automated Vehicle Program Manager 415.778.6621 rrich@mtc.ca.gov</p>
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ATTACHMENT A
INNOVATIVE DEPLOYMENTS TO ENHANCE ARTERIALS (IDEA)
ELIGIBLE PROJECTS

ATTACHMENT B
DECISION TREE FOR ADAPTIVE SIGNAL

Note to applicants for an adaptive signal system project: This decision tree is to be used to determine whether or not a corridor is a good candidate for an adaptive signal system. If it is, applicant will be required to provide information/data to support the questions asked in the decision tree.



ATTACHMENT C
INNOVATIVE DEPLOYMENTS to ENHANCE ARTERIALS (IDEA)
GRANT APPLICATION

Application deadlines:

Category 1 only projects: Friday, September 29, 2017, 4:00 p.m.

All other applications: Friday, November 17, 2017, 4:00 p.m.

Please review the IDEA Program Guidelines for additional information.

PART 1: GENERAL INFORMATION	
a) Project Sponsor	
Lead Applicant (Agency)	Click here to enter text.
Project Manager (name and title)	Click here to enter text.
Contact Information (email and phone)	Click here to enter text.
b) Project Partners [please list all project partners (i.e., public agencies/businesses/organizations) that will be involved, and their role in the project]; use additional sheets of paper, if needed. (Detailed description of roles in the project to be provided in Section 5c.)	
1. Agency/Business/Organization	Click here to enter text.
Contact Name	Click here to enter text.
Contact Information (email and phone)	Click here to enter text.
Role in Project (brief)	Click here to enter text.
2. Agency/Business/Organization	Click here to enter text.
Contact Name	Click here to enter text.
Contact Information (email and phone)	Click here to enter text.
Role in Project (brief)	Click here to enter text.
c) Consent: Consent to share project data and cooperate with any future MTC effort to evaluate project performance, if selected.	<input type="checkbox"/> Yes <input type="checkbox"/> No (please explain) Click here to enter text.
PART 2: PROJECT CATEGORY	
a) Grant Program	<input type="checkbox"/> Category 1: Mature, Commercially-available Advanced Technologies [complete b] <input type="checkbox"/> Category 2: Connected/Automated Vehicle Technologies [complete c] <input type="checkbox"/> Combination of Category 1 and Category 2 [complete b and c]
b) Project Category 1	<input type="checkbox"/> Signal System Improvements <input type="checkbox"/> Bicycle/Pedestrian Improvements <input type="checkbox"/> Transit Improvements <input type="checkbox"/> Other
c) Project Category 2	<input type="checkbox"/> Bicycle/Pedestrian Improvements <input type="checkbox"/> Multi-Modal Intelligent Transportation Signal Systems <input type="checkbox"/> Driving Optimization <input type="checkbox"/> Other

PART 3: BRIEF PROJECT DESCRIPTION	
a) Project Title	Click here to enter text.
b) Brief Project Description and Purpose	Click here to enter text.
c) Project Location	Click here to enter text.
PART 4: COST AND FUNDING	
a) Total Project Cost [b+c+d+e]	Click here to enter text.
b) Total Grant Request from MTC	Click here to enter text.
c) Local Cash Match	Click here to enter text.
d) Private sector cash match (if applicable)	Click here to enter text.
e) In-Kind Match	Applicants must also provide a basis for the valuation of their in-kind match, which can include goods and/or services. Click here to enter text.
PART 5: NARRATIVE/COST PROPOSAL	
a) Detailed description of project (describe the project and services being requested) Click here to enter text.	
b) Project justification and needs (justify the project by describing what the agency needs are and how this project will meet those needs) Click here to enter text.	
c) Project roles, for both lead agency and partners (i.e., other agencies, businesses, organizations, etc.) Click here to enter text.	
d) Agency resources (describe the resources the sponsor agency will dedicate for the successful completion of the project) Click here to enter text.	
e) Project readiness (describe the readiness of the project, and any factors (e.g., construction projects) that may influence the project schedule in any way) Click here to enter text.	
f) Detailed project cost proposal (include breakdown of costs for capital, construction, consultants, etc.) <i>Include as an attachment, if needed.</i> Click here to enter text.	
g) Vicinity map <i>Include as an attachment</i>	
h) Letter of support from each partner agencies <i>Include as an attachment</i>	
i) Other information (provide any other relevant information not provided above) Click here to enter text.	

PART 6: CORRIDOR INFORMATION

To the extent possible, please submit the following information/data for each signal within the project corridor (click [here](#) for template)

- Project intersection name (major & minor street)
- Traffic signal owner and operator
- Existing communications (e.g., interconnect, fiber, wireless, none, etc.)
- Controller information (i.e., type, firmware, and date of last firmware upgrade)
- Type of detection (i.e., technology type, at stop bar and/or advance, lane-by lane, speed)
- Any existing advanced technologies at intersection
- Type of existing timing plans
- Intersection lane configurations
- Distances between adjacent signals along project corridor
- Corridor transit service information (e.g., operator, route numbers, and headways)
- On one of the CMA's Route of Regional Significance? (Y/N)
- Operates on a reliever route (list the freeway)
- Traffic volume, i.e., ADT, weekday peak hour turning movement counts
- Contains bicycle facilities (e.g., lane, sharrow, protected lane, none)
- Other volumes (e.g., bicycle or pedestrian), if applicable



Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: August 31, 2017

SUBJECT: Alameda County Safe Routes to Schools (SR2S) Program

RECOMMENDATION: Receive an update on the Alameda County Safe Routes to Schools Program.

Summary

Alameda County's Safe Routes to Schools (SR2S) Program is a countywide program that promotes and encourages safe walking, bicycling, carpooling, and riding transit to school. The program began in 2006 as a pilot at two schools and has grown to serve approximately 190 schools. This fall, the program is beginning its 12th year of operations and is being implemented under a new structure, guided by goals and principles adopted by the Commission in January 2017. Under the new structure, Alameda CTC takes on a more active program management role and utilizes three professional service contracts to deliver the program with the goal of achieving the following outcomes:

- **Increase use of active and green transportation modes** to access schools (biking, walking, taking transit, and carpooling) and promote walking, bicycling, and taking transit as viable, everyday transportation options.
- **Increase safe pedestrian/bicycling behaviors**, decrease incidence of collisions, increase student and parent confidence in safe walking/bicycling/transit riding abilities and safe multimodal access to schools.

This memo summarizes the following:

- Commission-adopted program goals
- New implementation structure
- Role of local jurisdictions in Alameda County SR2S Program

Program Goals

In January of this year, the Commission adopted SR2S program goals and principles. The goals, shown below, translated the principles into actions.

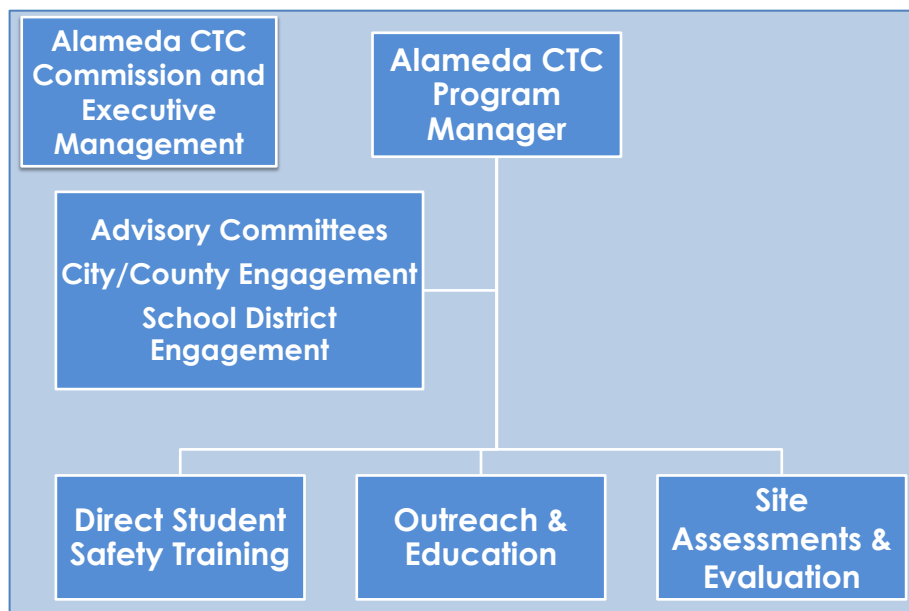
1. Provide a **comprehensive and equitable** program throughout Alameda County in a fiscally responsible manner, serving all public schools interested in participating.

2. Develop a core program that will allow **every student** in Alameda County to have access to age-appropriate bike/ped safety training and SR2S educational activities throughout their school careers (i.e. at least once in elementary, once in middle school, and once in high school).
3. Establish and maintain strong, effective **partnerships** throughout the county in order to foster program **expansion and sustainability**.
4. Support **improvements to the built environment** near schools that allow for better access and increase safety.
5. Encourage the adoption of SR2S **policies and curriculum** within schools.
6. **Evaluate** the SR2S program at the school level so that it is context sensitive and will allow the program to adjust to address what is learned during the evaluation process.
7. Engage **parents** as the transportation mode “decision maker.”

In addition to the SR2S program principles and goals, the Commission also approved a framework for implementation of the Safe Routes to School program. Under the new framework, Alameda CTC staff has more of a leadership role in managing the program. Alameda CTC staff is responsible for setting the strategic direction for the program, cultivating high level partnerships, and convening and managing Advisory Committees that will help guide program implementation in each part of the county. Using the Commission adopted principles, goals and framework as guides, the procurement of three new contracts was completed in August 2017.

New Implementation Structure

The chart below depicts the new implementation structure for the program.



Direct Student Safety Training

This contract is held by Alta Planning + Design in conjunction with several non-profit service providers and is responsible for providing safety training and “green mode” education activities directly to students. Activities provided under this contract include:

- **Pedestrian Rodeos** - Interactive hands-on training that allows students from K-12 to experience traffic situations as pedestrians in a simulated and safe learning environment. Students learn about the causes of pedestrian crashes and the countermeasures that can be taken to avoid them.
- **Bicycle Rodeos** - Safe bicycle handling skills and riding techniques are taught on a simulated city streets course. Usually taught in the 4th and 5th grade.
- **Drive Your Bike** – 5 day in-class bicycle safety training course for middle and high schools that emphasizes improving bike handling skills, educates students about the rules of the road and exposes students to safe biking routes to their schools.
- **BikeMobile** - Mobile bike repair shop that visits schools and community events to repair bicycles and teach participants bike safety and bike repair.
- **Walking School Buses and Bike Trains** – training and support provided to institute volunteer-led groups of students that walk or bike to school together.
- **School Assemblies** – “Rock the Block” is a 40-minute elementary school assembly that teaches children about walking and biking safety through entertaining songs and dialogue. “Step Up” is a rock musical about riding bikes and taking public transportation safely tailored to a middle school audience.

In addition, the scope of this contract includes development of new activities and the creation of videos to broaden the impact of the safety messages.

Outreach and Education

This contract is held by Toole Design Group in conjunction with TransForm and Enviro Issues as subconsultants. This team will deliver program implementation support directly to schools through site coordinators. A new element of the program added this year is focusing site coordinator time on lower resourced schools which may not have had a support structure in place to take advantage of the program in prior years. In addition to school support, this contract will also be responsible for creating and implementing a more robust plan for program communications including directly engaging parents, and for supporting Alameda CTC staff to make SR2S more integrated into our school system by working with school districts to adopt SR2S policies and incorporate curriculums into schools.

Site Assessments and Evaluation

This contract is held by Alta Planning + Design in conjunction with W Trans as a subconsultant and will be responsible for conducting 30 schools site assessments per year. School site assessments include conducting a walk audit around the school with stakeholders to evaluate issues and existing conditions with the goal of recommending infrastructure

improvements. Elements typically evaluated in a site assessment are parking conditions (bike and auto), loading, circulation, crossings, sidewalks and pathways, bikeways, transit stops, crossing guards, traffic signal operations, school area striping, signage and markings, and school access points. The school site assessments will be more detailed under this contract and include a technical memo and conceptual improvement plan. The memo will provide basic school information, summary of participants and issues identified, and a description of how recommended improvements address the issues. The conceptual improvement plan depicts the recommended improvements graphically. The goal is to have the completed site assessment contain information most often required for grant applications.

In addition to site assessments, this contract is also responsible for the overall SR2S program evaluation. This year will include a robust evaluation process that will help identify which program elements or delivery methods best achieve the program's goals.

Role of Local Jurisdictions in Alameda County SR2S Program

Recognizing that city and county partnership is crucial to the success of the program, Alameda CTC staff would like to engage with ACTAC on a regular basis regarding Safe Routes to School program implementation. Two areas where ACTAC participation will be particularly beneficial is site assessments and Advisory Committees, described below. Alameda CTC also wants to ensure that we are closely coordinating with any local SR2S programming the cities and county do independent of the countywide program to ensure we are maximizing synergies.

Site Assessments

City and County involvement in site assessments, also known as walk audits, is necessary at every step. Although walk audits are funded and conducted as part of our program, local jurisdictions and school districts are solely responsible for implementation. Walk audits will not be conducted unless a representative from the city or county is able to attend. In addition, Alameda CTC staff would like to work with city and county staff at the start of the school year to determine locations where conducting a site assessment should be prioritized. Finally, Alameda CTC would like to support city and county staff in the pursuit of funding for implementation of site assessment recommendations.

Significant resources are being directed toward school site assessments with the understanding that encouraging students and families to walk, bike, and take transit to school only works when the infrastructure is there to allow safe access for all modes. Alameda CTC wants to ensure that limited resources are being spent wisely and that the site assessment process and products are useful for local agencies and can result in actual infrastructure improvements.

Alameda CTC recently sent out a survey to city/county staff who were involved in the site assessments conducted during the 2016/17 school year asking for suggestions on how to improve our process and products. Responses are expected by September 19, 2017.

Advisory Committees

With the goal of trying to reach more students with the free safety training and education, Alameda CTC recognizes that we will have to build and maintain agency partnerships in order to sustain and grow the program into the future. We also recognize that circumstances are different throughout the county and what is most effective in one area might not be as effective in another.

One core element of the program's partnership strategy is to create Advisory Committees in each area of the county that will allow for agency partners to actively engage in guiding program implementation so resources are most appropriately deployed in each area of the county. City/county participation on these Committees is very important. Other partners could include school district staff, school leadership, local law enforcement, local biking and walking advocacy groups, public health departments, other health and wellness organizations, elected officials if/when appropriate, and other local groups whose missions are aligned with SR2S.

Alameda CTC is currently researching the best structure for these committees and will begin to implement them in 2018. The structure may vary by area of the county. Alameda CTC seeks to leverage any existing committees or meetings that address traffic safety concerns or similar issues.

In the past, the SR2S program has utilized Task Forces, these will continue to exist but will be utilized primarily to facilitate coordination and communication between school champions.

We will also be coordinating our SR2S program with our Student Transit Pass Pilot, which is being implemented at 15 schools in the 2017/2018 school year (see website for more information: <http://www.alamedactc.org/studentpass>).

Fiscal Impact: There is no fiscal impact.

Attachment

A. Safe Routes to School Contract Scope Summaries

Staff Contact

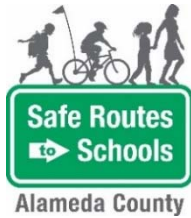
[Tess Lengyel](#), Deputy Executive Director of Planning and Policy

[Cathleen Sullivan](#), Principal Transportation Planner

[Kimberly Koempel](#), Associate Transportation Planner

[Leslie Lara-Enriquez](#), Associate Program Analyst

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**SITE ASSESSMENTS, DATA COLLECTION AND ANALYSIS
& PROGRAM EVALUATION CONTRACT**
SCOPE OF WORK SUMMARY

CONSULTANT TEAM: **ALTA PLANNING + DESIGN, W-TRANS**

Task 1: Project Management and Coordination

Close and ongoing coordination with ALAMEDA CTC and consultants on all three Safe Routes to School (SR2S) contracts will be vital to successful implementation of the SR2S program.

Task 1 Deliverables
• Contract Kick off meeting with Alameda CTC
• Coordinated kick-off with other SR2S consultants
• Mid-year contract check-in
• Mid-year coordinated check-in with other SR2S vendors
• Bi-weekly check in meetings with Alameda CTC, including preparation of agendas and notes
• Communication Protocol
• Ongoing Quality Control
• Monthly project status updates and invoicing
• Annual work plan and schedule

Task 2: Site Assessments

ALTA PLANNING + DESIGN will conduct site assessments at up to 30 schools per year. The site assessment process includes:

- School prioritization and selection
- Background data collection and coordination
- Site assessment walk audit
- Technical memo and conceptual improvement plan
- Review and finalization of technical memo and conceptual improvement plan

2.1. Prioritization and School Selection

2.2. Background Data Collection and Coordination

Prior to conducting site assessments, ALTA PLANNING + DESIGN will collect and review the following background data to gain a better understanding of the school environment:

- The Statewide Integrated Traffic Records System (SWITRS) injury collision data (up to 10 years of data)
- Local bicycle, pedestrian, or active transportation plans
- Speed surveys, as available
- Traffic counts, as available
- Attendance area maps
- School schedule information including bell times and minimum days
- School enrollment data and maps if available
- Transit stops and routes
- Crossing guard locations
- Road and right-of-way data: curb and street markings, street lights, sidewalks, bikeway facilities, bike parking
- Relevant studies, reports, grant applications

ALTA PLANNING + DESIGN will work with ALAMEDA CTC staff and the outreach and education consultant (TOOLE DESIGN GROUP) to coordinate scheduling a site assessment/walk audit at each selected school.

2.3. Conduct Site Assessments/Walk Audits

The site assessment will include:

- Parking (onsite/offsite)
- Loading/Circulation (onsite/offsite)
- Crossings (intersection, midblock, marked, unmarked, yield compliance)
- Sidewalks and pathways (presence, width, condition)
- Bikeways (presence, width, condition)
- Transit stops, routes, and access pathways
- Crossing guards (locations, times on duty)
- Traffic signal operations
- School area striping, signage, and markings (condition, compliance, color)
- Bicycle parking facilities
- School access points/gates
- Local traffic circulation patterns
- Walking School Bus/ Bike Train routes (existing or potential, within walk audit boundary)

2.4. Technical Memorandum and Conceptual Improvement Plan

2.4.1 Draft Technical Memorandum and Conceptual Improvement Plan

2.4.2 Technical Memorandum and Conceptual Improvement Plan Review

2.5. Site Assessment Implementation Tracking

ALTA PLANNING + DESIGN will maintain a master database of all site assessments conducted to date on the program.

ALTA PLANNING + DESIGN will also create an accompanying public-facing version of tracking tool.

2.6. Local Jurisdiction Technical Assistance

Task 2 Deliverables
• Site assessment prioritization
• Site assessments at up to 30 schools per year
• Technical memorandum and conceptual improvement plan for each school
• Site Assessment implementation tracking
• Local jurisdiction technical assistance, as needed

Task 3: SR2S Program Evaluation

3.1. Evaluation Metrics Strategy and Schedule

ALTA PLANNING + DESIGN will develop an evaluation metrics strategy memo for the overall SR2S program with proposed metrics that focus on mode shift, effectiveness of programming, equity, and sustainability goals set forth by ALAMEDA CTC in the SR2S Framework, and focused on the school level.

3.2. Evaluate SR2S Program Outcomes

CONSULTANT's evaluation will include collecting data on and assessing program outcomes in the following areas:

- Mode share and shift for the county, cities, districts, and schools over time.
- Program elements that are most effective at spurring mode shift to active and green transportation modes.
- Equity of program implementation.
- School context factors that affect program implementation and outcomes.
- School Summary.
- Alameda County SR2S program participant satisfaction.
- Identification of barriers to mode shift and/or to efficient program implementation.
- Bicycle and pedestrian crash data.
- Program Participation and Learning Outcomes data.
- Other data (health, learning, etc.).

3.3. Annual Evaluation Reporting

- Countywide Annual Report document
- School District Action Plan
- School-specific report cards
- Mid-Year Evaluation

Task 3 Deliverables
• SR2S Program Evaluation Metrics Strategy Memo and Schedule
• Data Gathering and Evaluation of Approved Metrics
• Pilot Study evaluations as approved by Alameda CTC
• Annual Evaluation Report, District summary, school report cards

Task 4: Data Collection, Mapping, and Analysis

4.1. Data Collection and Analysis

- Student Travel Tallies
- Parent Surveys
- School Administrator Surveys
- School Champion Surveys
- Focus Groups or Interviews
- School Activities Tracking
- Pedestrian and Bicycle Counts at Select Schools
- Vehicle Counts at Select Schools

4.2. GIS Mapping

The following GIS datasets and maps may be developed as part of the SR2S project:

- Basic school information
- School Enrollment data, as available from School District
- Demographic and Socioeconomic Data
- Collision data
- Completed Site Assessments
- Inventory of transportation infrastructure at schools
- Vehicle Speed and Volume data

- Comparison of Infrastructure to Mode Split

4.3. Suggested Routes to School Maps

Maps will include:

- School boundary
- Walking School Bus and Bike Train routes and “stops”
- Other suggested walking / biking routes (using arrows or highlighted corridors)
- Park and Walk locations
- Key traffic controls
- Bicycle facilities (lanes, routes, paths)
- Pedestrian facilities (sidewalks, trails, marked crossings)
- School access points
- Bicycle parking locations
- Crossing guard locations
- Transit stops (and additional routing and transit education information for STPP schools)
- 1/2-mile and 1-mile radius buffers
- Average walking / biking times from select locations on the map

Task 4 Deliverables
• Student travel tallies, raw data, evaluation once per year for ongoing schools
• Parent surveys, raw data, evaluation once every other year
• School administrator survey and summary once per year
• Focus groups or in-depth interviews, as approved
• School champion survey and summary once per year
• Suggested Routes to School Maps at up to 10 schools
• Countywide mapping for SR2S-related variables
• GIS data and maps collected/generated throughout the project, submitted in an electronic format



DIRECT STUDENT SAFETY TRAINING AND EDUCATION CONTRACT SCOPE OF WORK SUMMARY

**CONSULTANT TEAM: ALTA PLANNING + DESIGN, BAY AREA CHILDREN’S THEATER,
CYCLES OF CHANGE, LOCAL MOTION, SAFE MOVES, SOCIAL DYNAMISM**

Close and ongoing coordination with ALAMEDA CTC and consultants on all three Safe Routes to School (SR2S) contracts will be vital to successful implementation of the Alameda County SR2S program.

TASK 1. PROGRAM MANAGEMENT AND COORDINATION

1.1 Scheduling and Outreach

ALTA will work with the ALAMEDA CTC Project Manager to develop and finalize a Scheduling Protocol for all direct safety training activities. ALAMEDA CTC staff will provide direction on selecting locations and scheduling of all activities that are included in this contract, and ensure that ongoing coordination with the Education and Outreach consultant (TOOLE DESIGN GROUP) occurs.

1.2 Invoicing and Progress Reporting

1.3 Communications and Quality Control

Task 1 Deliverables
• Contract Kick-Off Meeting
• Coordinated Kick-Off Meeting for all SR2S Contracts
• Mid-Year Contract Meeting
• Mid-Year Coordinated Check-In Meeting
• Regular Check-In Meetings
• Scheduling Protocol
• Annual Work Plans and Schedules
• Monthly Invoicing Packets and Reports
• Communications Protocol
• Quality Control Protocol

TASK 2. PEDESTRIAN SAFETY TRAINING

SAFE MOVES will program and deliver Pedestrian Rodeos to elementary, middle and high schools throughout Alameda County in collaboration with ALAMEDA CTC staff and the Education and Outreach consultant. Programming and delivery will be guided by the Scheduling Protocol. SAFE MOVES will present the following curriculum, including, but not limited to:

Pedestrian Safety

- Environmental, financial & physical advantages of walking
- Safe places to walk/Unsafe places to walk
- Construction site safety
- Crosswalks
- Traffic signs and signals
- Suggested routes to and from school (including distribution of Suggested Routes to School maps, if available for the school)
- Recognition and avoidance of common pedestrian collisions

- Walking with a grown-up or parent (age-appropriate)
- Stranger awareness / personal safety
- School pedestrian policies
- Crossing guards
- Dangers/distractions of electronic devices (drivers and pedestrians)
- Walking in groups
- Laws and ordinances governing pedestrians

SAFE MOVES will, when applicable, incorporate the following safety education into the rodeos to address other traffic concerns facing students:

School Bus and Public Bus Safety

- Getting on and off the bus safely
- Avoiding the danger zones of the bus
- Safe passenger habits
- Safe behaviors at the bus stop
- Personal safety
- Coordination with STPP travel training and other programming

Train and Rail Safety

- Getting on and off the train safely
- Avoiding the danger zones of the train
- Safe passenger habits on the train
- Railroad crossings
- Personal safety
- How to travel with bicycles

Task 2 Deliverables
• Elementary School-Level Pedestrian Safety Training Rodeos
• Middle School-Level Pedestrian Safety Training Rodeos
• High School-Level Pedestrian Safety Training Rodeos

TASK 3. BICYCLE SAFETY TRAINING

CYCLES OF CHANGE will program and deliver K-12 bicycle safety training activities throughout Alameda County. Programming and delivery will be guided by the Scheduling Protocol. Outreach, promotion and communication of bicycle safety training activities will be conducted in collaboration with ALAMEDA CTC staff and the Education and Outreach consultant.

3.1 Elementary School Bike Safety Education

CYCLES OF CHANGE will offer the following components for elementary school Bike Rodeos, including, but not limited to:

- A designated lead educator to coordinate with school site contact.
- Three additional experienced educators to provide instruction.
- A selection of appropriately sized bicycles from a fleet of 60 rodeo bikes, ranging in size from toddler scoot bikes to adult bikes.
- A selection of appropriately sized helmets, cleaned and sanitized before use.
- A rodeo course laid out as a "mock city" with four-way stops, two-way stops, yield signs, merges, two-way traffic, and one-way traffic.

- A series of stations designed to build cumulative bike skills, including proper helmet fit, bike fit, bike safety checks, bike handling drills, and knowledge of the rules of the road.
- One dedicated instructor for students who are learning to ride for the first time.

3.2 Middle School Bike Safety Education (“Drive Your Bike”)

CYCLES OF CHANGE will program and deliver its comprehensive five-day, in-class bicycle safety education program known as “Drive Your Bike” (DYB) bicycle safety training to middle school students throughout Alameda County. Each middle-school Drive Your Bike program unit shall include, but is not limited to, the following components:

- Designated lead educator to coordinate with school site contact.
- Two additional experienced educators to provide instruction.
- A selection of appropriately sized bicycles from a fleet of 140 program bikes, ranging in size from small to extra-large bikes.
- A selection of appropriately sized helmets, cleaned and sanitized before use.
- One dedicated instructor to work with students who are learning to ride for the first time available on all on-bike program days.
- Five days of instruction tailored to the needs of the students.

3.3 High School Bike Safety Education (“Drive Your Bike”)

CYCLES OF CHANGE will program and deliver its comprehensive four-day high school bicycle safety training program, also known as “Drive Your Bike,” to high school students throughout Alameda County. Each high-school Drive Your Bike program unit shall include, but is not limited to, the following components:

- Designated lead educator to coordinate with school site contact.
- Two additional experienced educators to provide instruction.
- A selection of appropriately sized bicycles from a fleet of 140 program bikes, ranging in size from small to extra-large bikes.
- A selection of appropriately sized helmets, cleaned and sanitized before use.
- One dedicated instructor to work with students who are learning to ride for the first time available on all on-bike program days.
- Four days of instruction tailored to the needs of the students.

Task 3 Deliverables
• Elementary school bicycle rodeos
• Middle School <i>Drive Your Bike</i> Programs
• High School <i>Drive Your Bike</i> Programs

TASK 4. BIKEMOBILE

LOCAL MOTION will program and deliver BikeMobile visits, services and activities to students throughout Alameda County. Programming and delivery will be guided by the Scheduling Protocol. Outreach, promotion and communication of BikeMobile activities will be conducted in collaboration with ALAMEDA CTC staff and the Education and Outreach consultant.

Task 4 Deliverables
• BikeMobile visits

TASK 5. WALKING SCHOOL BUSES AND BIKE TRAINS

ALTA will lead implementation and coordination of Walking School Bus (WSB) and Bike Train (BT) activities in collaboration with ALAMEDA CTC staff, SAFE MOVES and CYCLES OF CHANGE with the goal of a sustainable volunteer-led program.

ALTA will develop the structure and framework for each WSB and BT in conjunction with ALAMEDA CTC staff, identify 25 school sites for implementation and develop suggested route maps for each site.

5.1 Toolkit and Materials

ALTA will develop a toolkit containing all the materials and collateral to promote, implement and sustain WSB and BT programs at schools in Alameda County. The toolkit will include, but is not limited to, the following topics and sample materials:

- Finding route leaders—Sample outreach materials
- Rules, policies and responsibilities—Code of Conduct form
- Registration letter/form for participating students/families
- Sample volunteer agreement
- Route planning tips
- Safety tip sheet
- Attendance sheet
- Emergency protocols

5.2 Volunteer Recruitment

ALTA will work with ALAMEDA CTC staff and the SR2S Outreach and Education consultant, when appropriate, to recruit volunteers for WSBs and BTs — building on existing school champion relationships. ALTA will identify specific roles and responsibilities of coordinators, leaders, volunteers, school personnel and community organizations.

5.3 Route Assessment and Selection

In conjunction with ALAMEDA CTC staff, ALTA will identify potential schools and routes to implement WSBs/BTs in Alameda County.

5.4 Suggested Route Maps

To accompany the selected routes, ALTA will develop Suggested Route Maps intended to be used as a wayfinding, encouragement and outreach tool to support the WSB/BT leaders.

Maps will include:

- School boundary
- Walking School Bus and Bike Train routes and “stops”
- Other suggested walking / biking routes (using arrows or highlighted corridors)
- Park and Walk locations
- Key traffic controls
- Bicycle facilities (lanes, routes, paths)
- Pedestrian facilities (sidewalks, trails, marked crossings)
- School access points
- Bicycle parking locations
- Crossing guard locations
- Transit stops
- 1/2-mile and 1-mile radius buffers
- Average walking / biking times from select locations on the map

5.5 Training and Ongoing Support

Trained safety instructors from SAFE MOVES will lead training for volunteer Walking School Bus leaders and CYCLES OF CHANGE will lead training for volunteer Bike Train leaders.

Deliverables:
<ul style="list-style-type: none">• Walking School Bus/Bike Train Toolkit• Technical assistance for WSBs/BTs for 25 schools annually<ul style="list-style-type: none">◦ Outreach to identify and recruit Volunteer Route Leaders◦ Identifying Routes and Stops◦ Route leader training in pedestrian and bicycle group safety◦ Staff accompany on initial route kick-off rides◦ Monthly coordination with Volunteer Route Leaders◦ Ongoing “refresher” training for new routes/leaders, two to three times per year• Suggested Route Maps for each of the 25 participating schools

TASK 6. EVENTS, ASSEMBLIES, PRODUCTIONS, AND VIDEOS

6.1 Assemblies

BAY AREA CHILDREN’S THEATER (BACT) will program and deliver its current signature program assembly “Rock the Block: A Walk and Roll Musical” for elementary schools and its “Step Up” program for middle schools. Programming and delivery will be guided by the Scheduling Protocol. Outreach, promotion and communication of assembly activities will be conducted in collaboration with ALAMEDA CTC staff and the Education and Outreach consultant.

6.2 Videos

ALTA will develop short (30-second to 1-minute) videos on topics including, but not limited to, highlighting different event activities or providing educational/safety tips.

6.2.1 Video Topic Development

ALTA will work with ALAMEDA CTC staff on developing a list of topics for videos.

6.2.2 Video Production

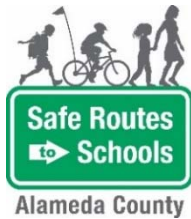
ALTA will work with SOCIAL DYNAMISM to produce the videos.

Deliverables:
<ul style="list-style-type: none">• “Rock the Block: A Walk and Roll Musical” elementary school assemblies• “Step Up” middle school assemblies• Videos

TASK 7. NEW ACTIVITY DEVELOPMENT

ALTA will work with ALAMEDA CTC to develop new, cost-efficient direct safety training activities and/or modify existing activities to make them more cost-efficient. New activity development will require coordination with the Evaluation contract, as well as with the direct service providers in terms of modifying their current offerings.

Deliverables:
<ul style="list-style-type: none">• New activity development



EDUCATION AND OUTREACH CONTRACT SCOPE OF WORK SUMMARY

CONSULTANT TEAM: **TOOLE DESIGN GROUP, TRANSFORM**

This scope assumes providing direct staff support to approximately 180 schools in Alameda County.

Task 1: Program Management and Implementation

Close and ongoing coordination with ALAMEDA CTC and consultants on all three Safe Routes to School (SR2S) contracts will be vital to successful implementation of the SR2S program.

- 1.1 Project Kick-Off
- 1.2 Coordination with Other Contracts
- 1.3 Ongoing Project Coordination
- 1.4 Contract Performance Measure Reporting
- 1.5 Quality Assurance/Quality Control

Task 1 Deliverables
• Agenda, materials and wrap up notes for kickoff meetings
• Agenda and summary notes for biweekly calls and in-person coordination meetings
• Communications protocol
• Project Schedule
• Project Work Plan
• QA/QC Plan
• Monthly invoices with detailed progress reports
• Memo summarizing project management platform options

Task 2: School Program Implementation Support for Elementary and Middle Schools

This task targets supporting approximately 135 elementary and middle schools. TOOLE DESIGN GROUP will provide oversight and high level communication support. TRANSFORM will provide school-level site coordination.

Services provided may include the following:

- Referral to Direct Safety Training activities for scheduling
- Assistance planning regularly scheduled and ongoing events
- Coordination with the Alameda County Student Transit Pass Program
- Ongoing transit education and promotion at approximately 30 middle and high schools
- Carpool coordination education
- Encouraging participation in the ALAMEDA CTC-led SR2S school recognition program
- Ongoing, general communication with schools
- Assistance with promoting the use of student travel tallies and parent surveys

Task 2 Deliverables
• Site coordination at approximately 135 elementary and middle schools

Task 3: School Program Implementation Support for High Schools

This task targets supporting 20 high schools.

Task 3 Deliverables
<ul style="list-style-type: none">• Activities listed in Task 2
<ul style="list-style-type: none">• Site coordination and student club engagement at approximately 20 high schools

Task 4: School Program Implementation Support for *Step Up and Lead* Schools

During the 2017-18 school year, the consultant team will provide greater effort and coordination at under-resourced schools under a new *Step Up and Lead* program.

Task 4 Deliverables
<ul style="list-style-type: none">• Site coordination at 25 Step and Lead Schools
<ul style="list-style-type: none">• Individual school action plans for 2017/18 School year

Task 5: Recruitment

The consultant team will establish best-practice school and champion recruitment procedures and recruit new schools to the SR2S program.

Task 5 Deliverables
<ul style="list-style-type: none">• 2017/18 School champion recruitment and maintenance procedures plan, and delivery of plan
<ul style="list-style-type: none">• Communication materials used in this task will adhere to communication plan and be developed under Task 7

Task 6: “Big” Event Coordination

The consultant team will coordinate and manage the Big Three events—International Walk and Roll to School Day, the Golden Sneaker Contest, and Bike to School Day. At high schools, the Cocoa for Carpools program will replace the Golden Sneaker Contest.

Task 6 Deliverables
<ul style="list-style-type: none">• Event coordination of the “big” events, including communication materials, promotion and post-event evaluation

Task 7: Outreach and Communication

- 7.1 Develop and Implement Communication Plan for Parents and Students
- 7.2 Develop and Implement Partnership Outreach Plan
- 7.3 Online Resource Center
- 7.4 Develop, Maintain, and Revise Outreach Materials

Task 7 Deliverables
<ul style="list-style-type: none">• Parent/Student Communication Plan and materials
<ul style="list-style-type: none">• Carpool Coordination Toolkit or online carpool coordination options memo
<ul style="list-style-type: none">• Partnership Outreach Plan and Materials
<ul style="list-style-type: none">• Updates to online-content, including three new toolkits and up to 10 other resources; quarterly newsletters and task force materials commensurate with allocated budget

Task 8: SR2S Curriculum and Policy Integration

8.1 SR2S Curriculum Integration Plan

The consultant team will conduct an assessment of how to best integrate SR2S curriculum into the Alameda County schools.

8.2 School Policy Analysis and Support

TOOLE DESIGN GROUP will work with ALAMEDA CTC to support schools, school districts, and jurisdictions in adopting SR2S policies.

Task 8 Deliverables
<ul style="list-style-type: none">• Curriculum integration plan
<ul style="list-style-type: none">• School policy assessment, white paper and sample policies

Task 9: Advisory Committee Development and Task Force Support

9.1 Development of Advisory Committee/Task Force Structure and Schedule

9.2 Advisory Committee and Task Force Support

Task 9 Deliverables
<ul style="list-style-type: none">• Brief memo with recommendations for Advisory Committees and Task Forces
<ul style="list-style-type: none">• Advisory Committees and Task Force meeting coordination, agendas, materials, and general support

Task 10: Performance Measure Reporting

10.1 Identify Activities to Be Tracked for Overall SR2S Program Evaluation

10.2 Establish Efficient Performance Measure Tracking Tool

10.3 On-going Tracking and Reporting of Performance Measures

Task 10 Deliverables
<ul style="list-style-type: none">• Memo of proposed and final data collection and performance measures tracking plan
<ul style="list-style-type: none">• Memo summarizing process performance data collection options
<ul style="list-style-type: none">• Regular reporting of process performance data (as agreed upon in Task 10.2)



Memorandum

6.1

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DATE: August 31, 2017

SUBJECT: ACTAC Information Exchange Forum

RECOMMENDATION: Receive presentations on Transportation Technology efforts from City of Fremont, City of San Jose and Joint Venture Silicon Valley

Summary

The ACTAC Information Exchange Forum (Forum) was established in late 2016 with the intent to provide a platform for ACTAC members to share information on new transportation efforts and solutions that are being implemented or tested locally and regionally. The first forum was held in March 2017 and included presentations from AC Transit, City of Oakland, and Bay Area Rapid Transit (BART). This second forum will be a panel discussion on city-focused and regionwide transportation technology efforts, including presentations from the Cities of Fremont, San Jose and the Joint Venture Silicon Valley.

City of Fremont - Smart Mobility Solutions

As the second largest City in Alameda County and located within the Silicon Valley innovation ecosystem, the City of Fremont is actively engaged in exploring and implementing technology solutions to improve the safety, efficiency and sustainability of the transportation system. Fremont's adoption of Vision Zero (in 2015), participation in the USDOT Smart City Challenge (in 2016), and its current preparation of a Smart City Strategic Plan and a Mobility Action Plan, have defined a bold vision for modern multimodal mobility for the Bay Area's fourth largest city. Key transportation innovation and technology efforts include: 1) managing extreme commute traffic impacts through a partnership with Waze, using data science and drones, and real-time text alerts; 2) supporting electric vehicle use by the public and for city fleet vehicles including a proposed partnership with Tesla to develop an Electric Vehicle police patrol vehicle; and 3) implementing the Fremont Boulevard Safe and Smart Corridor project (funded by Measure BB). This project will modernize a 10-mile section of Fremont Boulevard and 34 traffic signals, with the following traffic systems technology: adaptive operations, optimal routing and signal timing for emergency response vehicles, signal priority for transit vehicles, communications between vehicles and traffic signals, communications between vehicles and bikes/pedestrians, bike and pedestrian detection and counting, smart parking, and speed management.

City of San Jose – Advanced Traffic Infrastructure System Management

Being the largest city in the Bay Area and located in the heart of Silicon Valley, the City of San Jose is poised to harness the advanced traffic technologies to strategically improve its traffic management capabilities while continuing to meet the needs to maintain the expansive transportation infrastructure. To lay a foundation based in technological advancements for improving efficiency in overall city management and functions, the City recently adopted the first ever "Innovation Roadmap". This presentation will focus on the infrastructure and system management components that aim to translate the Vision identified in the Innovation Roadmap for this element. Some of the efforts include: enhanced operational capabilities with a recently completed, state of the art traffic management center coupled with a \$20M investment in traffic field infrastructure, large scale system-wide emergency vehicle preemption technologies to better support public safety, LED streetlight conversion through public-private partnerships, Facebook Terragraph trial deployment for improved public WiFi experience, and Automated Traffic Signal Performance Measures (ATSPM) implementations to provide real-time performance data for improved signal operations and maintenance.

Joint Venture Silicon Valley - Fair Value Commuting Project

The Bay Area Fair Value Commuting (FVC) Demonstration Project by Joint Venture Silicon Valley won the Federal Transit Administration's Mobility on Demand Sandbox Program Grant in 2016. This project is modeled after a next generation effort of Stanford University's sophisticated commute program that reduced Single Occupancy Vehicle (SOV) commuting from 75 to 50 percent, by charging SOV fees and offering incentives toward taking alternative commute modes. The FVC system components include enterprise & smartphone apps, incentives/fees, electric scooter/bike, microtransit, and advanced ridesharing. The 33-month project runs October 2016 thru June 2019, with 11 employers piloting the FVC system. A brief summary of the FTA's FVC is available at http://bit.ly/FTA_FVCdesc.

Fiscal Impact: There is no fiscal impact.

Staff Contact

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